



NEWS

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New union gets big win

Teamsters Canada Rail Conference fends off raid, scores sweeping victory over UTU at CP Rail

A plan by United Transportation Union leaders to raid the former Brotherhood of Locomotive Engineers on the Canadian Pacific Railway has backfired on the aggressor union, resulting in a total and sweeping victory for the newly formed Teamsters Canada Rail Conference (TCRC).

The UTU leadership successfully convinced the Canadian Industrial Relations Board (CIRB) to force an election at the Canadian Pacific Railway in spite of protests from the BLE. In fact, an impartial umpire with the Canadian Labour Congress (CLC) ruled that UTU's actions constituted a raid under the CLC Bylaws.

"Nevertheless, the Teamsters Canada Rail Conference fought an uphill battle and turned the tables on the aggressive UTU leadership, claiming a total victory," said Don M. Hahs, National President of the Brotherhood of Locomotive Engineers and Trainmen. "The TCRC members were outnumbered and caught off guard by an underhanded attack — that began on a legal holiday when offices were closed — but still managed to pull off this amazing win.

"We did not seek this election — it was forced upon us by the UTU leadership and the Canadian Industrial Relations Board. The UTU leaders lit the fuse on a plan they thought would destroy the BLE. Instead, it blew up in their faces."

The UTU leadership forced the issue, believing it could easily win an election based on its larger

"Teamsters Canada Rail Conference not only kept 1,700 engineers, it added 2,800 trainmen."

— TCRC President Gilles Halle

membership numbers. There are approximately 1,700 engineers at CP and approximately 2,800 trainmen, who were represented by UTU.

As part of the election, employees were required to answer two questions.

The first question for the 4,500 to vote on was whether to keep the Canadian Council of Railway Operating Unions (CCROU), the joint BLE-UTU negotiating committee. The voters said no by about 30 votes.

The second question was, "Which union do you want to represent you?"

Of the 4,449 eligible voters, 3,173 cast votes. A majority 1,687 selected the Teamsters Canada Rail Conference over the UTU.

"In a unit dominated by trainmen represented by UTU, Teamsters Canada Rail Conference won by 201 votes," said Gilles Halle, President of TCRC. "As a result, Teamsters Canada Rail Conference not only kept the 1,700 engineers, it added 2,800 trainmen.

"We thank all those who supported us and want to assure all our new trainmen members that we will work for a smooth transition that respects current agreements and seniority rules," Halle continued. "If and when any change is made, it will be done in consultation with the affected members."

"Teamsters Canada Rail Conference will shortly become the principal interlocutor during negotiation between CN, CP and its workers," said François Laporte, from Teamsters Canada's national office. "We will be able to sit quickly at the negotiation table with management and get the best collective agreement. The era of divided workers in the railway industry is over; we are now united."

IBT General President James P. Hoffa congratulated Gilles Halle and Bob Bouvier, President of Teamsters Canada.

"The strong vote for the TCRC demonstrates that employees at CP want the best representation available and that they trust the Teamsters to provide that," Hoffa said. "We are creating one umbrella for workers so that they win the best contracts, best benefits and the respect and dignity that they deserve."

In closing, TCRC applied for certification to represent members of the Brotherhood of Maintenance of Way (BMW) at CP and is awaiting the CIRB's decision. Furthermore, a similar request will be made for members of the BMW at CN, which will allow for further unification of Canadian rail workers. •

BLET now open for business

Structures are in place for trainmen to join new organization

Since merging with the International Brotherhood of Teamsters on January 1, the Brotherhood of Locomotive Engineers and Trainmen has a formal structure in place to allow for the expansion of trainmen membership within the new organization.

The BLET Bylaws provide for us to establish a Trainmen's Department within the BLET.

From its predecessor union, the Brotherhood of Locomotive Engineers, the BLET has a history of successfully representing both engineers and trainmen.

For example, engineers and trainmen at the Texas Mexican Railway approached

the former BLE several years ago in hopes of joining. Those dreams were realized in July of 2002 and the BLE represented engineers and trainmen on the Tex-Mex for a year and a half before the creation of the BLET.

In late 2003, the BLE negotiating team, which consisted of engineers and conductors, signed a landmark agreement with Tex Mex that allowed for the safe implementation of remote control while providing major pay raises to engineers and trainmen.

With a federally certified locomotive engineer on the job, the Tex-Mex crews have the flexibility to operate trains by traditional methods or by re-

motote control, depending on which method is more efficient in any given situation.

The agreement gives the carriers the maximum flexibility possible in implementing remotes, something missing from Class One remote control agreements. Tex-Mex crews are paid handsomely for their efforts, with some seeing a 45 percent pay increase. Also, the agreement protects operating employees from being furloughed as a result of the implementation.

In addition to the Tex Mex, the BLET also represents numerous trainmen on many other properties. Unhappy with their representation by another rail union, operating

employees at the Utah Railway selected the BLE in a trainman-only representation election in February of 2003.

"If you're tired of the single craft battles, dues maintenance fees, pattern agreements, and not being able, in most cases, to address ebb and flow issues, then it is time to join the BLET under the IBT umbrella," President Hahs said.

Who holds the contract and the actual representation of trainmen in discipline hearings is a complex matter, explained more fully in an upcoming issue of *Locomotive Engineers & Trainmen News*. •

Our first issue:
Locomotive
Engineers &
Trainmen News

This month marks the release of Volume 1, Issue 1 of *The Locomotive Engineers & Trainmen News*, the official publication of the Brotherhood of Locomotive Engineers & Trainmen.

While this new publication may look similar to the *Locomotive Engineer Newsletter*, many new and exciting changes are in store. Specifically, content will be changed to reflect the new membership of the BLET and a new look for the publication will be unveiled in coming months. •

BLET SCHOLARSHIP DIRECTORY

Railroad Craft Scholarship Foundation deadline is May 1

The Railroad Craft Scholarship Foundation (formerly known as the Joint Craft Scholarship) is available through the Brotherhood of Locomotive Engineers and Trainmen to college-bound children of all railroad operating crafts.

"To my knowledge this is the first scholarship program that covers all craft lines and is available on any railroad," said Brother John D. Mullen, a member of BLE Division 500 (Cleburne, Texas).

The scholarships are available to children of employees working on any railroad represented by any railroad union currently covered under the Federal Employers' Liability Act. It provides financial aid to children of active, retired, or deceased railroad employees who would be unable to attend college without financial assistance.

Established in 1995 by Brother Mullen and other dedicated BLET members, the Railroad Craft Scholarship Foundation has awarded dozens of

scholarships over the past eight years.

Intended to provide financial assistance to children who otherwise wouldn't be able to attend college, the scholarship offers several awards ranging from \$500 to \$1,000.

"There are no stipulations if you are already attending college or are just starting out," Mullen said. "The Committee focuses more on the applicant's financial need rather than his or her academic performance."

Completed applications must be re-

ceived by May 1, 2004. Applications will be reviewed and award winners determined by the Railroad Crafts Scholarship Foundation's Board of Directors at their annual meeting held in May of each year. For an application packet, please write or call:

John D. Mullen
Railroad Craft Scholarship
Foundation
2609 S. Chase
Burleson, Texas 76028
 e-mail: jdmullen54@sbcglobal.net

SMA Scholarships

The Southeastern Meeting Association (SMA) Scholarship Committee annually awards the Geiger-Brendle Scholarships to children of active or retired BLET members whose divisions participate in SMA.

Check with your division secretary-treasurer to ensure your division participates. In general, the SMA includes divisions located in states east of the Mississippi River, and south of the Ohio River and the Mason-Dixon Line.

The SMA scholarship application deadline varies from year to year.

Winners are usually selected at the SMA's annual business meeting held during the convention, which will be June 13-17, 2004.

For an application, see your division officers or write:

Ronald L. Perkins
SMA Sec.-Treas.
505 Chautauqua Avenue
Portsmouth, VA 23707

SWCM Scholarships

The Southwestern Convention Meeting (SWCM) awards approximately two dozen scholarships annually based on academic achievement and financial need.

Applicants must be the child of an active, retired or deceased BLET member whose division belongs to the Southwestern Convention Meeting. Applicants must be accepted for admission to an accredited college, university or institution of higher learning. Only divisions belonging to the SWCM are eligible.

SWCM application forms can be filled out on your computer screen with the interactive PDF form available on the BLET website. Deadline is August 1, 2004. Divisions must have paid their annual SWCM convention dues for applicants from their Division to be eligible.

Instructions:
<http://www.ble.org/pr/swemsch.asp>
Interactive PDF application form:
<http://www.ble.org/pdf/swcmapppdf>

EUMA Scholarships

The Eastern Union Meeting Association awards one \$2,000 Robert Pentland Memorial Scholarship and several other \$1,000 scholarships each year based on academic excellence and financial need. Only children of members (living or deceased) belonging to divisions participating in the EUMA are eligible to apply. Division must be square on the books for the child to qualify. States represented in EUMA are Connecticut, Delaware, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Vermont, Washington D.C., and West Virginia.

