



NEWS

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NS trainmen seek to join BLET

BLET launches A-card campaign at Norfolk Southern at request of UTU members

Citing poor representation from and disillusionment with the United Transportation Union's leadership in Cleveland, trainmen and conductors at the Norfolk Southern are seeking superior union representation from the Brotherhood of Locomotive Engineers and Trainmen.

The BLET has scheduled a series of Town Hall meetings across the NS system over the next month to obtain signed Authorization Cards, or A-Cards, from NS trainmen. The A-Cards will provide a showing of interest and allow the BLET to begin a formal representation election under rules established by the National Mediation Board.

"We are initiating this campaign because UTU

members have asked us to," said BLET

First Vice-President Ed Rodzwicz. "UTU members are sick and tired of the lackluster representation they have received from their leadership in Cleveland.

"The are also disillusioned and disgusted with the UTU's Letter of Intent imposing seniority maintenance fees and double dues on hard working railroad employees," he said.

It is expected that thousands of new members will join BLET once the NS campaign is brought to a successful conclusion.

"The BLET has taken great strides to unite ev-



NORFOLK SOUTHERN

eryone, maintaining its integrity and not sinking into mud-

slinging," said Doug Haines, a NS engineer and member of Division 659 in Buffalo. "The BLET offers the best representation for the future."

Since becoming affiliated with the Teamsters, the BLET has seen its membership ranks swell with former UTU members who wish to belong to a larger, more powerful organization.

BLET members have benefited in many ways since affiliating with the Teamsters, enjoying increased influence in local, state and national government. •

FRA research on remote control confirms significant safety concerns

The Federal Railroad Administration's Office of Research and Development issued two reports on May 24, confirming significant safety concerns with remote control locomotives.

In general, the FRA-sponsored research documents many of the concerns expressed by the Brotherhood of Locomotive Engineers and Trainmen regarding the hazards of remote control.

The FRA's report (RR05-05), titled "Human Factors Root Cause Analysis of Accidents/Incidents Involving Remote Control Locomotives," collected information on reportable remote control accidents/incidents from May to October 2004. A total of 67 remote control accidents/incidents were reported during that time, but only six were studied in detail.

The FRA's analysis determined that four critical safety issues were common in the six case studies:

- Loss of Remote Control Operator (RCO) situation awareness;
- Insufficient RCO training;
- Inadequate staffing and pairing of inexperienced crew members; and
- Inadequate practices and procedures governing remote control operations and the use of remote control technology, including the

pullback protection system.

"The FRA's conclusions come as no surprise to the BLET," National President Don Hahs said. "We have argued for more than three years now that re-

New remote control safety bill introduced in U.S. House

— See Page 2 for details.

ote control operators are too inexperienced and receive too little training. We have also spoken out about the need for enforceable safety regulations to govern operation of the technology and the fact that two overwhelmed crew members cannot perform the work of three people. We have also argued that lack of proper point protection is a major factor in many accidents and the FRA's report goes along with what we've said from the beginning."

The other FRA sponsored report (RR05-03) is titled "Remote Control Operations: Results of Focus Groups with Remote Control Operators in the U.S. and Canada." Seventy-eight RCOs participated in 12 focus group meetings conducted in four cities from March to May of 2003. The focus groups expressed several key themes that echoed the BLET on a number of issues, including:

- Less than adequate training.

RCOs felt that two weeks of training was inadequate to fully prepare them for their jobs.

- Knowledge of Remote Control Locomotive (RCL) operations. RCOs felt that other operating employees and management have a limited understanding of RCL operations, resulting in few rules, little guidance on what to do in unusual circumstances, changing and sometimes problematic procedures, cuts of cars that are as long as the remote control zone (RCZ), poor communications between RCOs and management, and inadequate maintenance of equipment. Separately, RCOs said that they have encountered employees who work in the vicinity of, or with, RCOs who are not familiar with RCL operations and procedures.

- "Perceived" reliability of RCL equipment. RCOs described several types of reliability problems associated with the RCL equipment, including communication failures between the Remote Control Device (RCD) and On-board Control Computer (OCC), frequent error messages, delays in RCL response, and RCL overspeed.

