



NEWS

FEBRUARY
2007

PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Members create shortline GCofA

Has potential to become BLET's largest General Committee of Adjustment

Leaders of several short line railroads created their own BLET General Committee of Adjustment in historic meetings held in Cleveland on January 10 and 11.

The new Regional and Shortline General Committee of Adjustment is the first of its kind. It will provide a powerful voice and stronger representation to more than 300 members from 10 different shortline railroads throughout the United States. The new General Committee will focus exclusively on the representation of its shortline members.

All new shortlines organized by the Brotherhood will automatically become a member of the new Shortline General Committee.

"The potential to grow is enormous," said BLET National Secretary-Treasurer Bill Walpert, who helped facilitate the historic meeting. "There are dozens if not hundreds of non-union shortlines that could be organized throughout the United States. The potential is there for a powerful GCofA representing thousands of members."

Delegates attending the meeting adopted General Committee Bylaws and elected officers.

"The delegates did an excellent job of conducting business and electing strong, capable leaders," said BLET Shortline Director John Mullen, who also helped facilitate the meeting. "Based on their commitment and dedication to the membership, this group of young officers are forging a bright future for the Shortline General Committee."

Dustin Heichel was elected by acclamation as the new General Chairman of the Regional and Shortline General Committee.

"Our new structure will give shortlines a tremendous boost in bargaining power," said Heichel, who



The delegates and newly-elected officers of the Regional and Shortline General Committee of Adjustment pose to commemorate their inaugural convention in Cleveland on January 10. Seated, from left: Dustin Heichel (IC&E), Regional & Shortline General Chairman; Dan Lorenz (Huron & Eastern), Vice General Chairman and Eastern Region Chairman; and John Sexton (IC&E), Alternate Western Region Chairman. Standing, from left: Eric Hill (Louisville & Indiana), Alternate Eastern Region Chairman; Steve Tarlton (CF&E), delegate; Brian Price (Panhandle Northern), delegate; and Jason Baldwin (Great Western Railway of Colorado), delegate.

also serves as General Chairman of the Iowa, Chicago & Eastern (IC&E). "The Education and Training sponsored by the National Division will help strengthen our membership as new shortlines come on board."

Ken Kroeger, BLET Special Representative and

Coordinator of the Education & Training Dept., was in attendance to give the delegates a crash course in representing members in disciplinary hearings.

The BLET National Division pledged to help the

See Shortline, Page 2

First VP Rodzwick challenges industry on fatigue

BLET First Vice President Ed Rodzwick, in his role as president of the Teamsters Rail Conference, testified at hearing of the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines and Hazardous Materials on January 31. He testified that rail employees are suffering from fatigue due to staffing levels and over-scheduling and that unsignaled areas of track are a danger that can be easily remedied.

"At a minimum for the operating crafts, such as locomotive engineers, we need to address fatigue by counting limbo time as hours of service; requiring a 10-hour calling time for operating crews and implementing other basic fatigue countermeasures," First Vice President Rodzwick said during his testimony. "Limbo time" is the time train operating crews spend waiting for transportation from their duty site to their off duty site.

Maintenance of way employees also are affected by fa-

tigue — due to long commutes, inadequate overnight lodging and lack of manpower, said Rodzwick, who is also First Vice President of the Brotherhood of Locomotive Engineers and Trainmen (BLET). For example, a member employed on a Union Pacific System Production Crew is required to report for assignments anywhere on the more than 32,000-mile route system encompassing 23 states and

See Rodzwick, Page 2

'Whopping' 91 percent ratifies new Grand Trunk Western contract

By a landslide 91 percent majority, BLET members represented by the Grand Trunk Western General Committee of Adjustment approved a new five year contract with CN on January 15.

The agreement includes a 16 percent wage increase, an increase in the away from home meal allowance to \$10, full retroactive pay from July 1, 2005, a \$1,000 bonus /claim settlement payable to all active engineers, 26 additional days off for the extra board without deduction in pay, and a "step-

up bonus payment" applied directly to the Engineer's Guaranteed Extra Board (GEB) that, when coupled with the 16 percent wage increase, amounts to about a 22.1 percent wage increase for the weekly guarantee amount.

The agreement covers about 250 locomotive engineers.

The new agreement amends the 2003 Engineer's Hourly Rate Agreement. Under the new arrangement, the

See Grand Trunk, Page 2

BLET NEWS

BLET launches web-based Tax Compliance program

National Division remains at the cutting edge of technology for unions; Makes work easier for STs

The BLET National Division launched its new online Tax Compliance reporting system on January 9, another Internet-based innovation aimed at making the jobs of Secretary-Treasurers a little bit easier.

The new system allows Division, General Committee and State Legislative Board Secretary-Treasurers to enter their members' payroll information online.

The system then allows the S-Ts to produce the necessary forms they are required to file with the Internal Revenue Service. In addition, members' Railroad Retirement information is sent electronically to the National Division, eliminating the need to mail

forms OE-1 and OE-1a through the Postal Service.

Under the direction of National Secretary-Treasurer Bill Walpert, the National Division launched an internet-based system for dues reporting and collection on January 1, 2005. That new system has drawn positive reviews from Secretary-Treasurers nationwide for reducing paperwork and making their jobs easier.

"The BLET remains at the cutting edge of technology and our Internet-based reporting systems for our Secretary-Treasurers makes us one of the most Internet savvy unions in America," National Secretary-Treasurer Walpert said. "I want to thank Dr.

Elaine Reese, our Director of Tax Compliance, and Walt Schmidt, our Director of Online Services, for the countless hours of work they put in to developing this new system."

S-Ts can access the new system from the link provided in their membership reporting area.

Members with tax compliance related questions should contact Dr. Reese at (216) 241-2630, ext. 243.

Members with technical questions or problems regarding the new Tax Compliance reporting system should contact Walt Schmidt at (216) 241-2630, ext. 259. •

General Committee established for Shortline members

Shortline

Continued from Page 1

fledgling General Committee get on its feet in the form of a \$4,000 short term loan, to be repaid over a 12 month period.

In addition to General Chairman Heichel, other GCofA officers elected were: Dan Lorenz (Huron & Eastern), Vice General Chairman & Eastern Region Chairman; John Sexton (IC&E), Alternate Western Region Chairman; Eric Hill (Louisville & Indiana), Alternate Eastern Region Chairman; Corey Carroll (IC&E), Secretary-Treasurer; and Tracy Jensen (IC&E), Alternate Secretary-Treasurer.

Representatives of many newly organized shortline railroads were in attendance as delegates, such as Brian Price of the Panhandle Northern, whose members ratified their first BLET con-



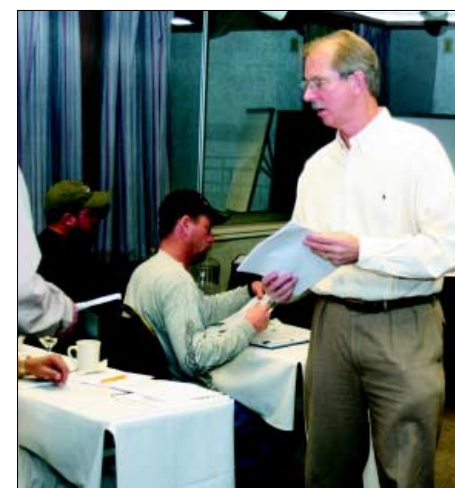
From left: BLET National Secretary-Treasurer Bill Walpert and BLET Director of Shortlines John Mullen represented the National Division during the two-day convention and assisted the Shortline delegates with the formation of the General Committee.

tract in October of 2006, and Dan Lorenz, whose Huron & Eastern members joined the BLET in May and are still negotiating their first agreement. Other delegates included Jason Baldwin of the Great Western Railway

of Colorado and Steve Tarlton of the Chicago, Fort Wayne & Eastern.