This year's deadline is July 15. Send completed applications to:

Gary J. Brink, EUMA Sec.-Treas.
12 Kellogg Ave.
Port Jervis, NY 12771

Applications are on the BLET website at: <http://www.ble.org/pr/pdf/eumasch.pdf>

Applications due April 1 for GIA, joint GIA-IWC scholarships

The Grand International Auxiliary (GIA) to the BLET offers \$1,000 scholarships annually to help the children of BLET and GIA members realize their goals in life.

There are two very strict guidelines that must be met in order to be eligible.

First, the applicant must be a son or daughter of both a GIA and BLET member (living

or deceased), with each being a member for at least two years. Second, the applicant must be enrolled or accepted for enrollment in an accredited university, college, or school of higher learning.

The GIA also offers a joint scholarship program for children of members participating in the International Western Convention (IWC). This covers

Divisions and Auxiliaries in the following states and provinces: Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming, Alberta, British Columbia, Manitoba, Saskatchewan, and portions of northern Ontario (such as Thunder Bay and Sioux Lookout). Applicants for the GIA-IWC scholarship must have a parent participating in the IWC.

In order to continue to be eligible for the GIA-IWC scholarship beyond the first quarter

and/or semester, the recipient must maintain satisfactory academic status. If the applicant is a graduate student or returning to school as a sophomore, junior or senior, he or she must have a 3.0 grade point average or better to be considered. Finally, the applicant must have been accepted to an accredited school. Deadline for the GIA as well as the GIA-IWC joint scholarships is usually April 1 of each year.

New this year is the availability of GIA Scholarship application forms on the GIA

website at: <http://mywebpages.comcast.net/mmgrotzinger>.

In addition to the application form, the GIA website provides scholarship applicants with more detailed instructions on the application process. To submit an application, simply download, print and complete the forms.

Mail completed forms to:
Anita J. Caruso
International Secretary
3341 S. 112th Street
Omaha, NE 68144-4709
(402) 330-6348

BLET Divisions offer assistance

• **BLET Division 269 (Jamaica, Long Island, N.Y.)** offers two \$500 scholarships to the children of BLE members who are already enrolled in college. Participation is limited to members of Division 269 only.

Winners are picked at random at the division's Christmas party. For details, watch your Division 269 newsletter or contact Division President Doug Willox at (516) 932-7130.

• **Two \$250 scholarships are available to children of BLET members in Division 57 (Boston, Mass.).**

The scholarships are awarded to college-bound high school seniors, and will be awarded based on their score on a labor history exam, administered by the Massachusetts AFL-CIO, said Walter H. Nutter of Division 57.

By taking the exam, students also become eligible for eight more scholarships through the Massachusetts AFL-CIO. While the Division 57 scholarship is limited to children of that division's members, the general Massachusetts AFL-CIO scholarship competition is open to children of all BLET members living in Massachusetts. Deadline for these scholarships is early December.

For further details, contact Brother Nutter at: 92 A North Main St., North Grafton, Mass. 01536, phone: (508) 259-9957, or: whnutter@yahoo.com.

• **BLET Division 11 (New York, N.Y.)** awards a one-time \$500 scholarship annually to a child of any active member of Division 11 who pays local dues each month. Children who win are not eligible again. The deadline is the Division's June meeting.

For details, contact Division 11 S-T J.J. Raia, at 20 East Drive, Edison, N.J. 08820, (732) 396-9076, or e-mail: jjob80@ix.netcom.com.

BR&CF sets March 1 deadline for Luther G. Smith scholarships

The Brotherhood's Relief and Compensation Fund (BR&CF) sponsors the Luther G. Smith Scholarship Program. Applications are available to the children, stepchildren and adopted children, age 27 and younger, of active BR&CF members who are in "Good and Regular Standing," as defined by the BR&CF Constitution.

Financial aid is provided to winners of the Luther G. Smith Scholarships for so long as they maintain continuous post-secondary education at an academic level of not less than 3.0 (4.0 scale), or the equivalent, until they achieve the degree level sought at the time of the initial scholarship award. Aid is provided

to awardees for the period in which they would normally be expected to complete their degree, not to exceed four years.

BR&CF President R.J. Myers reports that the deadline for receipt of applications and the required documentation is March 1, 2004.

If you have any questions, please contact Nita Saultz of the BR&CF at (800) 233-7080. For more details, you can visit the BR&CF website at www.bref.org, or write:

Brotherhood's Relief & Compensation Fund
2150 Linglestown Road
Harrisburg, PA 17110

BLET SCHOLARSHIP DIRECTORY

Midwest Rail Craft Scholarship available for the first time

Open to children of all crafts at all railroads in the Midwest

A new scholarship opportunity for the children all railroaders in all crafts will be available in 2004.

The Midwest Rail Craft Scholarship Foundation (MWRCSF) is now taking scholarship applications for the upcoming year.

The Foundation anticipates awarding \$1,000 scholarships to numerous applicants depending on the amount of support received. A diverse Board of Directors has been established, representing membership from several different railroads and labor affiliations.

"We felt that the support we had seen, especially in the Midwest, prompted us to ensure that the children of all railroad crafts and backgrounds be rewarded," said Greg Shy, President of MWRCSF. "We have become incorporated in Minnesota, Iowa, Nebraska,

Illinois, Missouri, Oklahoma, and Texas. Our objective is to concentrate the scholarship applicants geographically in correspondence to the enormous support we have had from railroad workers in these states.

"We also have enlisted the aid of railroad management and all labor from Midwest railroads to ensure that all crafts will be represented. This is a great opportunity for those railroad families in need of financial support for the higher education of their children."

Most of the monies acquired for these scholarships will come from annual golf tournaments, contributions and sponsorships. The Kansas City area golf tournament will be held on May 2-3, 2004. Additional information regarding the details will be circulated in the near future. All proceeds from

last September's tournament will be combined with money generated at the upcoming May tournament to fund scholarships that will be awarded in time for the fall semester.

A golf tournament near Lincoln, Neb., is also scheduled for Sept. 26-27, 2004. The Board of Directors is planning to schedule additional tournaments in other locations. There is also consideration for an endowment in the future.

Please use the interactive scholarship application on the BLET website. Fill it out electronically, print it, attach the proper signatures and mail it to the enclosed address. The deadline for receiving applications is April 1, 2004.

<http://www.ble.org/pr/pdf/MWRCSFAApplication04.pdf> •

Scholarships for California members available from CSLB

The BLET's California State Legislative Board offers scholarships each year to a graduating senior who will attend college, trade or vocational school in the coming year.

The applicant's parent or guardian must be a BLET member in good standing and in a Division represented by the California State Legislative Board.

Last year, the Board offered three \$500 scholarships.

Applications are available on the Board's website, <http://www.calslb.com>

All applications should be mailed to the home office address:

California State Legislative Board, BLET/IBT
610 Auburn Ravine Rd.
Suite C
Auburn, CA 95603

BNSF, NS, CSX offer scholarships, financial assistance

In addition to the scholarships offered by the BLET, railroads also offer college scholarships to railroad workers and their children.

Burlington Northern Railroad Scholarship Program

The BNSF offers 20 scholarships of \$2,500 for undergraduate education. All majors are eligible to apply. The deadline for applications is November 30. Applicants must have a GPA of at least 3.0; be in the top 20% of class; and have a parent affiliated with Burlington Northern.

For Application and more information, contact:

Human Resources Department
 Burlington Northern Railroad
 3000 Continental Plaza
 777 Main Street
 Fort Worth, TX 76102

Norfolk Southern Scholarship Program

Norfolk Southern gives eight four-year scholarships. National Merit Scholarship Corp., an independent, non-profit organization, administers the program.

To compete for the scholarships, students must take the Preliminary Scholastic Aptitude Test/National Merit Scholarship Qualifying Test (PSAT/NMSQT) during October of their junior year. Students should contact their principals or counselors to arrange to take the test. The deadline for completing the form is December 31.

Applications for the NS scholarships can be obtained by writing:

Norfolk Southern
 Vice President Human Resources
 Three Commercial Place
 Norfolk, Va. 23510-2191

Applications are also available by email: lisa.leblanc@nscorp.com.

The CSX Scholarship Program

CSX provides 120 scholarships of \$2,500 each to assist children of employees with undergraduate expenses at an accredited college or university. Scholarships are awarded for one year only, but recipients are encouraged to apply again for subsequent years. The deadline for a completed application is May 1.

To be eligible, a student must: have at least one parent who has been an

employee of CSX Corporation or an affiliate for a minimum of one year. (If the parent is retired, furloughed, or deceased, he or she must have been an employee for a minimum of 10 years); be under the age of 24 and unmarried; be attending or planning to attend an accredited college or university at the undergraduate level; and have a grade point average of 3.0 or above.

Winners will be selected on a purely mathematical basis using finan-

cial need as indicated by the Free Application for Federal Student Aid (FAFSA) Family Contribution (50%), SAT scores (25%), and grade point average (25%).