- Inadvertent activation of the RCD. RCOs reported frequent problems with inadvertent activation of

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BLET, IBT lobby on Capitol Hill in support of Amtrak

Members of the Brotherhood of Locomotive Engineers and Trainmen and other representatives of rail labor held meetings on Capitol Hill in late May to discuss Amtrak and other issues of importance to railroad workers.

The Amtrak Action Alliance, a task force with representatives from all of rail labor, held lobbying days on May 24-26. The Alliance was lobbying in support of two bills, H.R. 1630 and H.R. 1631, that would fund Amtrak and other high speed rail corridors.

H.R. 1630, also known as the Amtrak Reauthorization Act of 2005, would authorize \$2 billion in appropriations for the benefit of Amtrak for fiscal years 2006 through 2008. It was introduced by Representative Don Young of Alaska, Representative James Oberstar of Minnesota, Representative Steven LaTourette of Ohio and Representative Corrine Brown of Florida.

H.R. 1631, also known as the Rail Infrastructure Development and Expansion Act for the 21st Century (RIDE 21), establishes authority for states or interstate compacts to issue \$12 billion in federal tax-exempt bonds and \$12 billion in federal tax-credit bonds for infrastructure improvements for high-speed rail. It was also introduced by Representatives Young, Oberstar, LaTourette and Brown.

Members of the BLET/Teamsters and other rail labor unions met with

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BLET NEWS

Remote control safety bill reintroduced in Congress

Legislation would prohibit remote control locomotives from transporting hazardous materials

Representative Gene Green (D-TX) has reintroduced a bill banning the use of remote control locomotives to carry hazardous materials in the U.S. House of Representatives. The bill, H.R. 2843, had been originally introduced in the 108th Congress.

In addition to banning the use of remote control locomotives to transport hazardous materials, the bill also provides for greater security for the technology, forcing the rail carriers to keep the transmitters and locomotives under lock and key when not in use.

"Hazardous materials present very high safety and security risks," Representative Green said. "We cannot rely on an unproven, questionable new transportation technology to transport this material through our backyards.

"All federal investigations have raised serious concerns with remote control safety," Representative Green said. "This bill is needed because hazardous materials have the highest

safety and security risks, so they should be banned from remote control trains until proven safe."

The Brotherhood of Locomotive Engineers and Trainmen worked closely with Rep. Green's office to write the bill. The BLET has been concerned with the use of remote control since its widespread implementation began in 2001.

"I would like to thank Congressman Green and his staff for recognizing the gravity of the situation and putting forth this bill, which will greatly improve the safety of remote control operations if passed," BLET National President Don M. Hahs said. "I would also like to thank all those Brothers and Sisters who worked with the Congressman on this piece of legislation."

BLET's concern regarding remote control operations was recently underscored by two reports issued by the Federal Railroad Administration. The FRA's Office of Research and Development issued two reports on May 24,

"Hazardous materials have the highest safety and security risks, so they should be banned from remote control trains until proven safe."

— Representative Gene Green (D-TX)

confirming significant safety concerns with remote control locomotives.

The BLET is the only rail operating union to report on these FRA findings.

The FRA's analysis determined that four critical safety issues were common in remote control operations:

- Loss of Remote Control Operator (RCO) situation awareness;
- Insufficient RCO training;
- Inadequate staffing and pairing of inexperienced crew members; and
- Inadequate practices and procedures governing remote control opera-

tions and the use of remote control technology, including the pullback protection system.

"The FRA's findings make it apparent that legislation regarding the safety of remote control is more necessary than ever before," BLET President Hahs said. "I hope that this legislation is passed in this Congress because it is important to both the safety of our members and the general public."

BLET members are urged to contact their members of Congress (toll-free at (877) 762-8762) in order to support H.R. 2843. •

FRA research confirms serious safety concerns with remote control

Remote Control

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the RCD. Causes of inadvertent activation include the location of switches, bumping into rail equipment as a result of mounting or dismounting equipment, and use of thick gloves in cold weather.