Heichel said he and his fellow officers have a lot of work ahead of them, but he remains upbeat about the future.

"I anticipate a great future for our



Ken Kroeger, right, BLET Special Representative and Coordinator of the Education & Training Department.

Regional and Shortline General Committee of Adjustment," Heichel said. "The problem we had is that each individual railroad was so small. Now, we have the structure to come together and become more powerful." •

Members approve GTW contract by landslide

Grand Trunk

Continued from Page 1

Hourly Rate will increase to \$38.63 on July 1, 2009, while the weekly guarantee for Engineers will increase to \$1,738.24, providing GEB Engineers with a minimum annual income of over \$90,000.00 per year.

"The whopping 91 percent positive vote by the membership in favor of ratification speaks volumes regarding the pay, protection and benefits this agreement provides for GTW Engineers and their families now and for many years to come," said John Karakian, GTW General Chairman. "This is especially true given the present climate within the country in regard to plant closings, outsourcing, rising fuel prices, bankruptcies, global competition, NAFTA, CAFTA, global unrest and uncertainties, etc, all of which have paved the way for the nation's railroads to jump on their middle class-busting corporate bandwagon to demand concessions."

BLET National Vice President Paul Sorrow played a key leadership role in negotiating the new contract. In addition to General Chairman Karakian, Vice President Sorrow thanked Marty Tyler, Local Chairman of BLET Division 650 (Durand, Mich.), and Tom Greenman, Local Chairman of BLET Division 33 (Battle Creek, Mich.), for their contributions during the negotiating process.

"In any worthwhile endeavor, we must be totally prepared and willing to do whatever it takes to achieve victory, as was the case in reaching this agreement," Vice President Sorrow said. "Words cannot express the high regard that I hold for General Chairman Karakian for his unyielding commitment to gain the very best agreement possible for his membership."

"Our success is directly attributed to the GTW Membership for their patience and support over the long period of time that preceded the agreement. Suffice it to say that I am extremely proud to have played a small part in this great union effort."

Marty Tyler thanked General

Chairman Karakian for his efforts to help the Grand Trunk Western members, not only during this round of contract negotiations, but also for his efforts on a daily basis.

"I've been blessed to work with Brother John Karakian since 1992," Tyler said. "He is a Godsend for the men and women he represents. He doesn't do it for personal gain — he does it out of a commitment to the members and because it's the right thing to do. I can't thank him enough for all he does."

Tom Greenman described negotiations as a "roller coaster ride." He said Vice President Sorrow played a vital role during negotiations.

"He was our right hand man," Greenman said. "Without his help, we wouldn't have been as successful as we were."

BLET National President Don Hahs applauded the efforts of the negotiating team and praised Brothers Sorrow, Karakian, Tyler and Greenman for bringing the negotiating process to a successful conclusion. •

Rodzwicz

Continued from Page 1

covering two-thirds of the territory of the United States from New Orleans to Los Angeles and from Los Angeles to Portland or Chicago.

"The Teamsters Rail Conference believes that the solution to these excessive fatigue-inducing conditions is to reinstate some reasonable limits on the size of territory these workers have to cover," Rodzwicz said.

As part of the re-authorization of the Federal Rail Safety Program, the Teamsters Rail Conference believes the ongoing program concerning main track switches in "dark territory"—routes that have no signal system—should be addressed. Misaligned switches have been involved in several fatal rail accidents in recent years, while off-the-shelf switch position detection technology has been available for some time.

The Teamsters Rail Conference represents more than 70,000 locomotive engineers, trainmen and maintenance of way employees on freight, passenger and commuter rail lines across the United States. The Rail Conference is a division of the International Brotherhood of Teamsters. •

BLET Auxiliary Update

To join or not to join, that is the question

By Anita J. Caruso
National Secretary
BLET Auxiliary

I hope this time of year finds everyone in good spirits, as it is with many fond and not so fond memories, that I write this article.

I'm going to take you all back in time, to 1976, when I married my husband (Sam), who worked at Crown Center Hotel in Kansas City, Mo. He had been working there for six years and I had no reason to believe that this wouldn't be the place he would work until he retired. Boy, was I wrong!

One day, he comes home and says, "I hear they are hiring at the railroad, I'm thinking of applying. Do you mind?" Well, who am I to tell someone that they can't try a new profession, so I said, "Sure, as long as you don't get a job that involves traveling or being gone overnight." Many of you are in families that grew up working for the railroad for many generations, but, no one in any of our families or any of our friends had ever worked for a railroad, so we

had no idea of what was to come!

In 1980, our first move came when our daughter was two months old. We left Kansas City and moved to Olathe, Kan., to be closer to his home terminal in Osawatomie, which was about 30 miles farther than I cared to move. Although Kansas City was only 30 miles from Olathe, my family felt I was "out of town" already.

It was then that I got an invitation to join GIA Helen Gould Division 235 of Osawatomie, Kan. I had no idea that there was such an organization and I was very happy to be able to join. It was very comforting to know there were other people out there who could relate to what I was learning to accept as "normal" and give me tips on how to run a household without a husband to count on. They even let me bring my daughter to the meetings because I didn't have a sitter or know anyone in Olathe. That was very nice, too!

It was the monthly meetings that I so looked forward to attending, hearing about what was going on at the railroad from everyone's husbands per-

spective, trying to learn the "special lingo" that railroaders use, hearing ways to cope with holiday time when your husband was always working, and going to functions by yourself because the railroad again has held your husband hostage. It gave me the feeling like I had another family to lean on when our own families didn't understand why we couldn't commit to Sunday dinner in advance. These are things that people with "normal" jobs never have to endure or understand as it's a totally different way of life, for sure.

After seven and a half years in Olathe, my husband decided that a "better" job awaited him in Omaha, Neb. I thought I was going to die, right on the spot! He applied and in true railroad form, had to leave immediately upon being contacted, to be in Omaha so he could establish a new seniority date. That left me in Kansas with two small children and a husband who traveled back and forth from Omaha to Olathe for eight months. When the school year ended and the house sold, we headed north. Never in my wildest dreams did I think I would end up living in Nebraska. I thought the only thing there was the race track and college football,

which were the only reasons we'd ever visited the state.

We arrived in Nebraska in May of 1988. From that day on, my husband would "bug me" to start an auxiliary here and I just kept putting it off. Finally, he wore me down and in early 1995, I started sending letters out to all the wives of BLE members asking if they would like to join a new auxiliary in the Omaha/Council Bluffs, Iowa, area. We had a wonderful response and were initiated in September of 1995 as River City Auxiliary 12 with 15 charter members.

Now, 11 years later, it was one of the best things I could have ever done. I have made so many wonderful friends and have my own "extended family" here to look forward to seeing once a month. We have shared many ups and downs through the years and I can tell you, having a group of friends with a common interest is a wonderful way to "let go of some stress!" In recent years we feel we are doing even more to help our spouses on issues that directly affect them, and we know there is still so much more we can do to help.

So, why join an auxiliary or start one, why on earth not? •

BLET Auxiliary secures passage of remote control safety resolution

Thanks to lobbying by the BLET Auxiliary, Page County, Va., became the 63rd community in the United States to adopt a remote control safety resolution on January 16. Including Page County, 43 cities and 20 counties have enacted resolutions that call for the improved safety and security of remote control train operations.