For an application form and a brochure explaining the program, contact: Richmond Area Scholarship Program

Post Office Box 363
 Rockville, VA 23146
 (800) 533-4723 •

Union Plus scholarships range from \$500-\$4,000


The Union Plus program awards amounts ranging from \$500-\$4,000. This is a one-time cash award sent to individual winners for undergraduate study beginning in the fall of the same year.

The deadline for the 2004 awards is January 31, 2004. To download the Union Plus Scholarship application (PDF), go to the Union Privilege website at: <http://www.unionprivilege.org>.

Members of unions participating in any Union Plus program, their spouses and their dependent children (foster children, step children, and any other child for whom the individual member provides greater than 50% of his or her support) can apply for a Union Plus Scholarship. (Participating union members from Puerto Rico, Canada, Guam and Virgin Islands and U.S. citizens are eligible.) Members do not have to purchase any Union Plus program prod-

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uct or participate in any Union Plus programs to apply for the scholarships and scholarship awards are not based upon participation in a Union Plus program. The individual must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Graduate students are not eligible. Applicants for scholarships

are evaluated according to academic ability, social awareness, financial need and appreciation of labor.

In addition, Various state and local AFL-CIO bodies also fund scholarships for union members and their children. For more information, go to the AFL-CIO website at: <http://www.aflcio.org>.

Please note: The BLET National Division itself does not sponsor the scholarships listed. Contact the identified organization directly for further information.

RATE TABLES

These rate tables — effective July 1, 2003 — incorporate a 4% general wage increase effective July 1, 2002 and a 2.5% general wage increase effective July 1, 2003. It should be noted that 11 cent COLA on January 1, 2003 and 16 cent COLA for July 1, 2003 was deducted prior to the application of the 4% GWI.

It also should be noted that these figures are derived from the BLET National agreement. The rates in effect on some properties differ slightly from the published rates, because of the effect of different system agreements. Your general chairman's office should have the rates in effect on your property. •

TABLE I — LOCOMOTIVE ENGINEERS — PASSENGER SERVICE Effective July 1, 2003				
STANDARD RATES OF PAY				
WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly
	Daily	Regular	Under Art. VIII	Straight Time
less than 80,000	\$150.84	\$1.1669	\$1.1757	\$18.8547
80,000 and less than 100,000	\$150.84	\$1.1669	\$1.1757	\$18.8547
100,000 and less than 140,000	\$150.93	\$1.1678	\$1.1766	\$18.8660
140,000 and less than 170,000	\$151.01	\$1.1686	\$1.1774	\$18.8760
170,000 and less than 200,000	\$151.10	\$1.1695	\$1.1783	\$18.8872
200,000 and less than 250,000	\$151.19	\$1.1704	\$1.1792	\$18.8985
250,000 and less than 300,000	\$151.27	\$1.1712	\$1.1800	\$18.9085
300,000 and less than 350,000	\$151.36	\$1.1721	\$1.1809	\$18.9197
350,000 and less than 400,000	\$151.44	\$1.1729	\$1.1817	\$18.9297
400,000 and less than 450,000	\$151.53	\$1.1738	\$1.1826	\$18.9410
450,000 and less than 500,000	\$151.62	\$1.1747	\$1.1835	\$18.9522
500,000 and less than 550,000	\$151.70	\$1.1755	\$1.1843	\$18.9622
550,000 and less than 600,000	\$151.79	\$1.1764	\$1.1852	\$18.9735
600,000 and less than 650,000	\$151.87	\$1.1772	\$1.1860	\$18.9835
650,000 and less than 700,000	\$151.96	\$1.1781	\$1.1869	\$18.9947
700,000 and less than 750,000	\$152.04	\$1.1789	\$1.1877	\$19.0047
750,000 and less than 800,000	\$152.13	\$1.1798	\$1.1886	\$19.0160
800,000 and less than 850,000	\$152.21	\$1.1806	\$1.1894	\$19.0260
850,000 and less than 900,000	\$152.30	\$1.1815	\$1.1903	\$19.0372
900,000 and less than 950,000	\$152.38	\$1.1823	\$1.1911	\$19.0472
950,000 and less than 1,000,000	\$152.47	\$1.1832	\$1.1920	\$19.0585
1,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.08 and \$.09 Alternately		\$.08 and \$.09 Alternately	
MOTOR AND ELECTRIC CARS In multiple or single unit Daily Earnings Minimum	\$151.10 \$152.36	\$1.1695	\$1.2590	

TABLE II — LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE - WITH A FIREMAN (HELPER) Effective July 1, 2003 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$162.78	\$1.2554	\$1.2770	\$20.3470	\$30.5205
140,000 and less than 200,000	\$163.21	\$1.2597	\$1.2813	\$20.4008	\$30.6011
200,000 and less than 250,000	\$163.38	\$1.2614	\$1.2830	\$20.4220	\$30.6330
250,000 and less than 300,000	\$163.53	\$1.2629	\$1.2845	\$20.4408	\$30.6611
300,000 and less than 350,000	\$163.68	\$1.2644	\$1.2860	\$20.4595	\$30.6893
350,000 and less than 400,000	\$163.89	\$1.2665	\$1.2881	\$20.4858	\$30.7286
400,000 and less than 450,000	\$164.10	\$1.2686	\$1.2902	\$20.5120	\$30.7680
450,000 and less than 500,000	\$164.31	\$1.2707	\$1.2923	\$20.5383	\$30.8074
500,000 and less than 550,000	\$164.52	\$1.2728	\$1.2944	\$20.5645	\$30.8468
550,000 and less than 600,000	\$164.70	\$1.2746	\$1.2962	\$20.5870	\$30.8805
600,000 and less than 650,000	\$164.88	\$1.2764	\$1.2980	\$20.6095	\$30.9143
650,000 and less than 700,000	\$165.06	\$1.2782	\$1.2998	\$20.6320	\$30.9480
700,000 and less than 750,000	\$165.24	\$1.2800	\$1.3016	\$20.6545	\$30.9818
750,000 and less than 800,000	\$165.42	\$1.2818	\$1.3034	\$20.6770	\$31.0155
800,000 and less than 850,000	\$165.60	\$1.2836	\$1.3052	\$20.6995	\$31.0493
850,000 and less than 900,000	\$165.78	\$1.2854	\$1.3070	\$20.7220	\$31.0830
900,000 and less than 950,000	\$165.96	\$1.2872	\$1.3088	\$20.7445	\$31.1168
950,000 and less than 1,000,000	\$166.14	\$1.2890	\$1.3106	\$20.7670	\$31.1505
1,000,000 and less than 1,050,000	\$166.32	\$1.2908	\$1.3124	\$20.7895	\$31.1843
1,050,000 and less than 1,100,000	\$166.50	\$1.2926	\$1.3142	\$20.8120	\$31.2180
1,100,000 and less than 1,150,000	\$166.68	\$1.2944	\$1.3160	\$20.8345	\$31.2518
1,150,000 and less than 1,200,000	\$166.86	\$1.2962	\$1.3178	\$20.8570	\$31.2855
1,200,000 and less than 1,250,000	\$167.04	\$1.2980	\$1.3196	\$20.8795	\$31.3193
1,250,000 and less than 1,300,000	\$167.22	\$1.2998	\$1.3214	\$20.9020	\$31.3530
1,300,000 and less than 1,350,000	\$167.40	\$1.3016	\$1.3232	\$20.9245	\$31.3868
1,350,000 and less than 1,400,000	\$167.58	\$1.3034	\$1.3250	\$20.9470	\$31.4205
1,400,000 and less than 1,450,000	\$167.76	\$1.3052	\$1.3268	\$20.9695	\$31.4543
1,450,000 and less than 1,500,000	\$167.94	\$1.3070	\$1.3286	\$20.9920	\$31.4880
1,500,000 and less than 1,550,000	\$168.12	\$1.3088	\$1.3304	\$21.0145	\$31.5218
1,550,000 and less than 1,600,000	\$168.30	\$1.3106	\$1.3322	\$21.0370	\$31.5555
1,600,000 and less than 1,650,000	\$168.48	\$1.3124	\$1.3340	\$21.0595	\$31.5893
1,650,000 and less than 1,700,000	\$168.66	\$1.3142	\$1.3358	\$21.0820	\$31.6230
1,700,000 and less than 1,750,000	\$168.84	\$1.3160	\$1.3376	\$21.1045	\$31.6568
1,750,000 and less than 1,800,000	\$169.02	\$1.3178	\$1.3394	\$21.1270	\$31.6905
1,800,000 and less than 1,850,000	\$169.20	\$1.3196	\$1.3412	\$21.1495	\$31.7243
1,850,000 and less than 1,900,000	\$169.38	\$1.3214	\$1.3430	\$21.1720	\$31.7580
1,900,000 and less than 1,950,000	\$169.56	\$1.3232	\$1.3448	\$21.1945	\$31.7918
1,950,000 and less than 2,000,000	\$169.74	\$1.3250	\$1.3466	\$21.2170	\$31.8255
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