• RCO situation awareness. RCOs report that operating the RCL on the ground away from the locomotive has reduced some of the critical feedback cues (visual and kinesthetic) available to cab-based operators, and consequently reduces their situation awareness.

The BLET strongly objects to one of the "key themes" stated by FRA in its research report. According to the report, remote control operators noted that many adjustments would need to be made in order to operate remote control locomotives in "other-than-yard" operations. The RCOs specifically asked for the following: "more extensive training (to cover train handling, air brakes, locomotive systems and troubleshooting, communications protocols, and territory familiarization), more reliable and responsive RCL equipment (e.g., the locomotive's brakes must respond immediately to an RCD input), and

more information on, and control over, the RCL and consist (e.g., information on air pressure status and access to dynamic brakes). RCOs wanted as much knowledge and control over the locomotive and consist as locomotive engineers have when operating a locomotive conventionally."

"The RCOs indicated that there are three areas of improvement necessary to engage in 'other-than-yard' operations," President Hahs said. "However, the BLET will say right now that each of those three areas infringe upon the specific duties reserved for locomotive engineers under the collective bargaining agreements. These suggested changes or 'improvements' also violate the January 10, 2003, decision of Arbitrator Gil Vernon, Chairman of Special Board of Adjustment No. 1141."

In that case, the Arbitrator ruled that remote control should only be used in and around yards.

"In essence, the FRA is suggesting that these employees be given the same safety sensitive duties as locomotive engineers," President Hahs said. "Evidently, these employees know that operating a train from the cab of the locomotive is the safest way to work. Since that is the case, the work of locomotive engineers should be left to locomotive engineers.

"In the Vernon award, which gave the remote

control work to UTU members, the arbitrator used the following analogy: He said locomotive engineers were comparable to highly skilled chefs preparing a seven-course meal, while remote control operators were comparable to an untrained chef pushing a button on a microwave oven to cook a TV dinner. It now appears the FRA is suggesting that those microwave operators receive chef training."

President Hahs indicated that such "improvements," even if they were technologically possible, would not offer an equivalent level of safety as conventional cab operations and therefore, any attempt to implement them would be challenged by BLET.

The FRA reports were performed by Foster-Miller, Inc., under the direction of the FRA Office of Research and Development (Human Factors Program) and the FRA Office of Safety. The Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union also lent support. Dr. Frederick Gamst provided expertise during the study as well.

Copies of the reports are available on the BLET website at:

<http://www.ble-t.org/pr/pdf/rr0503.pdf>

<http://www.ble-t.org/pr/pdf/rr0505.pdf> •

BLET, Teamsters continue Capitol Hill lobbying to secure support for Amtrak's future

Amtrak

Continued from Page 1

several Senators, Representatives and staff members to ask for their support for Amtrak. This is only one of many lobbying efforts that will be conducted, and there is still much work to be done.

"The future of Amtrak is vital to all railroad workers," said BLET National President Don M. Hahs. "If Amtrak were to go under, we would all suffer. It is important to our organization to work hard to save

Amtrak, and this lobbying day was just one of the ways we can accomplish our goal."

The Amtrak Action Alliance has been met by opposition from both the Bush administration and the Amtrak Board of Directors. Both of these entities have issued their own plans for Amtrak's future, which would be bleak if either of them are enacted.

On May 26, Transportation Secretary Mineta again attacked Amtrak. In a letter to Amtrak President David Gunn, Secretary Mineta urged Amtrak to immediately put in place cost-cutting measures, saying the railroad could be as much as \$40 million in

debt before September 30.

Mineta said he was concerned with Gunn's May 12 testimony before a Senate subcommittee when he said the railroad would end fiscal year 2005 with a \$20 million positive cash flow. Mineta said Gunn was assuming Amtrak would be getting \$60 million set aside by law to "pay for directed service in the event Amtrak ceases operations."