Page County officials adopted the resolution unanimously, requesting the Federal Railroad Administration "develop comprehensive regulations for the use of remote controlled locomotives, and that those regulations ensure the highest level of skill and qualification of persons operating remote controlled locomotives."

Diane Shifflett, BLET Auxiliary Member at Large, spent more than a year working on the resolution. She worked with Carol Lee Fischer-Strickler, a member of the Page County Board of Supervisors, to educate Board members about the operation of remote control locomotives.

Fischer-Strickler, who herself came from a railroad family, said "after being contacted by constitu-

ents about the RCO situation, and the significance of the safe use of RCOs, I knew this was a resolution that needed to be passed."

She campaigns on the platform of "always put the people first," and because of the lack of mandatory safety regulations from the FRA, "this put the well being of my community and the railroad workers within it in danger," she said.

Danny Shifflett, Legislative Representative for BLET Division 217 (Shenandoah, Va.), also helped educate the Page County Board. Because of his work schedule, however, he was often unable to attend some meetings. He said he knew Diane was capable of carrying on in his absence and that he appreciated her efforts in securing passage of the resolution.

Diane, a 29-year-old mother of three, said she believes in doing what she can to make the railroad a safer place to work. "None of this would have been possible without Carol Lee, and I am very grateful for her help," she said.

She also thanked her husband Danny, who has

been a BLET member for 10 years, and BLET Auxiliary National President Becky Schneider, whom she called a mentor in educating and providing information about remote control and other issues impacting railroaders.

Diane said her work is not finished, however. Plans are in the works to secure other resolutions in neighboring counties with the hope of eventually securing a statewide resolution in Virginia.

"Some may think that a member-at-large can't make a difference, but I think I have shown that we can," she said. "I hope more spouses will join the Auxiliary and form their own local auxiliaries so we can do even more. Our work is important in getting a safe working environment for railroad workers, and I believe we can never give up, even if we have to do some leg work alone."

The BLET Auxiliary is an organization of BLET spouses and family members who, among other things, actively provide support of issues that impact the health, safety, welfare and quality of life of railroaders. For details, visit: www.bletauxiliary.net. •

New law gives boost to retiree income

Retirees can earn more each month as President Bush signs H.R. 5483

President George W. Bush signed H.R. 5483, the Railroad Retirement Disability Earnings Act, into law on Friday, January 12.

"This bill will allow our retirees to earn more money to supplement their Railroad Retirement income," said BLET National President Don Hahs. "Passage of this bill represents a victory for our Legislative Department, Rail Labor, but most importantly, our retired members."

The U.S. Senate passed the bill by voice vote on December 9, and it was passed by the U.S. House of Representatives on September 28.

"Congratulations to all of those in rail labor who worked on this legislation," BLET Vice President and National Legislative Representative John Tolman said. "I would especially like to thank those BLET members who wrote letters, called, faxed and emailed their Senators and Representatives. The signing of this legislation

provides much needed relief for our Brothers and Sisters on disability."

The new law will raise the outside earning limits of retired railroad workers from \$400 to \$700 per month.

The measure becomes effective immediately, and will also create an indexing formula to provide for automatic increases in the future. The \$400 cap was established more than a decade ago. •

NASLBC to hold annual meeting April 26-28

The annual meeting of the National Association of State Legislative Board Chairmen (NASLBC) will take place April 26-28 at Bally's in Las Vegas.

The meeting immediately precedes the Teamsters Unity Conference, which is also at Bally's from April 29-30.

"We scheduled our business meeting to take place just before the Teamsters' Unity Conference so that our members who wanted to attend both meetings will only need to purchase one airline ticket, helping to decrease their travel costs," said Perry Renfro, Secretary-Treasurer for the NASLBC.

The NASLBC's annual meetings give Legislative Board Chairmen from across the U.S. the opportunity to network, share ideas and plan legislative efforts on both the state and national level. They will also hear reports from BLET and IBT officers during the meeting.

The chairmen will discuss rail security issues, Amtrak funding, the BLET PAC fund, the 2008 Presidential elections, and numerous other issues of importance to BLET members.

Any questions concerning the meeting should e-mail Brother Perry Renfro at: prenfro@cebridge.net. •

BLET NEWS

New ECP braking technology would benefit safety

When new technology is introduced in the railroad industry, there's always a game of "give and take" played between management and labor.

But in a recent public safety hearing before the Federal Railroad Administration regarding the implementation of a new braking technology, it's clear that railroads are willing to give a little — but only if they can take away a lot.

The Brotherhood of Locomotive Engineers and Trainmen testified before the FRA on January 16 regarding electronically controlled pneumatic (ECP) braking systems. The ECP technology reduces stopping distances for trains and is seen as a safety improvement, something the BLET strongly supports.

Delivering the testimony in Washington, D.C., on behalf of the BLET was Thomas A. Pontolillo, the BLET's Director of Regulatory Affairs.

"The BLET has a long and proud history of promoting and working to advance the implementation of technologies that enhance railroad industry safety," he testified. "We recognize the potential benefits of ECP brake systems — both for our members and for the industry, as a whole."

However, he told the FRA panel that the BLET is not in favor of requests by the BNSF Railway and the Norfolk Southern Railroad to waive highly important Federal safety inspections as part of the pilot project. Those waiver requests are nothing more than a way for the railroads to cut costs and will degrade overall safety in the industry if granted, Pontolillo said.

BNSF and NS are seeking to implement a pilot project to test the new brakes on certain portions of their territories.

"We fully support pilot projects of this type, and would view with an open mind petitions for waiver from compliance with FRA regulations that interfere with this effort," Pontolillo said. "However, our reading of the petition has convinced us that the pilot — as initially presented — falls far short of what is required, because a number of necessary conditions were omitted from the petition and relief is being sought from a number of regulations that do not restrain achievement of the goals of the pilot."

In exchange for implementing the new braking system, the railroads are seeking waivers of highly important safety checks that aren't necessarily related to the technology. For example, the railroads are seeking to waive the Federal requirement for a daily locomotive inspection.

"The purpose of the daily locomotive inspection is to ensure — at least once each calendar day — that there are no federal defects in any of the various locomotive subsystems at the time of the inspection," Pontolillo testified. "Waiving this requirement will expose locomotives in ECP service to an unacceptably lower standard of inspection, while denying the request will not impair in any way the ECP pilot. FRA should deny this request."

In addition, railroads are seeking relief from the requirement that 100 percent of the brakes must be

effective and operative prior to departure of a train from the initial terminal. The railroads also asked for numerous other waivers, including the right to waive various brake test and inspection requirements, and other important safety systems currently mandated by Federal law, such as standards for end-of-train devices.

Another safety degradation is the fact that railroads seek to establish new inspection standards for trains equipped with ECP brakes — inspection standards that are different than standards for trains equipped with conventional brakes.

"(E)stablishing different standards for different equipment sets that will be operated side-by-side, when they are not operationally required, is a recipe for confusion and injects an unnecessary risk," Pontolillo said.

In the end, the BLET applauded the railroads for taking the first step in the eventual broad implementation of this safety-improving technology. However, their request as currently written would have the potential to degrade safety and is nothing more than a way to cut costs.

"FRA must consider the safety case for ECP in reaching its determination concerning this petition," Pontolillo said. "Instead, Petitioners have largely sought relief from those regulations necessary to create what can only be called a 'labor cost savings' case for ECP." •

New FRA Safety Advisory asks railroads to strengthen yard safety

Following a preliminary investigation into the December 14, 2006 death of a CSX carman in DeWitt Yard outside of Syracuse, N.Y., who was killed when his truck was struck by a remote controlled shoving yard movement, the Federal Railroad Administration has issued a series of recommendations to the railroad industry intended to prevent another such tragedy.