TABLE III — LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER) - \$4.00 Effective July 1, 2003 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$166.78	\$1.2954	\$1.3920	\$20.8470	\$31.2705
140,000 and less than 200,000	\$167.21	\$1.2997	\$1.3963	\$20.9008	\$31.3511
200,000 and less than 250,000	\$167.38	\$1.3014	\$1.3980	\$20.9220	\$31.3830
250,000 and less than 300,000	\$167.53	\$1.3029	\$1.3995	\$20.9408	\$31.4111
300,000 and less than 350,000	\$167.68	\$1.3044	\$1.4010	\$20.9595	\$31.4393
350,000 and less than 400,000	\$167.89	\$1.3065	\$1.4031	\$20.9858	\$31.4786
400,000 and less than 450,000	\$168.10	\$1.3086	\$1.4052	\$21.0120	\$31.5180
450,000 and less than 500,000	\$168.31	\$1.3107	\$1.4073	\$21.0383	\$31.5574
500,000 and less than 550,000	\$168.52	\$1.3128	\$1.4094	\$21.0645	\$31.5968
550,000 and less than 600,000	\$168.70	\$1.3146	\$1.4112	\$21.0870	\$31.6305
600,000 and less than 650,000	\$168.88	\$1.3164	\$1.4130	\$21.1095	\$31.6643
650,000 and less than 700,000	\$169.06	\$1.3182	\$1.4148	\$21.1320	\$31.6980
700,000 and less than 750,000	\$169.24	\$1.3200	\$1.4166	\$21.1545	\$31.7318
750,000 and less than 800,000	\$169.42	\$1.3218	\$1.4184	\$21.1770	\$31.7655
800,000 and less than 850,000	\$169.60	\$1.3236	\$1.4202	\$21.1995	\$31.7993
850,000 and less than 900,000	\$169.78	\$1.3254	\$1.4220	\$21.2220	\$31.8330
900,000 and less than 950,000	\$169.96	\$1.3272	\$1.4238	\$21.2445	\$31.8668
950,000 and less than 1,000,000	\$170.14	\$1.3290	\$1.4256	\$21.2670	\$31.9005
1,000,000 and less than 1,050,000	\$170.32	\$1.3308	\$1.4274	\$21.2895	\$31.9343
1,050,000 and less than 1,100,000	\$170.50	\$1.3326	\$1.4292	\$21.3120	\$31.9680
1,100,000 and less than 1,150,000	\$170.68	\$1.3344	\$1.4310	\$21.3345	\$32.0018
1,150,000 and less than 1,200,000	\$170.86	\$1.3362	\$1.4328	\$21.3570	\$32.0355
1,200,000 and less than 1,250,000	\$171.04	\$1.3380	\$1.4346	\$21.3795	\$32.0693
1,250,000 and less than 1,300,000	\$171.22	\$1.3398	\$1.4364	\$21.4020	\$32.1030
1,300,000 and less than 1,350,000	\$171.40	\$1.3416	\$1.4382	\$21.4245	\$32.1368
1,350,000 and less than 1,400,000	\$171.58	\$1.3434	\$1.4400	\$21.4470	\$32.1705
1,400,000 and less than 1,450,000	\$171.76	\$1.3452	\$1.4418	\$21.4695	\$32.2043
1,450,000 and less than 1,500,000	\$171.94	\$1.3470	\$1.4436	\$21.4920	\$32.2380
1,500,000 and less than 1,550,000	\$172.12	\$1.3488	\$1.4454	\$21.5145	\$32.2718
1,550,000 and less than 1,600,000	\$172.30	\$1.3506	\$1.4472	\$21.5370	\$32.3055
1,600,000 and less than 1,650,000	\$172.48	\$1.3524	\$1.4490	\$21.5595	\$32.3393
1,650,000 and less than 1,700,000	\$172.66	\$1.3542	\$1.4508	\$21.5820	\$32.3730
1,700,000 and less than 1,750,000	\$172.84	\$1.3560	\$1.4526	\$21.6045	\$32.4068
1,750,000 and less than 1,800,000	\$173.02	\$1.3578	\$1.4544	\$21.6270	\$32.4405
1,800,000 and less than 1,850,000	\$173.20	\$1.3596	\$1.4562	\$21.6495	\$32.4743
1,850,000 and less than 1,900,000	\$173.38	\$1.3614	\$1.4580	\$21.6720	\$32.5080
1,900,000 and less than 1,950,000	\$173.56	\$1.3632	\$1.4598	\$21.6945	\$32.5418
1,950,000 and less than 2,000,000	\$173.74	\$1.3650	\$1.4616	\$21.7170	\$32.5755
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

TABLE IV — LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER) - \$6.00 Effective July 1, 2003 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$168.78	\$1.3033	\$1.4120	\$21.0970	\$31.6455
140,000 and less than 200,000	\$169.21	\$1.3093	\$1.4163	\$21.1508	\$31.7261
200,000 and less than 250,000	\$169.38	\$1.3108	\$1.4180	\$21.1720	\$31.7580
250,000 and less than 300,000	\$169.53	\$1.3123	\$1.4195	\$21.1908	\$31.7861
300,000 and less than 350,000	\$169.68	\$1.3144	\$1.4210	\$21.2095	\$31.8143
350,000 and less than 400,000	\$169.89	\$1.3165	\$1.4231	\$21.2358	\$31.8536
400,000 and less than 450,000	\$170.10	\$1.3186	\$1.4252	\$21.2620	\$31.8930
450,000 and less than 500,000	\$170.31	\$1.3207	\$1.4273	\$21.2883	\$31.9324
500,000 and less than 550,000	\$170.52	\$1.3225	\$1.4294	\$21.3145	\$31.9718
550,000 and less than 600,000	\$170.70	\$1.3243	\$1.4312	\$21.3370	\$32.0055
600,000 and less than 650,000	\$170.88	\$1.3261	\$1.4330	\$21.3595	\$32.0393
650,000 and less than 700,000	\$171.06	\$1.3279	\$1.4348	\$21.3820	\$32.0730
700,000 and less than 750,000	\$171.24	\$1.3297	\$1.4366	\$21.4045	\$32.1068
750,000 and less than 800,000	\$171.42	\$1.3315	\$1.4384	\$21.4270	\$32.1405
800,000 and less than 850,000	\$171.60	\$1.3333	\$1.4402	\$21.4495	\$32.1743
850,000 and less than 900,000	\$171.78	\$1.3351	\$1.4420	\$21.4720	\$32.2080
900,000 and less than 950,000	\$171.96	\$1.3369	\$1.4438	\$21.4945	\$32.2418
950,000 and less than 1					