BLET members are asked to contact their Congressmen and Senators (toll-free at (877) 762-8762) and urge them to support these vital pieces of legislation. •

Children of BLET members win Hoffa scholarships

Daughter of Division 499 (Whitefish, Mont.) member wins \$10,000 prize; Three others \$1,000 each

Four college-bound children of BLET members have earned James R. Hoffa Memorial Scholarship Fund awards totaling \$13,000 from the International Brotherhood of Teamsters.

The four scholarship recipients are Katherine Cain, Tiffany Poulette, Justin Hausauer and Lisa Green.

"Congratulations to these deserving scholarship winners for their outstanding academic achievements," said BLET National President Don Hahs. "Best wishes to each winner in their current and future academic endeavors."

The highest achiever is Katherine Cain, daughter of James A. Cain, a member of BLET Division 499 in Whitefish, Mont. Katherine is the recipient of \$10,000 Hoffa scholarship. Brother Cain is a locomotive engineer for the BNSF Railway (BNSF) and has been a BLET member since 2002.



Katherine Cain

"She worked hard to get to where she is now and we couldn't be more proud," Brother Cain said. "I feel like after 30 years in the railroad industry this is a nice payback. It meant a lot to our family."

Brother Cain says Katherine is headed to the Portland Art Institute in Oregon where she will pursue a degree in fashion design.

Tiffany Poulette, daughter of Robert L. Poulette of BLET Division 285 in Thayer, Mo., earned a \$1,000 James R. Hoffa Memorial Scholarship "Bootstrap" award. Brother Poulette is a BNSF engineer and has been a BLET member since 1974.

Justin Hausauer, son of BLET member Kevin W. Hausauer of BLET Division 746 in Mandan, N.D., earned a \$1,000 scholarship. Brother Hausauer is a BNSF engineer and has been a BLET member since 1999.

Lisa Green, daughter of Barry E. Green of BLET Division 180 in Glendive, Mont., won a \$1,000 scholarship. Brother Green is a BNSF engineer and has been a BLET member since 1981.

The James R. Hoffa Memorial Scholarship Fund was named in honor of James R. Hoffa in recognition of his tireless service to the Union and its members. Hoffa became a Teamster in 1934 and served as General President for 14 years.

The Teamsters awarded 100 total scholarships this year. Thirty-one were \$10,000 scholarships paid in \$2,500 increments over four years. The remaining 69 awards were one-time \$1,000 scholarships.

For more information regarding the annual Hoffa Scholarship program, visit: <http://www.teamster.org>.

For information on other scholarship opportunities available to the children of BLET members, please visit the BLET website at:

<http://www.ble-t.org/pr/scholarships.asp> •

MWRCSF golf tournament raises funds for scholarships

The Midwest Rail Craft Scholarship Foundation will hold a charity golf tournament on July 10-11 to benefit the children of rail union members.

Last year, the Midwest Rail Craft Scholarship Foundation (MWRCSF) awarded scholarships to 28 children of railroaders from many crafts and union affiliations, assisting them with their educational expenses.

Most of the money raised by the MWRCSF comes from annual golf tour-

naments, contributions and sponsorships. The MWRCSF usually schedules two golf tournaments per year — one near Kansas City and one near Lincoln, Neb.

This year's Kansas City Golf Tourney will be held on July 10 and 11 at the Hidden Valley Golf Course in Lawson, Mo.

A \$110 registration fee (per person) includes: a practice round on Sunday, July 10; a two-man scramble that will

start at 8 a.m. on Monday, July 11 (27 holes with a cart); lunch, food and drinks during the tournament; and a pre-tournament party. There will also be prizes and raffle tickets.

The Lincoln, Neb., Tourney is tentatively scheduled for September (date to be determined).

To register for the Kansas City Golf Tourney, please use the form available on the BLET website at:

<http://www.ble-t.org/pr/pdf/>

[MWRCSFKCTourneyFlyer.pdf](http://www.ble-t.org/pr/pdf/MWRCSFKCTourneyFlyer.pdf)

The MWRCSF is still accepting scholarship applications for the coming year and its deadline is June 15, 2005. To be eligible, applicants must live in one of the following states: Minnesota, Iowa, Nebraska, Illinois, Missouri, Oklahoma, Texas and Arkansas. Please use the application on the BLET website at:

<http://www.ble-t.org/pr/pdf/MWRCSFApplication05.pdf>

Local Chairman Workshop, University of Illinois—Champaign

Several BLET members successfully completed the Education & Training Department's Local Chairman Workshop at the University of Illinois-Champaign in March.