The recommendations were included in Safety Advisory 2007-01, which was published in the January 18 Federal Register.

FRA stressed that the accident is still under investigation, that causes and contributing factors have not yet been established, and that the Safety Advisory should not be construed as placing blame or responsibility for the accident on the acts or omissions of any person or entity.

FRA also noted that the subject of

"point protection" for shoving movements was included in a Notice of Proposed Rulemaking concerning railroad operating rules and practices that currently is under consideration.

By issuing the Safety Advisory, FRA is asking the industry not to wait until the lengthy rulemaking process is concluded, but to act now to prevent another unnecessary injury or death.

FRA's most significant recommendation is that railroads "review, or amend as necessary, their point protection rules to clarify that the person protecting the point visually determine, for the duration of the shoving or pushing movement, that the track is clear either within the person's range of vision or for the complete distance the equipment is to be shoved or pushed, or that other safeguards are observed to prevent critical incidents involving shoving movements."

In making this recommendation, FRA acknowledged that "continuous observation cannot be accomplished if the person is also attempting to accomplish other tasks that cause the person to divert attention from providing point protection."

The Safety Advisory also recommended that railroads:

- assess their current rules addressing safety at yard crossings, including rules governing shoving and pushing movements and backing motor vehicles;
- review their point protection rules and their importance with all relevant employees;
- review their current rules pertaining to employee behavior on or about tracks with particular emphasis in yards with all relevant employees;
- address the ability of employees to call for assistance in emergency situations through the use of common emergency radio frequencies, or by other means; and

• assess the conspicuity of flat cars and other equipment with low profiles and consider measures available to increase their visibility when they are the lead car in a shoving movement, especially at yard crossings.

John Tolman, BLET's Vice President and National Legislative Representative, praised FRA's action. "The industry is long overdue for a mandatory point protection requirement for shoving movements and crews should have the absolute right to refuse to make a blind shove. We strongly urge the FRA to closely monitor the industry's response to these recommendations, and to take further action, if necessary, to ensure that another tragedy like the DeWitt accident never happens again," he said. •

2007 Railroad Retirement Board Informational Conferences

The U.S. Railroad Retirement Board offers free informational conferences for elected union officers throughout 2007. Registration begins at 8 a.m. The programs begin at 8:30 a.m. and end at 12:30 p.m.

March 23 • Pikesville, Md.
Hilton Pikesville
1725 Reisterstown Rd.

March 30 • Covina, Calif.
Embassy Suites Hotel (in Blakes' Conference & Banquet Rooms)
1211 E. Garvey Street

April 20 • Nashville, Tenn.
Hilton Garden Inn
412 Royal Parkway

April 20 • East Hanover, N.J.
Ramada Conference Center
130 Route 10 West

April 27 • Roanoke, Va.
Holiday Inn Tanglewood
Rt. 417/220

April 27 • St. Louis, Mo.
Holiday Inn South County Ctr.
6921 Lindbergh Blvd.

April 27 • New York, N.Y.
Doubletree Metropolitan Hotel
569 Lexington Ave. at 51st Street
Room: Metro 1

April 27 • Eagan, Minn.
Best Western Dakota Ridge

3450 Washington Dr.
I-35 E & Yankee Doodle Rd.

May 4 • Kansas City, Mo.
Clarion Hotel Sports Complex
9103 East 39th St.

May 4 • Oakland, Calif.
Ronald V. Dellums Federal Building
North Tower, 5th Floor Conference
Room H
1301 Clay Street

May 4 • Ashland, Neb.
Eugene T. Mahoney State Park
28500 West Park Highway

May 11 • Smyrna, Ga.
Holiday Inn Express

Vinings/Smyrna
1200 Winchester Parkway

May 11 • Denver, Colo.
Radisson Hotel Denver Plaza
3333 Quebec Street

May 18 • Spokane, Wash.
Airport Ramada
8909 Airport Dr.

May 18 • Birmingham, Ala.
Medical Forum Building
950 22nd Street, North
Meeting Room C

June 1 • Fargo, N.D.
Best Western Kelly Inn
3800 Main Ave. •

Buddy White reelected Georgia SLBC

Buddy White was reelected by acclamation to the office of Georgia State Legislative Board Chairman (SLBC) at the Board's quadrennial meetings in Atlanta on January 22.

Also elected were: Vice Chairman James Rigsby, a member of Division 706 (Fitzgerald, Ga.); 2nd Vice Chairman Corey Vaught, Division 409 (Columbus, Ga.); Secretary-Treasurer Mike Poss, Division 696 (Atlanta); and Alternate Secretary-Treasurer Louis Meyers, Division 316 (Atlanta).

Cliff Neill, from Division 409 (Columbus, Ga.), presided as the incumbent Secretary-Treasurer at the meeting but he did not seek reelection because he is retiring in July. Brother Poss was elected by acclamation to fill the vacant position.

Guest speakers at the quadrennial meeting included Richard Ray, President of the Georgia State AFL-CIO, and Tasso Knight, the Political Director of the Georgia State AFL-CIO. Brother White reports that even though the AFL-CIO and the Change to Win federation are split at the national level, the BLET remains close with the Georgia AFL-CIO through a Solidarity Charter.

The following Legislative Representatives attended the meeting as delegates of their respective divisions: Culley Johnson, CSX, Division 30 (Atlanta); Scott Sutton, NS, Division 59 (Valdosta, Ga.); Leon

Watkins, NS, Division 210 (Macon, Ga.); Frank Middleton, CSX, Division 323 (Augusta, Ga.); John R. Hunt III, NS, Division 328 (Atlanta); Al Belin, CSX, Division 503 (Atlanta); Chris Dickey, NS, Division 646 (Savannah, Ga.); Sammy Ganas, CSX, Division 648 (Waycross, Ga.); Dwayne Massengale, CSX, Division 779 (Manchester, Ga.); Ed Robinson, NS, Division 786 (Macon, Ga.); and Freddie Doyle, CSX, Division 803 (Savannah, Ga.).

During the meeting, the delegates discussed their legislative priorities. Improved railroad security and safer remote control train operations are top priorities for the BLET in Georgia. Also, the Georgia State Legislative Board plans to introduce and lobby for a bill that would require switch indicator lights in dark territory.

The Board also discussed ways to address membership concerns regarding hours of service and limbo time abuses by rail carriers CSX and Norfolk Southern, the two major railroads operating in Georgia.

Delegates enjoyed a reception on January 21 provided by Matthews & Steel, the BLET designated legal counsel in Atlanta. In addition, Brother White thanked the Brotherhood's Relief and Compensation Fund (BRCF) for sponsoring lunch on January 22. •

Rich Dixon reelected as Septa General Chairman



The BLET's National Division extends congratulations to Brother Rich Dixon (center) upon winning reelection to the office of General Chairman for the Southeastern Pennsylvania Transportation Authority (SEPTA). From left: Members who attended the meeting are: Ron Kendra, Division 71; Don Hill, 2nd Vice Chairman of the SEPTA General Committee; Steve Bruno, President of Division 71; Mike Mulkeen, Secretary-Treasurer of the SEPTA GCofA; Marty McShea, Alternate S-T; Rich Dixon, General Chairman; Ed Rodzwick, BLET National Division First Vice President; Paul Osciak, SEPTA 1st Vice Chairman; Marcus Ruef, BLET National Vice President; and Tom Dorricot, Legislative Representative of Division 71.