RATE TABLES

TABLE V — LOCOMOTIVE ENGINEERS
 LOCAL AND WAY FREIGHT SERVICE - WITH A FIREMAN (HELPER)
 Effective July 1, 2003
 STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$163.34	\$1.2610	\$1.3576	\$20.4170	\$30.6255
140,000 and less than 200,000	\$163.77	\$1.2653	\$1.3619	\$20.4708	\$30.7061
200,000 and less than 250,000	\$163.94	\$1.2670	\$1.3636	\$20.4920	\$30.7380
250,000 and less than 300,000	\$164.09	\$1.2685	\$1.3651	\$20.5108	\$30.7661
300,000 and less than 350,000	\$164.22	\$1.2700	\$1.3666	\$20.5270	\$30.7905
350,000 and less than 400,000	\$164.45	\$1.2721	\$1.3687	\$20.5558	\$30.8336
400,000 and less than 450,000	\$164.66	\$1.2742	\$1.3708	\$20.5820	\$30.8730
450,000 and less than 500,000	\$164.87	\$1.2763	\$1.3729	\$20.6083	\$30.9124
500,000 and less than 550,000	\$165.08	\$1.2784	\$1.3750	\$20.6345	\$30.9518
550,000 and less than 600,000	\$165.26	\$1.2802	\$1.3768	\$20.6570	\$30.9855
600,000 and less than 650,000	\$165.44	\$1.2820	\$1.3786	\$20.6795	\$31.0193
650,000 and less than 700,000	\$165.62	\$1.2838	\$1.3804	\$20.7020	\$31.0530
700,000 and less than 750,000	\$165.80	\$1.2856	\$1.3822	\$20.7245	\$31.0868
750,000 and less than 800,000	\$165.98	\$1.2874	\$1.3840	\$20.7470	\$31.1205
800,000 and less than 850,000	\$166.16	\$1.2892	\$1.3858	\$20.7695	\$31.1543
850,000 and less than 900,000	\$166.34	\$1.2910	\$1.3876	\$20.7920	\$31.1880
900,000 and less than 950,000	\$166.52	\$1.2928	\$1.3894	\$20.8145	\$31.2218
950,000 and less than 1,000,000	\$166.70	\$1.2946	\$1.3912	\$20.8370	\$31.2555
1,000,000 and less than 1,050,000	\$166.88	\$1.2964	\$1.3930	\$20.8595	\$31.2893
1,050,000 and less than 1,100,000	\$167.06	\$1.2982	\$1.3948	\$20.8820	\$31.3230
1,100,000 and less than 1,150,000	\$167.24	\$1.3000	\$1.3966	\$20.9045	\$31.3568
1,150,000 and less than 1,200,000	\$167.42	\$1.3018	\$1.3984	\$20.9270	\$31.3905
1,200,000 and less than 1,250,000	\$167.60	\$1.3036	\$1.4002	\$20.9495	\$31.4243
1,250,000 and less than 1,300,000	\$167.78	\$1.3054	\$1.4020	\$20.9720	\$31.4580
1,300,000 and less than 1,350,000	\$167.96	\$1.3072	\$1.4038	\$20.9945	\$31.4918
1,350,000 and less than 1,400,000	\$168.14	\$1.3090	\$1.4056	\$21.0170	\$31.5255
1,400,000 and less than 1,450,000	\$168.32	\$1.3108	\$1.4074	\$21.0395	\$31.5593
1,450,000 and less than 1,500,000	\$168.50	\$1.3126	\$1.4092	\$21.0620	\$31.5930
1,500,000 and less than 1,550,000	\$168.68	\$1.3144	\$1.4110	\$21.0845	\$31.6268
1,550,000 and less than 1,600,000	\$168.86	\$1.3162	\$1.4128	\$21.1070	\$31.6605
1,600,000 and less than 1,650,000	\$169.04	\$1.3180	\$1.4146	\$21.1295	\$31.6943
1,650,000 and less than 1,700,000	\$169.22	\$1.3198	\$1.4164	\$21.1520	\$31.7280
1,700,000 and less than 1,750,000	\$169.40	\$1.3216	\$1.4182	\$21.1745	\$31.7618
1,750,000 and less than 1,800,000	\$169.58	\$1.3234	\$1.4200	\$21.1970	\$31.7955
1,800,000 and less than 1,850,000	\$169.76	\$1.3252	\$1.4218	\$21.2195	\$31.8293
1,850,000 and less than 1,900,000	\$169.94	\$1.3270	\$1.4236	\$21.2420	\$31.8630
1,900,000 and less than 1,950,000	\$170.12	\$1.3288	\$1.4254	\$21.2645	\$31.8968
1,950,000 and less than 2,000,000	\$170.30	\$1.3306	\$1.4272	\$21.2870	\$31.9305
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$163.28	\$.18	\$.18		

TABLE VI — LOCOMOTIVE ENGINEERS
 LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$4.00
 Effective July 1, 2003
 STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$167.34	\$1.3010	\$1.3415	\$20.9170	\$31.3755
140,000 and less than 200,000	\$167.77	\$1.3053	\$1.3458	\$20.9708	\$31.4561
200,000 and less than 250,000	\$167.94	\$1.3070	\$1.3475	\$20.9920	\$31.4880
250,000 and less than 300,000	\$168.09	\$1.3085	\$1.3490	\$21.0108	\$31.5161
300,000 and less than 350,000	\$168.24	\$1.3100	\$1.3505	\$21.0295	\$31.5443
350,000 and less than 400,000	\$168.45	\$1.3121	\$1.3526	\$21.0558	\$31.5836
400,000 and less than 450,000	\$168.66	\$1.3142	\$1.3547	\$21.0820	\$31.6230
450,000 and less than 500,000	\$168.87	\$1.3163	\$1.3568	\$21.1083	\$31.6624
500,000 and less than 550,000	\$169.08	\$1.3184	\$1.3589	\$21.1345	\$31.7018
550,000 and less than 600,000	\$169.26	\$1.3202	\$1.3607	\$21.1570	\$31.7355
600,000 and less than 650,000	\$169.44	\$1.3220	\$1.3625	\$21.1795	\$31.7693
650,000 and less than 700,000	\$169.62	\$1.3238	\$1.3643	\$21.2020	\$31.8030
700,000 and less than 750,000	\$169.80	\$1.3256	\$1.3661	\$21.2245	\$31.8368
750,000 and less than 800,000	\$169.98	\$1.3274	\$1.3679	\$21.2470	\$31.8705
800,000 and less than 850,000	\$170.16	\$1.3292	\$1.3697	\$21.2695	\$31.9043
850,000 and less than 900,000	\$170.34	\$1.3310	\$1.3715	\$21.2920	\$31.9380
900,000 and less than 950,000	\$170.52	\$1.3328	\$1.3733	\$21.3145	\$31.9718
950,000 and less than 1,000,000	\$170.70	\$1.3346	\$1.3751	\$21.3370	\$32.0055
1,000,000 and less than 1,050,000	\$170.88	\$1.3364	\$1.3769	\$21.3595	\$32.0393
1,050,000 and less than 1,100,000	\$171.06	\$1.3382	\$1.3787	\$21.3820	\$32.0730
1,100,000 and less than 1,150,000	\$171.24	\$1.3400	\$1.3805	\$21.4045	\$32.1068
1,150,000 and less than 1,200,000	\$171.42	\$1.3418	\$1.3823	\$21.4270	\$32.1405
1,200,000 and less than 1,250,000	\$171.60	\$1.3436	\$1.3841	\$21.4495	\$32.1743
1,250,000 and less than 1,300,000	\$171.78	\$1.3454	\$1.3859	\$21.4720	\$32.2080
1,300,000 and less than 1,350,000	\$171.96	\$1.3472	\$1.3877	\$21.4945	\$32.2418
1,350,000 and less than 1,400,000	\$172.14	\$1.3490	\$1.3895	\$21.5170	\$32.2755
1,400,000 and less than 1,450,000	\$172.32	\$1.3508	\$1.3913	\$21.5395	\$32.3093
1,450,000 and less than 1,500,000	\$172.50	\$1.3526	\$1.3931	\$21.5620	\$32.3430
1,500,000 and less than 1,550,000	\$172.68	\$1.3544	\$1.3949	\$21.5845	\$32.3768
1,550,000 and less than 1,600,000	\$172.86	\$1.3562	\$1.3967	\$21.6070	\$32.4105
1,600,000 and less than 1,650,000	\$173.04	\$1.3580	\$1.3985	\$21.6295	\$32.4443
1,650,000 and less than 1,700,000	\$173.22	\$1.3598	\$1.4003	\$21.6520	\$32.4780
1,700,000 and less than 1,750,000	\$173.40	\$1.3616	\$1.4021	\$21.6745	\$32.5118
1,750,000 and less than 1,800,000	\$173.58	\$1.3634	\$1.4039	\$21.6970	\$32.5455
1,800,000 and less than 1,850,000	\$173.76	\$1.3652	\$1.4057	\$21.7195	\$32.5793
1,850,000 and less than 1,900,000	\$173.94	\$1.3670	\$1.4075	\$21.7420	\$32.6130
1,900,000 and less than 1,950,000	\$174.12	\$1.3688	\$1.4093	\$21.7645	\$32.6468
1,950,000 and less than 2,000,000	\$174.30	\$1.3706	\$1.3388	\$21.7870	\$32.6805
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$168.28	\$.18	\$.18		