The members learned important skills at the five-day workshop, including representation of members at disciplinary hearings, union leadership skills, claim and grievance handling. Members also participated in a simulated disciplinary hearing. Members also received an \$86 per day stipend from the North American Railway Foundation (NARF).

First row, from left: Bill Walpert, National Secretary-Treasurer; Scott Michalek, Local Chairman Div. 253, CP Rail System/US; Jason Shannon, Local Chairman Div. 86, NS NL; Marcus Ruef, Assistant Director of Arbitration; Ken Kroeger, Coordinator of Education and Training.

Second row, from left: John Sexton, Local Chairman Div. 200, IC&E; Robert McClendon, Local Committee of Adjustment Div. 578, BNSF STL&SF; John Eutsler, Vice Local Chairman Div. 385, UP Western Lines; J.D. Tindol, Local Chairman Div. 918, UP Southern Region; Donice Morace, Local Chairman Div. 910, UP SR; Michael McVay, Local Chairman Div. 88, UP Eastern District.

Third row, from left: Rick Radek, Vice President and Director of Arbitration; Jeffrey D. Lukehart, Local Chairman Div. 778, UP NR; Chad Cravatta, Vice Local Chairman Div. 294, CP Rail System/US; Ron Mills, Vice Local Chairman, Div. 238, Tacoma Rail; Matthew Maslonek, Local Chairman Div. 292, NS NL



Fourth row, from left: Robert Denlinger, Vice Local Chairman Div. 597, CSX NL; William Clayton, Local Chairman Div. 315, CN-IC; Randy Fitzgerald, Lo-

cal Chairman Div. 302, NS NL; David Cook, Local Chairman Div. 184, CN-WC; Timothy R. Dubois, Vice Local Chairman Div. 385, NS NL; James Ter Doest Jr., Vice Local Chairman Div. 385, NS NL. •

BLET NEWS

Rate tables effective July 1, 2005

The rate Tables effective July 1, 2005, reflect a Cost of Living Allowance of 15 cents per hour to the basic daily rate and \$0.0015 per mile.

It 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. •

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly
	Daily	Regular	Under Art. VIII	Straight Time
less than 80,000	\$155.84	\$1.1974	\$1.2072	\$19.4797
80,000 and less than 100,000	\$155.84	\$1.1974	\$1.2072	\$19.4797
100,000 and less than 140,000	\$155.93	\$1.1983	\$1.2081	\$19.4910
140,000 and less than 170,000	\$156.01	\$1.1991	\$1.2089	\$19.5010
170,000 and less than 200,000	\$156.10	\$1.2000	\$1.2098	\$19.5122
200,000 and less than 250,000	\$156.19	\$1.2009	\$1.2107	\$19.5235
250,000 and less than 300,000	\$156.27	\$1.2017	\$1.2115	\$19.5335
300,000 and less than 350,000	\$156.36	\$1.2026	\$1.2124	\$19.5447
350,000 and less than 400,000	\$156.44	\$1.2034	\$1.2132	\$19.5547
400,000 and less than 450,000	\$156.53	\$1.2043	\$1.2141	\$19.5660
450,000 and less than 500,000	\$156.62	\$1.2052	\$1.2150	\$19.5772
500,000 and less than 550,000	\$156.70	\$1.2060	\$1.2158	\$19.5872
550,000 and less than 600,000	\$156.79	\$1.2069	\$1.2167	\$19.5985
600,000 and less than 650,000	\$156.87	\$1.2077	\$1.2175	\$19.6085
650,000 and less than 700,000	\$156.96	\$1.2086	\$1.2184	\$19.6197
700,000 and less than 750,000	\$157.04	\$1.2094	\$1.2192	\$19.6297
750,000 and less than 800,000	\$157.13	\$1.2103	\$1.2201	\$19.6410
800,000 and less than 850,000	\$157.21	\$1.2111	\$1.2209	\$19.6510
850,000 and less than 900,000	\$157.30	\$1.2120	\$1.2218	\$19.6622
900,000 and less than 950,000	\$157.38	\$1.2128	\$1.2226	\$19.6722
950,000 and less than 1,000,000	\$157.47	\$1.2137	\$1.2235	\$19.6835
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	\$156.80 \$157.36	\$1.2000	\$1.2905	