National Legislative office launches website

The BLET's National Legislative Office in Washington, D.C., premiered its website on February 21.

The site is intended to be a resource for BLET members, as well as anyone who is interested in the BLET's legislative and regulatory activities.

Members can visit the website at <http://www.bletdc.org>.

The website contains a plethora of information to keep members informed, including an Action Alert section for breaking news and a testimony area that collects testimony delivered by BLET and Teamster officials on key regulatory and legislative issues.

The website also contains contact information for the National Legislative Office as well as all State Legislative Board Chairmen.

Members can also sign up for the BLET-PAC through the new site. •

Illinois joins Midwest Interstate Passenger rail compact

On November 30, the Illinois Senate gave its final, unanimous approval to the Midwest Interstate Passenger Rail Compact, a plan to create railroad jobs and to expand passenger rail service in the Midwest. It is expected that Governor Rod Blagojevich will sign the measure within the next 60 days.

The Brotherhood of Locomotive Engineers and Trainmen was one of the primary supporters of the compact and worked to get the bill passed.

"This piece of legislation will help to expand passenger rail transportation in the Midwest," BLET Illinois State Legislative Board Chairman Ed Way said. "We are happy that the Illinois state legislature has voted to join the compact." •

In the Illinois House, Representative Kathy Ryg (the chief sponsor of the bill in the House) and the House's other chief co-sponsors — Representatives Elaine Nekritz, Paul Froehlich, Karen May and Dave Winters — shepherded HB 4344 through the House during the first week of that state's fall legislative veto session.

Senate Transportation Chair Tony Muñoz was the bill's primary sponsor in the Senate, and the co-sponsors included Senators Dale Risinger, Debbie Halvorson, Larry Bomke and John Sullivan. In all, 49 House members and 24 Senate members signed on as co-sponsors of the legislation.

"I would like to congratulate Brother Way and all of the BLET members in Illinois who worked diligently to get this legislation passed," BLET

Vice President and National Legislative Representative John P. Tolman said.

MIPRC's current members are Indiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota and Ohio. The main purposes of the compact are to:

- Promote, coordinate and support regional improvements to passenger rail service
- Promote both current improvements and long-range plans for intercity passenger rail service in the Midwest.
- Coordinate interaction among Midwestern state officials and between the public and private sector at all levels (federal, state and local). •

Locomotive theft ignites rail security push in Ohio

Ohio's House of Representatives will consider a railroad security bill in light of a locomotive theft in southeastern Ohio on January 16.

State Representative Bob Hagan, who is a working locomotive engineer and a member of Division 757 of the Brotherhood of Locomotive Engineers and Trainmen (BLET), held a press conference on January 18 where he announced that he will reintroduce Senate Bill 363, the Rail Safety and Security Act. Also at the press conference in Youngstown were State Senator Capri Cafaro and Tim Hanely, the BLET's State Legislative Board Chairman for the State of Ohio.

The legislation would require railroad owners and operators to secure their facilities from the threat of terror

strikes and provide for proper oversight from the appropriate state agencies to ensure compliance.

Early on January 16, two boys escaped from a juvenile detention home in Nelsonville, Ohio, broke into a building that houses a Hocking Valley Scenic Railway locomotive, and took the locomotive on a 12-mile joy ride before being apprehended by police.

Chairman Hanely said the theft is proof positive that securing Ohio's railroad system is long overdue.

"What further proof is needed?" Hanely asked. "If we can't secure a potential weapon of mass destruction from kids, how could we ever think our rail networks are safe from terrorists?"

"This industry has ignored

the problem far too long and it's high time our legislators stepped in to protect Ohio's citizens."

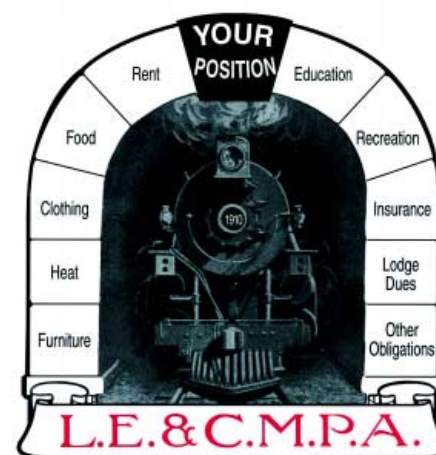
Hanely said that Ohio has fallen victim to numerous rail accidents in the recent past, many of them serious. He cited a train fire in Chillicothe, a runaway train out of Toledo, a fatal accident and train sabotage in Cincinnati, and train crews being fired upon with rifles while en route between Ohio cities as examples of security lapses in the state's rail network.

"Enacting a rail security bill could have prevented most of these incidents," Hanely said.

Rep. Hagan reintroduced the legislation, S.B. 363, before the Ohio House of Representatives in mid January. •

Locomotive Engineers & Conductors Mutual Protective Association

535 Griswold • Suite 1210 • Detroit, MI 48226-3689
(800) 514-0010 • (313) 962-1512
FAX: (877) 633-1910 • E-MAIL: lecempa1910@lecempa.org •
WEB: www.lecempa.org



Job Protection Headquarters for Transportation Employees
Since 1910

BLET NEWS

In the halls of Congress...

BLET State Legislative Board Chairmen meet with members of Congress on Capitol Hill

Twenty-one BLET State Legislative Board Chairmen descended on Capitol Hill the week of January 22 in a major effort to educate their Senators and Representatives about railroad security, Amtrak funding, and many other issues of importance to the BLET and the Teamsters Rail Conference.

The 21 State Chairmen visited 140 members of Congress in two days. The BLET National Legislative Office organized the event, which was held in conjunction with the Teamsters Leadership Academy on Political Action. The IBT's Training and Development Department and the IBT Government Affairs Department hosted the Leadership Academy.

"We visited members of both parties," said John Tolman, BLET Vice President and National Legislative Representative. "We focused on getting our message across to both Republicans and Democrats — and will work with members of both parties to get legislation passed."

Several newly-elected State Legislative Board Chairmen and Teamsters from around the country attended the Teamsters three-day Leadership Academy. The program educated participants on how to develop a political action program at the local level, and a winning strategy for the upcoming 2008 elections.

"Educational opportunities such as this one provide our officers and members with the occasion to learn side by side with their brothers and sisters from the International Brotherhood of Teamsters," BLET National President Don M. Hahs said. "They serve to encourage greater solidarity

with in the organization."

During the Academy, Vice President Tolman gave attendees a presentation about communications.

"I really enjoyed the training and found the variety of programs very interesting. I believe they will be especially valuable to me as a new Legislative Board Chairman," said Brian Kelley, Missouri State Legislative Board Chairman. "I thank Brother Tolman and the members of his staff who helped put this whole event together."

Veteran BLET State Legislative Board Chairmen joined the new Chairmen for visits to the Capitol. Railroad security and Amtrak funding were two of the key issues among the many that were discussed. The Chairmen stressed that worker training and whistleblower protections should be necessary parts of any rail security legislation passed by the Congress. In addition, the Chairmen stressed that a new collective bargaining agreement for Amtrak workers should be a part of any long term funding given to the National Railroad Passenger Corporation. BLET members at Amtrak have been without a new contract in more than six years.

"I think these visits provided an invaluable experience for both the new Chairmen and the veteran Chairmen," Vice President Tolman said. "It gave us an opportunity to express our views to more than 140 members of Congress and also allowed these brothers to get experience in discussing legislation that impacts our members on a national level."