TABLE VII — LOCOMOTIVE ENGINEERS
 LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$6.00
 Effective July 1, 2003
 STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$169.34	\$1.3210	\$1.4176	\$21.1670	\$31.7505
140,000 and less than 200,000	\$169.77	\$1.3253	\$1.4219	\$21.2208	\$31.8311
200,000 and less than 250,000	\$169.94	\$1.3270	\$1.4236	\$21.2420	\$31.8630
250,000 and less than 300,000	\$170.09	\$1.3285	\$1.4251	\$21.2608	\$31.8911
300,000 and less than 350,000	\$170.24	\$1.3300	\$1.4266	\$21.2795	\$31.9193
350,000 and less than 400,000	\$170.45	\$1.3321	\$1.4287	\$21.3058	\$31.9586
400,000 and less than 450,000	\$170.66	\$1.3342	\$1.4308	\$21.3320	\$31.9980
450,000 and less than 500,000	\$170.87	\$1.3363	\$1.4329	\$21.3583	\$32.0374
500,000 and less than 550,000	\$171.08	\$1.3384	\$1.4350	\$21.3845	\$32.0768
550,000 and less than 600,000	\$171.26	\$1.3402	\$1.4368	\$21.4070	\$32.1105
600,000 and less than 650,000	\$171.44	\$1.3420	\$1.4386	\$21.4295	\$32.1443
650,000 and less than 700,000	\$171.62	\$1.3438	\$1.4404	\$21.4520	\$32.1780
700,000 and less than 750,000	\$171.80	\$1.3456	\$1.4422	\$21.4745	\$32.2118
750,000 and less than 800,000	\$171.98	\$1.3474	\$1.4440	\$21.4970	\$32.2455
800,000 and less than 850,000	\$172.16	\$1.3492	\$1.4458	\$21.5195	\$32.2793
850,000 and less than 900,000	\$172.34	\$1.3510	\$1.4476	\$21.5420	\$32.3130
900,000 and less than 950,000	\$172.52	\$1.3528	\$1.4494	\$21.5645	\$32.3468
950,000 and less than 1,000,000	\$172.70	\$1.3546	\$1.4512	\$21.5870	\$32.3805
1,000,000 and less than 1,050,000	\$172.88	\$1.3564	\$1.4530	\$21.6095	\$32.4143
1,050,000 and less than 1,100,000	\$173.06	\$1.3582	\$1.4548	\$21.6320	\$32.4480
1,100,000 and less than 1,150,000	\$173.24	\$1.3600	\$1.4566	\$21.6545	\$32.4818
1,150,000 and less than 1,200,000	\$173.42	\$1.3618	\$1.4584	\$21.6770	\$32.5155
1,200,000 and less than 1,250,000	\$173.60	\$1.3636	\$1.4602	\$21.6995	\$32.5493
1,250,000 and less than 1,300,000	\$173.78	\$1.3654	\$1.4620	\$21.7220	\$32.5830
1,300,000 and less than 1,350,000	\$173.96	\$1.3672	\$1.4638	\$21.7445	\$32.6168
1,350,000 and less than 1,400,000	\$174.14	\$1.3690	\$1.4656	\$21.7670	\$32.6505
1,400,000 and less than 1,450,000	\$174.32	\$1.3708	\$1.4674	\$21.7895	\$32.6843
1,450,000 and less than 1,500,000	\$174.50	\$1.3726	\$1.4692	\$21.8120	\$32.7180
1,500,000 and less than 1,550,000	\$174.68	\$1.3744	\$1.4710	\$21.8345	\$32.7518
1,550,000 and less than 1,600,000	\$174.86	\$1.3762	\$1.4728	\$21.8570	\$32.7855
1,600,000 and less than 1,650,000	\$175.04	\$1.3780	\$1.4746	\$21.8795	\$32.8193
1,650,000 and less than 1,700,000	\$175.22	\$1.3798	\$1.4764	\$21.9020	\$32.8530
1,700,000 and less than 1,750,000	\$175.40	\$1.3816	\$1.4782	\$21.9245	\$32.8868
1,750,000 and less than 1,800,000	\$175.58	\$1.3834	\$1.4800	\$21.9470	\$32.9205
1,800,000 and less than 1,850,000	\$175.76	\$1.3852	\$1.4818	\$21.9695	\$32.9543
1,850,000 and less than 1,900,000	\$175.94	\$1.3870	\$1.4836	\$21.9920	\$32.9880
1,900,000 and less than 1,950,000	\$176.12	\$1.3888	\$1.4854	\$22.0145	\$33.0218
1,950,000 and less than 2,000,000	\$176.30	\$1.3906	\$1.4872	\$22.0370	\$33.0555
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$170.28	\$.18	\$.18		

TABLE VIII — LOCOMOTIVE ENGINEERS
 YARD SERVICE 5 DAY - WITH A FIREMAN
 Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$173.27	\$21.66	\$32.4877
500,000 and less than 550,000	\$173.52	\$21.69	\$32.5346
550,000 and less than 600,000	\$173.68	\$21.71	\$32.5646
600,000 and less than 650,000	\$173.84	\$21.73	\$32.5946
650,000 and less than 700,000	\$174.00	\$21.75	\$32.6246
700,000 and less than 750,000	\$174.16	\$21.77	\$32.6546
750,000 and less than 800,000	\$174.32	\$21.79	\$32.6846
800,000 and less than 850,000	\$174.48	\$21.81	\$32.7146
850,000 and less than 900,000	\$174.64	\$21.83	\$32.7446
900,000 and less than 950,000	\$174.80	\$21.85	\$32.7746
950,000 and less than 1,000,000	\$174.96	\$21.87	\$32.8046
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

TABLE IX — LOCOMOTIVE ENGINEERS
 YARD SERVICE 5 DAY - WITHOUT A FIREMAN - \$4.00
 Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$177.27	\$22.16	\$33.2377
500,000 and less than 550,000	\$177.52	\$22.19	\$33.2846
550,000 and less than 600,000	\$177.74	\$22.22	\$33.3258
600,000 and less than 650,000	\$177.95	\$	

RATE TABLES

TABLE X — LOCOMOTIVE ENGINEERS
YARD SERVICE 5 DAY - WITHOUT A FIREMAN - \$6.00
Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$179.27	\$22.41	\$33.6127
500,000 and less than 550,000	\$179.52	\$22.44	\$33.6596
550,000 and less than 600,000	\$179.74	\$22.47	\$33.7008
600,000 and less than 650,000	\$179.95	\$22.49	\$33.7402
650,000 and less than 700,000	\$180.17	\$22.52	\$33.7814
700,000 and less than 750,000	\$180.39	\$22.55	\$33.8227
750,000 and less than 800,000	\$180.60	\$22.57	\$33.8621
800,000 and less than 850,000	\$180.82	\$22.60	\$33.9033
850,000 and less than 900,000	\$181.03	\$22.63	\$33.9427
900,000 and less than 950,000	\$181.25	\$22.66	\$33.9839
950,000 and less than 1,000,000	\$181.47	\$22.68	\$34.0252
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.215		

TABLE XI — LOCOMOTIVE ENGINEERS
YARD SERVICE 6-7 DAY - WITH A FIREMAN
Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 550,000	\$161.44	\$20.18	\$30.2691
500,000 and less than 550,000	\$161.65	\$20.21	\$30.3084
550,000 and less than 600,000	\$161.83	\$20.23	\$30.3422
600,000 and less than 650,000	\$162.01	\$20.25	\$30.3759
650,000 and less than 700,000	\$162.19	\$20.27	\$30.4097
700,000 and less than 750,000	\$162.37	\$20.30	\$30.4434
750,000 and less than 800,000	\$162.55	\$20.32	\$30.4772
800,000 and less than 850,000	\$162.73	\$20.34	\$30.5109
850,000 and less than 900,000	\$162.91	\$20.36	\$30.5447
900,000 and less than 950,000	\$163.09	\$20.39	\$30.5784
950,000 and less than 1,000,000	\$163.27	\$20.41	\$30.6122
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

TABLE XII — LOCOMOTIVE ENGINEERS
YARD SERVICE 6-7 DAY - WITHOUT A FIREMAN - \$4.00
Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$165.44	\$20.68	\$31.0191
500,000 and less than 550,000	\$165.65	\$20.71	\$31.0584
550,000 and less than 600,000	\$165.83	\$20.73	\$31.0922
600,000 and less than 650,000	\$166.01	\$20.75	\$31.1259
650,000 and less than 700,000	\$166.19	\$20.77	\$31.1597
700,000 and less than 750,000	\$166.37	\$20.80	\$31.1934
750,000 and less than 800,000	\$166.55	\$20.82	\$31.2272
800,000 and less than 850,000	\$166.73	\$20.84	\$31.2609
850,000 and less than 900,000	\$166.91	\$20.86	\$31.2947
900,000 and less than 950,000	\$167.09	\$20.89	\$31.3284
950,000 and less than 1,000,000	\$167.27	\$20.91	\$31.3622
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$ 0.18		

TABLE XIII — LOCOMOTIVE ENGINEERS
YARD SERVICE 6-7 DAY - WITHOUT A FIREMAN - \$6.00
Effective July 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$167.44	\$20.93	\$31.3941
500,000 and less than 550,000	\$167.65	\$20.96	\$31.4334
550,000 and less than 600,000	\$167.83	\$20.98	\$31.4672
600,000 and less than 650,000	\$168.01	\$21.00	\$31.5009
650,000 and less than 700,000	\$168.19	\$21.02	\$31.5347
700,000 and less than 750,000	\$168.37	\$21.05	\$31.5684
750,000 and less than 800,000	\$168.55	\$21.07	\$31.6022
800,000 and less than 850,000	\$168.73	\$21.09	\$31.6359
850,000 and less than 900,000	\$168.91	\$21.11	\$31.6697
900,000 and less than 950,000	\$169.09	\$21.14	\$31.7034
950,000 and less than 1,000,000	\$169.27	\$21.16	\$31.7372
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

BLET Job Bank

Amtrak

Amtrak, the National Railroad Passenger Corp., is recruiting Locomotive Engineers to work out of the following locations: Lincoln, Neb.; Denver, Colo.; Carbondale, Ill.; and Little Rock, Ark.

Duties include the safe operation of diesel-electric locomotives, complying with train orders, wayside signals, railroad operating rules, special instructions, and federal, state and local regulations to transport passengers and equipment safely and efficiently.

Locomotive Engineers perform equipment and air brake tests as required. Job involves working alone and apart in physical isolation while integrating activities with others. Engineers must make timely and critical decisions under stressful situations to safeguard lives and property.