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$168.13	\$1.2889	\$1.3115	\$21.0158	\$31.5236
140,000 and less than 200,000	\$168.56	\$1.2932	\$1.3158	\$21.0695	\$31.6043
200,000 and less than 250,000	\$168.73	\$1.2949	\$1.3175	\$21.0908	\$31.6361
250,000 and less than 300,000	\$168.88	\$1.2964	\$1.3190	\$21.1095	\$31.6643
300,000 and less than 350,000	\$169.03	\$1.2979	\$1.3205	\$21.1283	\$31.6924
350,000 and less than 400,000	\$169.24	\$1.3000	\$1.3226	\$21.1545	\$31.7318
400,000 and less than 450,000	\$169.45	\$1.3021	\$1.3247	\$21.1808	\$31.7711
450,000 and less than 500,000	\$169.66	\$1.3042	\$1.3268	\$21.2070	\$31.8105
500,000 and less than 550,000	\$169.87	\$1.3063	\$1.3289	\$21.2333	\$31.8499
550,000 and less than 600,000	\$170.05	\$1.3081	\$1.3307	\$21.2558	\$31.8836
600,000 and less than 650,000	\$170.23	\$1.3099	\$1.3325	\$21.2783	\$31.9174
650,000 and less than 700,000	\$170.41	\$1.3117	\$1.3343	\$21.3008	\$31.9511
700,000 and less than 750,000	\$170.59	\$1.3135	\$1.3361	\$21.3233	\$31.9849
750,000 and less than 800,000	\$170.77	\$1.3153	\$1.3379	\$21.3458	\$32.0186
800,000 and less than 850,000	\$170.95	\$1.3171	\$1.3397	\$21.3683	\$32.0524
850,000 and less than 900,000	\$171.13	\$1.3189	\$1.3415	\$21.3908	\$32.0861
900,000 and less than 950,000	\$171.31	\$1.3207	\$1.3433	\$21.4133	\$32.1199
950,000 and less than 1,000,000	\$171.49	\$1.3225	\$1.3451	\$21.4358	\$32.1536
1,000,000 and less than 1,050,000	\$171.67	\$1.3243	\$1.3469	\$21.4583	\$32.1874
1,050,000 and less than 1,100,000	\$171.85	\$1.3261	\$1.3487	\$21.4808	\$32.2211
1,100,000 and less than 1,150,000	\$172.03	\$1.3279	\$1.3505	\$21.5033	\$32.2549
1,150,000 and less than 1,200,000	\$172.21	\$1.3297	\$1.3523	\$21.5258	\$32.2886
1,200,000 and less than 1,250,000	\$172.39	\$1.3315	\$1.3541	\$21.5483	\$32.3224
1,250,000 and less than 1,300,000	\$172.57	\$1.3333	\$1.3559	\$21.5708	\$32.3561
1,300,000 and less than 1,350,000	\$172.75	\$1.3351	\$1.3577	\$21.5933	\$32.3899
1,350,000 and less than 1,400,000	\$172.93	\$1.3369	\$1.3595	\$21.6158	\$32.4236
1,400,000 and less than 1,450,000	\$173.11	\$1.3387	\$1.3613	\$21.6383	\$32.4574
1,450,000 and less than 1,500,000	\$173.29	\$1.3405	\$1.3631	\$21.6608	\$32.4911
1,500,000 and less than 1,550,000	\$173.47	\$1.3423	\$1.3649	\$21.6833	\$32.5249
1,550,000 and less than 1,600,000	\$173.65	\$1.3441	\$1.3667	\$21.7058	\$32.5586
1,600,000 and less than 1,650,000	\$173.83	\$1.3459	\$1.3685	\$21.7283	\$32.5924
1,650,000 and less than 1,700,000	\$174.01	\$1.3477	\$1.3703	\$21.7508	\$32.6261