Tolman said he received overwhelming positive feedback from the Chairmen about



Clockwise, from left: Lobbying in the office of Congressman Bud Shuster (R-Pa.) is Ken Kertesz, Pennsylvania State Legislative Board Chairman; A.J. Stokes, State Coordinator, International Brotherhood of Teamsters; Tim Hanely, Ohio State Legislative Board Chairman; Congressman Shuster; Stephen Martinko, Legislative Director of Shuster's staff; and John Tolman, BLET Vice President and National Legislative Representative.

the Hill visits. All of the Chairmen filled out questionnaires and gave their opinions of the visit. He said the questionnaires will be used in the future to target certain members of Congress when legislation is coming up for votes.

"The opportunity to meet with our legislators in Washington during the first 30 days of the new Congress was invaluable," said Tim Hanely, Ohio State Legislative Board Chairman. "Change is definitely in the air on Capitol Hill."

The State Chairmen were organized into small groups for the visits to Capitol Hill. Each new Chairman was paired with one or more experienced Chairman, often leading to diverse pairings.

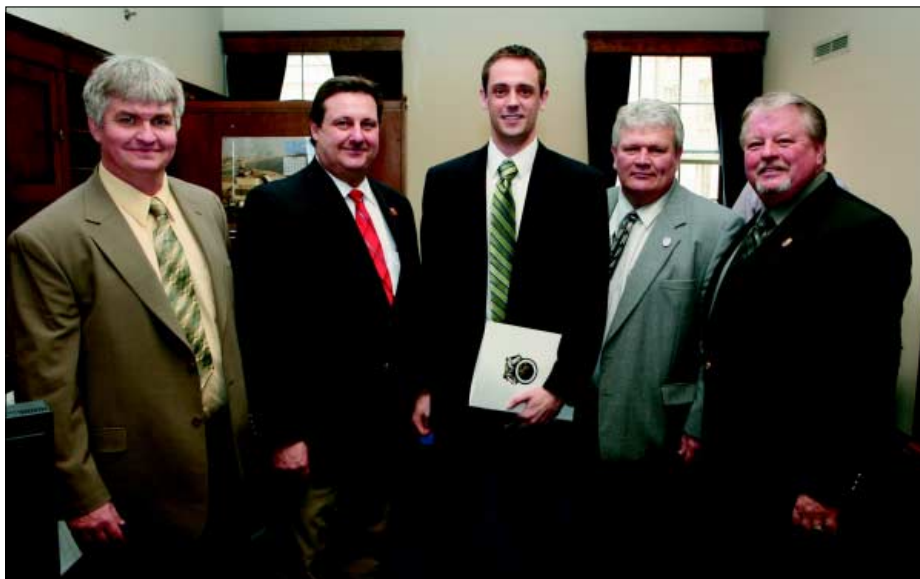
"I was impressed by our friends in D.C.," said Terry Todd, Arkansas State Legisla-

tive Board Chairman. "They were very knowledgeable about our issues and wanted our input. I am a freight engineer in the south with Union Pacific. George Newman is a passenger engineer from Massachusetts. I think we worked well together. George doesn't run freight and I don't run passenger. We each had our own specialty."

The meetings were set up over a three week period to coincide with the days that were scheduled for the efforts.

"On the behalf of the State Legislative Board Chairmen who participated and myself, I would like to thank Dan Sullivan of the National Legislative Office, and Kathleen Policy of the BLET Public Relations Department, for their hard work in setting up these appointments and organizing this event," Tolman said.

The following BLET members participated in the Capitol Hill event (all are State Legislative Board Chairmen unless otherwise noted): Mike Weston, Colorado; Jim Wilmesher, Colorado State Legislative Board Secretary-Treasurer; Craig Gilchrist, Montana; T.M. "Mike" McClary, Tennessee; Dave Lavery, Florida; Jeff Worthington, Utah; Terry Jones, Wyoming; Brian Kelley, Missouri; Jeff Kurtz, Iowa; Ed Way, Illinois; Bill Verdeyen, Indiana; Tim Hanely, Ohio; Ken Kertesz, Pennsylvania; Tony Dimond, Wisconsin; Terry Briggs, Texas; Rob Holton, Washington State Legislative Board Member (Division 104); Tim Smith, California; Herb Harris, Washington, D.C.; Terry Todd, Arkansas; George Newman, Massachusetts; and John Collins, New York State. •



From left: Jeff Kurtz, BLET Iowa State Legislative Board Chairman; Jeffrey Bainter, BMWED Indiana Legislative Director; Andrew Lattner, Transportation Legislative Assistant for the office of Representative Joe Donnelly (D-IN); Bill Verdeyen, BLET Indiana State Legislative Board Chairman; and Ed Way, BLET Illinois State Legislative Board Chairman.



Herb Harris (right), Washington D.C. Legislative Board Chairman, at a meeting with two representatives from Maryland.

BLET provides training to new NMB arbitrators

Working jointly with management, BLET teaches 'Railroading 101' to next generation of arbitrators

Just like the rest of the railroad industry, which had to hire and train new employees to replace a generation of retiring workers and to increase staffing to meet increases in traffic, the arbitration end of the business is facing similar challenges.

It has become necessary to recruit National Mediation Board-certified arbitrators who have been practicing in

other industries for railroad work. Some of the new referees have experience with other Divisions of the NRAB, but none have heard First Division, or operating craft, cases before.

The BLET Arbitration Department, in conjunction with the National Railway Labor Conference (NRLC), and with the cooperation of Union Pacific Railroad, sponsored three railroad-ori-

entation classes for new arbitrators in December of 2006.

The purpose of the class was to provide fundamental information concerning locomotive and train operations and to expose the new arbitrator to the locomotive engineer work environment and railroad culture. The three arbitrators attended the all-day classes, which were conducted in Chicago.

Doug Davidson of the BLET National Division's Arbitration Department taught the workshops.

"The workshop was a condensed version of a Railroading 101 class," Davidson said.

A member of BLET Division 96 in Chicago, Davidson works under the direction of National Vice-President Richard K. Radek and serves as a labor member for the First Division of the National Railroad Adjustment Board.

"We began in a classroom with a general overview of the responsibilities and duties of the locomotive engineer," Davidson said. "This was followed by a module on engineer certification and in particular, the relationship between Part 240 violations and the collective bargaining discipline."

That portion of the workshop was followed by a presentation on train-track dynamics, focusing on in-train forces and on what an engineer must do to control slack and speed. A Union Pacific representative demonstrated locomotive event recorder technology on a laptop computer and there was a discussion concerning event recorder data as evidence.

The class then continued in the field where the new arbitrators inspected rail cars and locomotives, looked at track structure, switches, signal systems and safety devices. Each class visited a manned interlocking tower and listened in to radio transmissions governing train movements. Davidson said the arbitrators were given the opportunity to throw a hand switch in the yard.

"The highlight of the class was for each referee to spend time in the locomotive cab with a BLET engineer while that member operated a UP passenger train," Davidson said. "The arbitrators observed first-hand engineers passing through work zones, reacting to trespassers and grade crossing hazards and professionally handling their trains.

"Most beneficial to the new arbitrators was the conversations with the BLET engineers, which allowed the referees an unfiltered view of the railroad culture. Quality of life topics included working in unassigned service, being on call 24/7, railroad discipline, critical incidents, stress on the family at home, and the stress that comes from working in a performance-driven and safety sensitive position."

All three arbitrators later wrote letters to the BLET Arbitration Department expressing that the classes were very instructive and that they all gained a greater appreciation of the demands placed upon our craft.