Candidates must have a current Class I Engineer Certificate and must currently be working as a Locomotive Engineer with one year of service. Any candidate whose driving record indicates a conviction for an alcohol or substance violation, or a refusal to submit to testing in connection with a moving violation within the past 36 months, will be automatically disqualified. Candidates must be able to report to their Crew Base within a 2-hour call.

Resumes may be forwarded to Amtrak Human Resources Department, 525 West Van Buren St., Chicago, IL 60607, faxed to (312) 880-5174, or e-mailed to Kosbourne@amtrak.com

Amtrak is an equal opportunity employer: EOE, M/F, D/V

2004 timebooks mailed

All Division Secretary-Treasurers sent timebooks on February 11

Distribution of 2004 timebooks is complete, with bulk shipments going in the mail to the last of the BLET divisions on February 11.

Printing of the timebooks was delayed due to the merger with the Teamsters. Final merger votes were not counted until December 5, and printing could not begin until the name of the new organization was finalized.

The BLET National Division also sought to save money by mailing the timebooks directly to individual members on a request-only basis, believing that the number of requests would be limited due to the increased use of computer-based timekeeping systems.

After receiving an overwhelming number of requests, it was deemed more cost-efficient to bulk mail the

timebooks to the Secretary-Treasurer of each division instead of mailing them to each individual member. Mailing of the timebooks began in late January on a numerical basis, with lower-numbered divisions going in the mail first.

The Executive Committee of the BLET National Division apologizes for the delay of the 2004 timebooks, and pledges to avoid similar delays in the future.

Franklin P. Greene Fund now open to daughters of BLET members

The Franklin P. Greene Educational Loan Fund has recently been authorized to allow lending to female children of Brotherhood of Locomotive Engineers and Trainmen members. Previously, loans were only issued to male children.

The Franklin P. Greene Educational Loan Fund was established in 1956. Its foundation was stipulated in the will of Brother Greene, a member of BLET Division 266 (Gladstone, Mich.). Brother Greene left an estate in trust of the BLET with instructions

that the funds be available for low-interest loans to children of U.S. locomotive engineers, living or deceased.

Brother Green was an engineer on the Soo Line from 1895 to 1940. Before his death at age 86, Brother Greene wrote Grand Chief Engineer Guy L. Brown of his intention to establish the educational loan fund.

"Everything I have I owe to the Brotherhood of Locomotive Engineers," he wrote. "And I want to take this means of

showing my appreciation for what the organization has done for me."

Brother Greene's will stipulated that the parent of applicants must be a BLET member in good standing or must of have been in good standing at the time of his or her death.

Qualified applicants are asked to contact Jenny Berndt in the BLET Accounting Office at: (216) 241-2630, ext. 211 or berndt@ble.org, to request an application.

BLET NEWS BRIEFS

CSX bills Florida city, county, for 'maintenance'

The small city of Starke, Fla., was caught off guard in October by a bill from CSX in the amount of \$43,000.

Bradford County, Fla., also received a bill, this one for \$36,964.

What's the reason for the bill? According to a letter from CSX, the railroad claims it has for several years miscalculated the city's and county's share of the annual cost for maintaining the signals at its railroad crossings.

The statute of limitations prevents CSX for collecting additional maintenance costs older than five years. In the letter, however, CSX requested payment within 25 days.

The large amount of the bill and the short length of time in which payment was expected drew a mixture of laughter and indignation from city officials.

Bryceville City Commissioner Don Tilley said he was not in favor of paying the bill. He said if the railroad miscalculated, then it's CSX's fault, not the city's.

Last month, it was reported by Florida television station WJXX that CSX was attempting to force residents in Bryceville, Fla., to pay an annual fee of \$800 to keep a highway-rail grade crossing open. The residents live on Hambone Drive in Bryceville, and crossing the CSX tracks is the only way in and out of the neighborhood.

(From the Bradford County Telegraph.) •

CSX to cut 1,000 jobs, but will buy \$1 million in Super Bowl tickets

CSX Corp., which in early November announced it will cut up to 1,000 nonunion employees, recently agreed to buy

\$1 million worth of tickets for the 2005 Super Bowl in Jacksonville, Fla., the city where CSX is headquartered.

CSX said it would use the tickets to entertain Fortune 500 clients and to reward employees, CSX Vice President Adam Hollingsworth told the Associated Press. He said that the company "had some tough choices to make."

"I can understand those that might have difficult time reconciling these two different decisions," he said.

CSX CEO Michael Ward is on the Super Bowl Host Committee. He declined to comment.

In the third quarter, CSX reported a loss of \$103 million after recording more than \$200 million in charges to change the way it estimates injury liabilities and to settle a dispute related to a 1999 sale of international container shipping assets.

CSX has 34,000 employees and its rails cross 23 states.

(From the Associated Press.) •

CN to seek cuts in train and engine service crews

If Canadian National Railway can renegotiate more union contracts to pay workers by the hour instead of distance travelled, it will be able to reduce its train and engine crew workforce by up to 35 per cent, CEO Hunter Harrison said in a speech to investors on November 11.

Over the past year, CN won a breakthrough on the hourly-pay issue with some of its U.S. unions, affecting 1,700 employees. CN is currently negotiating with several unions in Canada.

Labour contracts from the steam-engine era used to limit workers' daily travel to 100 miles (160 kilometres), though that cap has frequently been raised over the years.

"Now we can get 7,000 to 7,500 miles (up to 12,000 kilometres) a month from the same employees that were pro-

ducing 4,000 to 4,500 miles (up to 7,200 kilometres) a month," Harrison said. "You can do the math and quickly tell that, over time, we can reduce the workforce — from a train and engine room standpoint — 30 to 35 per cent."

CN employees approximately 4,700 in the operating crews.

Will Canadian unions go along with the new system?

Gilles Hallé, Canadian director for the Brotherhood of Locomotive Engineers, said the railway has to convince the union that its plan to switch from a mileage-based system to an hourly system would benefit workers.

"We told them we're not interested," Hallé said in an interview. "We will not work 12 hours a day, 6 days a week."

(From Bloomberg News and the Canadian Press.) •

CN wants to buy Duluth, Missabe & Iron Range Rwy.

Two cornerstones of Minnesota's transportation industry — the Duluth, Missabe & Iron Range Railway Co. and the USS Great Lakes Fleet Inc. — soon could have new owners. And the deal will likely cost approximately 122 jobs.

On October 20, CN announced its plans to buy the Duluth-based rail and maritime assets from Great Lakes Transportation LLC, based in Monroeville, Pa., for about \$380 million U.S.

In a filing to the U.S. Surface Transportation Board, CN said it expects to cut 122 jobs once it completes its takeover. DM&IR employs about 500 people.

"Right now, everything is so new and so fresh that no one knows exactly what to make of the deal," said Dick DeLano, a DM&IR engineer and chairman of BLET Division 163.

"Obviously, people are nervous about the unknown," he said. "But at the same time, most of us recognize that there could be a lot of positives that could come out of this, too. CN is an experienced operator, and it has the kind of money that's needed to revitalize our aging car fleet."

DeLano said he doubts the idea of transferring out of the region will appeal to many of his co-workers.

"You have to remember, this is a homegrown railroad," he said, "and people are used to working around the same neighborhoods where they live, whether that's Two Harbors, Proctor or the Iron Range. People might not want to move to Montreal."

(From the Duluth News Tribune.) •

MEMORANDUM

TO: All BLET Members
FROM: D.M. Hahs, National President
DATE: January 26, 2004
RE: BLET PAC Fund



Brothers and Sisters:

A few months ago, Brother Raymond Holmes, our National Legislative Representative, wrote you urging support for the BLET PAC Fund. I just want to follow-up on that memorandum.

Did you know that Union Pacific Chairman Richard K. Davidson is a "Ranger" for the Bush Administration? According to *USA Today*, a Ranger is an elite, aggressive fund raiser who collects donations for the Bush Administration's money machine. Rangers are individuals who have raised at least \$200,000 for the Bush re-election campaign by collecting checks of no more than \$2,000 each from their friends, family, and business associates.

You see, the law bars national political parties from collecting huge corporate donations, setting the maximum contribution to a presidential campaign at \$2,000. The practice of rounding up contributions from friends is known as "bundling." Individual people who can round up or "bundle" lots of smaller checks from their friends and business associates have become the most sought-after volunteers in politics. Bundlers like Dick Davidson who "bundle" at least \$200,000 for the Bush Administration are known as Rangers. Those who bundle a mere \$100,000 are known as Pioneers.

As you might guess, a big motivating factor for becoming a Ranger is the possibility of having increased influence on government policy. Many of these policies can have a direct impact on your job. If you don't like the idea of railroad management having increased influence over government policy, then you need to do your part by supporting the BLET PAC.

As you might guess, Dick Davidson is not alone. According to *USA Today*, Davidson is just one of 100 Rangers on the Bush team (\$200,000 x 100 = big bucks!). That doesn't include the 185 Pioneers who have raised at least \$100,000 each (\$100,000 x 185 = more big bucks!).