Additional classes for other new arbitrators will be scheduled soon. •

Election Supervisor's Certification of Results of the 2006 IBT International Officer Election

The *Rules for the 2005-2006 IBT International Union Delegate and Officer Election ("Rules")* state that the Election Supervisor has the authority "to supervise all phases of the International Union delegate and officer election" and is "authorized and obligated to certify election results." *Rules*, Article I. Pursuant to that authority, this constitutes the Election Supervisor's certification of the results of the 2006 IBT International Officer Election.

The ballot count for contested International Officer positions took place from November 14 through November 18, 2006, in Alexandria, Virginia. A final tabulation of votes was announced on November 18, 2006. The time for filing post-election protests concerning the outcome of the election has expired (*Rules*, Art. XIII, § 3(a)), and no post-election protests were filed.

Two pre-election protests have not been resolved completely. *In re Berg*, 2006 ESD 397 (December 6, 2006), was appealed to the Election Appeals Master and is pending decision before him. Investigation is not completed in *In re Buban*, Case No. P-06-343-100906-MW, and no ruling has issued. However those protests are finally decided, the subject matter and scope of the protests will not require considering any relief under *Rules*, Art. XIII, §§ 4(t) (withholding of certification) or 4(u) (order of rerun election) in connection with the International Officer election. No delay or refusal to certify the results of any race in the International Officer election has been sought, and none is warranted.

Accordingly, based upon the ballot tabulations, the Election Supervisor certifies the following candidates as duly elected to the identified IBT International Union office. The candidates for IBT At-Large Vice-President are certified ranked in order according to the number of votes received in order to comply with Art. VI, § 8(a) of the IBT Constitution. The candidates for other offices are also listed in order according to the number of votes received, for informational purposes only.

OFFICE	NAME
General President	James P. Hoffa
General Secretary-Treasurer	C. Thomas Keegel
IBT At-Large Vice President	Ken Hall Carroll Haynes George Tedeschi Fred Simpson Randy Cammack Fredrick Potter Fred Gegare
Eastern Region Vice-President	John Murphy Jack Cipriani Dan Kane, Sr. Frank Gillen
Central Region Vice-President	Cheryl Johnson Patrick Flynn Walter A. Lytle Gordon Sweeton John T. Coli
Southern Region Vice-President	Kenneth W. Wood Tyson Johnson
International Trustee	Henry Perry Franklin Gallegos Ferline Buie

The following members were declared duly elected to office on June 30, 2006, the last day of the IBT 27th International Convention.

OFFICE	NAME
Western Region Vice-President	Jim Santangelo Chuck Mack Al Hobart
Teamsters Canada IBT Vice-President	Robert Bouvier Tom Fraser Don McGill

All candidates are reminded that they must comply with their remaining obligations under the Rules, including the filing of final CCERs. We retain jurisdiction to assure compliance with the Rules and to order and enforce any remedies for non-compliance if necessary.

Dated: January 8, 2007
Washington, D.C.

Richard W. Mark
Election Supervisor •

BLET General Chairmen conclude Education & Training workshop



BLET members who completed the Education & Training Department's General Chairman Workshop in St. Louis, Mo., from January 22-25, 2007.

Seated, from left: Doug Davidson, Assistant Director of Arbitration and Labor Member, National Railroad Adjustment Board; Rick Radek BLET Vice President, Director of Arbitration and Labor Member, NRAB; Ken Kroeger Coordinator of Education & Training and BLET Special Representative; and Marcus Ruef, Vice President.

Second row, from left: David Fernald, 3rd Vice General Chairman, NS Northern Lines/WLE; John Eutsler, LC Div 158 (UP Western Lines); Randy Dumeay, 1st Vice Chairman BNSF (SLSF/M&NA); David Bowen, Vice General Chairman CSX Western Lines; Mark Whitchurch, 1st Vice General Chairman, CN/IC; and Ralph Nunziato, General Chairman PATH.

Back row, from left: John Reynolds, General Chairman CN/WC; Russ Elley, Vice General Chairman UP Southern Region; Rick Gibbons, General Chairman BNSF (SLSF/M&NA); Rick Finamore, General Chairman CSX Northern Lines; Bill Hannah, General Chairman UP Western Lines; Kristeen Clough, Administrative Assistant UP Western Lines; Ben Martin, General Chairman NYSW/NECR; and Robert Linsey, 1st Vice General Chairman NS Northern Lines/WLE. •

BLET NEWS

A message from Teamsters General President Jim Hoffa

Legislative challenges for 2007

Priorities for Working Families

The Teamsters Union is making sure that workers are the focus of the 110th Congress. Our votes and voices changed the nation's priorities. We rejected the past six years of failed policies from the Bush administration.

The global supply chain relies heavily on America's railroads to safely and securely transport goods. Yet the rail corporations have the misguided idea that remote control devices will increase efficiency, but their trials of its use show the exact opposite. Not only are the rail yards using remote control not as productive, but they incur more accidents, some fatal. All the while, the rail corporations have been pushing for a reduction in crews running a locomotive. Our Rail Conference firmly believes that rail employees are the true eyes and ears of the rail system. You can't replace a skilled, unionized rail employee with a robot.

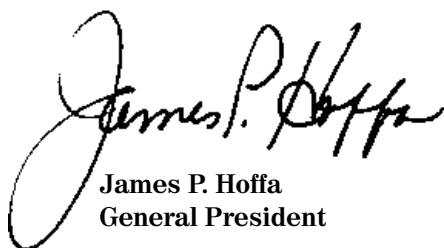
Members on Capitol Hill

Members of both the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Brotherhood of Maintenance of Way Employees Division (BMWED) came to IBT headquarters in January for the first Teamster Leadership Academy of 2007. Lobbying members of Congress in the House and the Senate for Amtrak funding, increased rail security and rail employee anti-terrorist training were the leads. Both the Amtrak and rail security issues are part of the Teamsters legislative agenda for 2007. Our members lobbied more than 140 Senators and Representatives. In 2005, we distributed copies of our "High Alert" report to members of Congress, so we know they are aware of the faulty state of rail security, but it never hurts to remind them. As we gear up for the 2008 presidential elections,



we must re-steer Congress to work for us, and get them focusing on helping working families.

During the lobbying our members helped the general union movement by informing Congressional representatives that a minimum wage bill must pass. I thank all of you for your help with this labor-wide issue. Unfortunately the Senate passed a bill, but it was not the clean bill we had pushed for. Now our task is to have the minimum wage bill become free of big business giveaways. I ask each of you to contribute to your political action fund. This will give us the clout we require to fight off big-business interests. Every one of our members needs to be involved in the political process — it is a part of what will insure security for our families and our livelihood.


James P. Hoffa
 General President

Registration begins for 80th SMA at Walt Disney World

Registration is now underway for the 80th annual Southeastern Meeting Association (SMA) convention at the Coronado Springs Resort at Walt Disney World in Orlando, Fla., from June 10-15.

Co-hosted by Earl D. Karper Sr. of Division 35 and Michael L. Tanner of Division 769, the 2007 SMA promises to be an exciting, relaxing and fun event for the entire family. The Co-Chairmen and the SMA arrangements committee have put together fun events such as a Polynesian luau, a tour of the Walt Disney Railroad steam trains at the Magic Kingdom, a golf tournament on a PGA graded course, a motorcycle ride and many other exciting possibilities.

Members can register and pay online through the SMA's all-inclusive website, <http://www.2007sma.com>.

Also this year, the SMA is offering a "register early for less" option that will not only save members money, but will help the SMA arrangements committee get a better head count in advance.