I believe it's important for me to write about this situation so you know what we're up against. If you want Rail Labor to have influence over the next President of the United States, then support the BLET PAC. If not, then leave it to rail management and Rangers like Dick Davidson.

It's a battle for control of government and the policies that impact your job, and the side that has the most money usually wins. We know we have a tough fight ahead, but keep in mind who is on the other side.

Do your part to support the BLET PAC fund. Help us to help you.

Fraternally,

Don M. Hahs
National President

SUPPORT BLET PAC!

BLET NEWS

BLET to launch new Club for retirees

Retirees Club will help with legislation; Will receive newsletter to help stay informed

Retired members of the Brotherhood of Locomotive Engineers and Trainmen now have the opportunity to join the BLET Retirees Club.

"Joining the club will help the BLET in many ways," said National President Don Hahs. "It will create a ready, willing, and able network of volunteers to help the BLET on a number of issues.

"There is often a need to quickly organize and launch a response to legislation, be it positive or negative. Having a vast network of retirees who are already organized through the Retirees

Club greatly will help make our voices heard on Capitol Hill."

Members who join the Retirees Club will receive a Retirees Club Card in the mail, confirming their membership as a Founding Member of the Club. They will also continue to receive the BLET's newsletter, the *Locomotive Engineers & Trainmen News*. Other services will be provided as the Club grows and becomes more expansive.

The cost of joining the Retirees Club is \$10 per year. •

MARCH 2004 CALENDAR & EVENTS

MARCH 7-10... Secretary-Treasurer Compliance Class, Dallas, Texas
At the American Airlines Training and Conference Center in Dallas. Call (800) 777-6464 for hotel reservations. Register for the course online at www.ble.org/st or contact Ken Kroeger at: Kroeger@ble.org or call (216) 272-0986.

MARCH 14-17... Secretary-Treasurer Compliance Class, Chicago, Ill.
At the Chicago City Center Holiday Inn. Call (312) 787-6100 for hotel reservations. Register for the course online at www.ble.org/st or contact Ken Kroeger at: Kroeger@ble.org or call (216) 272-0986.

MARCH 19... Railroad Retirement Board Informational Conference in Pikesville, Md.
The U.S. Railroad Retirement Board will hold an informational conference for elected BLET officers in Pikesville, Md., on March 19. Registration begins at 8 a.m. and the program begins promptly at 8:30 a.m. and ends at 12:30 p.m. Located at The Pikesville Hilton, 1726 Reisterstown Road (Exit 20 from I-695).

MARCH 21-26... Local Chairman Workshop at University of Illinois, Champaign, Ill.
Upon successful completion of the course, everyone will qualify for an \$85 per day stipend from the North American Railway Foundation. Stipends will be paid directly to the Secretary-Treasurer of the respective Division. Workshops include practice representing members at disciplinary and decertification hearings; claim and grievance handling; and other assignments. A highlight includes participation in a simulated disciplinary hearing. To register, visit the BLET website at: <http://www.ble.org/lc>, or contact Ken Kroeger at: Kroeger@ble.org or call (216) 272-0986. Costs include \$660 per week for single room and board or \$500 per week for double room and board.

APRIL 4-9... Local Chairman Workshop in Dallas/Fort Worth
To be held at the American Airlines Training & Conference Center and conducted by representatives of the BLE's Education & Training Department and staff members from the George Meany Center. To register, visit the BLET website at: <http://www.ble.org/lc>, or contact Ken Kroeger at: Kroeger@ble.org or call (216) 272-0986. Costs include \$158 per day for single room and board or \$108 per day for double room and board.

JUNE 13-17... 77th Annual Southeastern Meeting Association, Greenville, S.C.
To be held at the Hyatt Regency Hotel in Greenville Commons, the 77th annual BLE-GIA Southeastern Meeting Association will be hosted by W.R. "Roger" Peace and members of BLE Division 598 in Greenville, S.C. Early bird reservations can be made by calling the hotel at: (800) 233-1234 or (864) 235-1234. Be sure to ask for the Brotherhood of Locomotive Engineers and Trainmen discounted rate.



BLET Retirees Club

OFFICIAL APPLICATION FOR MEMBERSHIP



Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Division: _____ BLE Officer/Title Held: _____

E-mail Address: _____

Home Phone: _____ Cell Phone: _____

Spouse's Name: _____

GIA Affiliation: _____

Clip and Mail this form, along with your \$10 Retirees Club Annual Membership Dues, to:
Brotherhood of Locomotive Engineers & Trainmen Retirees Club, c/o General Secretary-Treasurer
1370 Ontario St., Mezzanine
Cleveland, OH 44113-1702

Make checks payable to Brotherhood of Locomotive Engineers & Trainmen

Advisory Board January Activity

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

International President Don M. Hahs—International Office: General supervision of BLE activities; General office duties; Advisory Board meeting; AFL-CIO Transportation Trades Department meetings; Meeting w/ members of the National Mediation Board; Meetings with National Carriers Conference Committee; CRLO meetings.

First Vice-President & Alternate President Edward W. Rodzwick— Assisted President in general operation of ID Office; Vice President assignments; Special Representative assignments; CRLO mtgs.; TTD-RLD mtgs.; Advisory Board mtgs.; Special Rep mtgs.; NCCC meeting; Various telephone and correspondence; Mtg. w/ Board Members and Staff of National Mediation Board.

General Secretary-Treasurer William C. Walpert—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Advisory Board mtg., Longboat Key, Fla.; Secretary-Treasurers' Workshop for LM-2 filers, Las Vegas; Local Chairman's Workshop, George Meany enter, Silver Spring, Md.; CRLO mtgs., Miami.

Vice-President Paul T. Sorrow—Public Law Board 6619; Advisory Board mtg.; Grand Trunk Western contract discussions; Wheeling & Lake Erie Section 6 negotiations; Woked on issues involving SBA 1063; Assisted GTW, CSX and NS Northern Lines with various issues.

Vice-President Richard K. Radek— ID Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Bell Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Advisory Board mtg.; Engineer training program mtg., Metra, Chicago; IHB general assistance; Labor/Management Comm. mtg., CN/IC, New Orleans; Contract neg. mtg., EJ&E, Chicago; Tri-annual GCofA mtg., CN/WC, Green Bay, Wisc.; NARR 2004 Program mtg., Chicago; Contract negotiations, EJ&E, Joliet, Ill; RLA-Section 3 Comm. mtg.; Section 3 Labor Sub-Comm., Metra; Pre-negotiations mtgs., CN/WC; CN/IC LM mtg. FRA Part 240.409 dockets: EQAL 00-79, 01-16, 00-84, 01-82, 01-18.

Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLE National Bargaining Cmte.; BLE/IBT Constitution & Bylaws Cmte.; PLBs 5604, 5681, 5721, 6040, 6281, 6589; UP work/rest projects; RSAC positive train control cmte.; General office duties, telephone, correspondence; Advisory Board mtg.; UP mtgs., New Orleans; CP contract negotiations, Las Vegas and St. Paul, Minn.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes — Washington D.C. office; General office duties, telephone, correspondence; Advisory Board mtg.; TTD Congressional staff briefing; CRLO meetings.

Vice-President Merle W. Geiger Jr.— Assigned to Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal; Delaware & Hudson; Indiana & Ohio RR; Indiana Southern RR; New York, Susquehanna & Western; St. Lawrence & Atlantic Rwy.; Advisory Board mtg., Sarasota, Fla.; Mtgs. w/ Division 244 (Tex-Mex) and GC Clark, Laredo; Indiana Southern contract mtg., Indianapolis; PLB 6695 Executive Session, I&O; Review of latest awards from PLB 6647, KCS; Research, correspondence, general office duties.

Vice-President Stephen D. Speagle—General office duties; Holiday; ID negotiations, FRA emergency order 18 talks, BNSF, Long Beach, Calif; Witness for color blind trial, BNSF, Decatur; Meetings for Wabash Hospital Association, Decatur; PLB 6171 mtg. Attend BNSF General Chairman mtg.; Mtg. w/ BNSF VP; Advisory Board mtg.

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; Advisory Board mtg.; UP on-property negotiations, assisting all UP general chairmen at mtgs. in New Orleans; Assisting GC Donnigan, UPWGCA, PTRR, EIRR, Pocatello, Idaho; STD, paper, filing, calls, assisting General Chairman UPRR & Tacoma Belt, STD.


Vice-President Paul L. Wingo Jr. — Assigned to NS-Southern Lines and Eastern Region GCofAs; Iowa, Chicago & Eastern GCofA; Meridian Southern; BLET Rail Security Officer; Worked on consolidating NS agreements; Advisory Board mtg.; Numerous security projects with TTD, TSA; NS Central Division Local Chairmen's mtg. in Atlanta; NS-Southern Lines GCofA mtg., Asheville, N.C.; General office work.

Decertification Helpline

(800) 393-2716

The railroad industry's first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers.





LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS

Brotherhood of Locomotive Engineers and Trainmen
A Division of the Rail Conference, International Brotherhood of Teamsters

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