The SMA's reduced room rates are \$129 per night (for rooms that are nor-

mally upwards of \$179 weekdays to \$199 weekends). Please call (407) 939-1020 to make hotel reservations — and when making reservations, it is extremely important to make sure you announce that you are part of the Brotherhood of Locomotive Engineers and Trainmen's SMA group in order to obtain the discounted room rates. •

FEBRUARY 2007 CALENDAR & EVENTS

MARCH 18-22... BLET Education & Training Department's Local Chairman Workshop
 The workshop is full and a waiting list is available on the BLET website at: <http://www.ble-t.org/lc>.

APRIL 26-28... National Association of State Legislative Board Chairmen annual meeting
 At Bally's in Las Vegas. See Page 3 of this issue for more details.

APRIL 29-30... International Brotherhood of Teamsters Unity Conference
 At Bally's in Las Vegas. Will be held in conjunction with the BLET NASLBC annual meeting and the BLET Western General Chairmen's Association annual meeting.

MAY 1-3... Western General Chairman's Association annual meeting
 At Bally's in Las Vegas. Will be held in conjunction with the BLET NASLBC annual meeting and the Teamsters' Unity Conference.

MAY 20-24... 67th International Western Convention, Tacoma, Wash.
 Hosted by David Beech and the members of Division 238. More details to come!

JUNE 10-15... 80th Annual Southeastern Meeting Association, Orlando, Fla.
 Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. See article on Page 8 of this issue for more details!

AUGUST 20-23... 69th Annual Eastern Union Meeting Association, Traverse City, Mich.
 Hosted by Don Zatteau and the members of Division 286, the 69th annual EUMA will be held at the Grand Traverse Resort and Spa in Acme, Mich. More details to come!

OCTOBER 7-11... 72nd Annual Southwestern Convention Meeting, Shreveport, La.
 Hosted by Bud Pickett and the members of Division 599, the 72nd annual SWCM will be held at Sam's Town in Shreveport, La. More details to come!

Advisory Board January Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published monthly:

National President Don M. Hahs—National Division office: General supervision of BLET activities; General office duties; Rail Labor Bargaining Coalition; BLET National Negotiating Team; Telephone, conference calls, correspondence; Teamsters Rail Conference policy committee mtg., Fort Myers, Fla.; National Legislative Board mtg., Bonita Springs, Fla.; Conference call w/ H.A. Ross, VP Pruitt and GC Hannah, re: UPWL issues; Mtg. w/ NMB Chair Elizabeth Dougherty, Washington, D.C.

First Vice-President & Alternate President Edward W. Rodzwick—Assisted President in general operation of National Division Office; Vice President assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; President-IBT Rail Conference; South Buffalo RR; Testimony as Rail Conference President at hearing on reauthorization of the Federal Rail Safety Program in the U.S. House of Representatives subcommittee; Rail Conference Policy Committee mtg.

National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations mtg.; Regional and Shortline GCofA mtg., Cleveland; Rail Conference mtg., Fort Myers, Fla.; National Legislative Board mtg., Fort Myers, Fla.; Mtg. w/ Dept. of Labor, Cleveland.

Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; CSX single agreement negotiations; Finalization of GTW contract, i.e., ratification process and signing of agreement; Research for negotiations with Alabama State Docks; Unfinished business related to PLB 6468; Prepare for PLB 6610 (cancelled on short notice by National Mediation Board); Assisted GTW, CSX and NS General Committees with day to day issues as called upon by General Chairmen; General office duties.

Vice-President Richard K. Radek—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; Arbitration White Paper-Common Law of Damages-completed; PLB 6952, IC&E, Boston; NRAB arbitration, CSX/UP Boston; PLB 6860 Executive Session, BNSF (ATSF), Chicago, re: Interdivisional service; Arbitration case prep mtg. & session, Union RR, Cleveland; U.S. District Court proceeding, IC&E, Kansas City, Mo., re: Injunction-RLA Section 152 Fourth; NRAB arbitration, MidSouth/KCS, Chicago; General Chairman Workshop, St. Louis; Metra contract negotiations, Chicago; FRA Part 240.409 dockets this month: EQAL 01-06 (CSX), 02-01 (Metra), 03-47, (BNSF), 00-84 (UP).

Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; CN/DMIR contract mtgs., Duluth, Minn.; National Legislative Board mtgs., Fort Myers, Fla.; National contract mtgs., Las Vegas; Health & welfare dispute, Utah RR, Salt Lake City.

Vice-President Merle W. Geiger Jr.—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Montreal, Maine and Atlantic RR; Mtg. w/ GC Parker and Divs. 599 & 632, Shreveport, La.; Mtgs. w/ GC Parker and Div. 569, Heavener, Okla.; Mtg. w/ GC Pakrer and Div. 527, Pittsburg, Kan.; Mtg. w/ GC Parker and KCS, Kansas City, Mo.; Contract mtgs. w/ GC Twombly and MNA, Bangor, Maine; Holidays; Research, correspondence and general office duties.

Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Mtgs. w/ BNSF General Chairmen, Fort Worth; Executive Session for S.B.A., Decatur; Wabash Hospital Assoc. mtg., Decatur; Mtg. w/ BNSF Labor Relations & BLET General Chairmen, Fort Worth.

Vice-President E.L. "Lee" Pruitt — Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork.

Vice-President & National Legislative Representative John P. Tolman — Assigned to Washington, DC Office; BLET Security Officer; General office duties, telephone, correspondence; Mtg. w/ Amtrak President Alexander Kumant; Attended mtg. w/ Incoming House Transportation & Infrastructure Committee members; Participated in IBT Press Conference on 110th Congressional Legislative Priorities; Attended Mid-Year Teamster Rail Conference mtg.; Attended Annual National Legislative Board mtg.; Met with key staff on House Transportation & Infrastructure & Homeland Security Committees; Directed weeklong efforts of 20 State Legislative Board Chairman who traveled to D.C. for a Teamsters Leadership Academy and joined in their extensive lobbying of over 140 members of Congress on Amtrak, fatigue, rail safety and security; Attended Hearings on the Reauthorization of the Federal Rail Safety Program; Met with National Mediation Board Chairman Elizabeth Dougherty.

Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad (URR); Allegheny Ludlum Steel Co.; and Birmingham Southern; Mtg. w/ Septa, re: Supervisors running trains, Philadelphia; Crew consist research, arbitration, URR; PATH contract mediation w/ National Mediation Board, Washington, D.C.; General Chairman Workshop, St. Louis; PLB 6984, LIRR, New York City; PLB 5191 and PLB 5395, NS Eastern & Southern, Norfolk Va.



LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS
Brotherhood of Locomotive Engineers and Trainmen
 A Division of the Rail Conference, International Brotherhood of Teamsters

**PERIODICALS
 POSTAGE
 PAID AT
 CLEVELAND, OH**

BLET Publications Committee:
 Don M. Hahs, National President
 Edward W. Rodzwick, First Vice-President & Alternate President
 William C. Walpert, National Secretary-Treasurer
 John P. Tolman, Vice-President & U.S. National Legislative Rep.
 John V. Bentley Jr., Editor
www.ble-t.org • (216) 241-2630
 Kathleen Policy, Associate Editor

COPYRIGHT 2007, ALL RIGHTS RESERVED
 VOLUME 21 • NUMBER 2 • February 2007

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)
 is published monthly by the
 Brotherhood of Locomotive Engineers & Trainmen,
 1370 Ontario Street, Cleveland, OH 44113-1702.
 Periodicals postage paid at Cleveland, OH.

POSTMASTER: Send address changes to
 Locomotive Engineers & Trainmen News — BLET
 Records Department, 1370 Ontario Street, Mezzanine
 Cleveland, OH 44113-1702.