1,700,000 and less than 1,750,000	\$174.19	\$1.3495	\$1.3721	\$21.7733	\$32.6599
1,750,000 and less than 1,800,000	\$174.37	\$1.3513	\$1.3739	\$21.7958	\$32.6936
1,800,000 and less than 1,850,000	\$174.55	\$1.3531	\$1.3757	\$21.8183	\$32.7274
1,850,000 and less than 1,900,000	\$174.73	\$1.3549	\$1.3775	\$21.8408	\$32.7611
1,900,000 and less than 1,950,000	\$174.91	\$1.3567	\$1.3793	\$21.8633	\$32.7949
1,950,000 and less than 2,000,000	\$175.09	\$1.3585	\$1.3811	\$21.8858	\$32.8286
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage			Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time	
less than 140,000	\$172.13	\$1.3289	\$1.4265	\$21.5158	\$32.2736	
140,000 and less than 200,000	\$172.56	\$1.3332	\$1.4308	\$21.5695	\$32.3543	
200,000 and less than 250,000	\$172.73	\$1.3349	\$1.4325	\$21.5908	\$32.3861	
250,000 and less than 300,000	\$172.88	\$1.3364	\$1.4340	\$21.6095	\$32.4143	
300,000 and less than 350,000	\$173.03	\$1.3379	\$1.4355	\$21.6283	\$32.4424	
350,000 and less than 400,000	\$173.24	\$1.3400	\$1.4376	\$21.6545	\$32.4818	
400,000 and less than 450,000	\$173.45	\$1.3421	\$1.4397	\$21.6808	\$32.5211	
450,000 and less than 500,000	\$173.66	\$1.3442	\$1.4418	\$21.7070	\$32.5605	
500,000 and less than 550,000	\$173.87	\$1.3463	\$1.4439	\$21.7333	\$32.5999	
550,000 and less than 600,000	\$174.05	\$1.3481	\$1.4457	\$21.7558	\$32.6336	
600,000 and less than 650,000	\$174.23	\$1.3499	\$1.4475	\$21.7783	\$32.6674	
650,000 and less than 700,000	\$174.41	\$1.3517	\$1.4493	\$21.8008	\$32.7011	
700,000 and less than 750,000	\$174.59	\$1.3535	\$1.4511	\$21.8233	\$32.7349	
750,000 and less than 800,000	\$174.77	\$1.3553	\$1.4529	\$21.8458	\$32.7686	
800,000 and less than 850,000	\$174.95	\$1.3571	\$1.4547	\$21.8683	\$32.8024	
850,000 and less than 900,000	\$175.13	\$1.3589	\$1.4565	\$21.8908	\$32.8361	
900,000 and less than 950,000	\$175.31	\$1.3607	\$1.4583	\$21.9133	\$32.8699	
950,000 and less than 1,000,000	\$175.49	\$1.3625	\$1.4601	\$21.9358	\$32.9036	
1,000,000 and less than 1,050,000	\$175.67	\$1.3643	\$1.4619	\$21.9583	\$32.9374	
1,050,000 and less than 1,100,000	\$175.85	\$1.3661	\$1.4637	\$21.9808	\$32.9711	
1,100,000 and less than 1,150,000	\$176.03	\$1.3679	\$1.4655	\$22.0033	\$33.0049	
1,150,000 and less than 1,200,000	\$176.21	\$1.3697	\$1.4673	\$22.0258	\$33.0386	
1,200,000 and less than 1,250,000	\$176.39	\$1.3715	\$1.4691	\$22.0483	\$33.0724	
1,250,000 and less than 1,300,000	\$176.57	\$1.3733	\$1.4709	\$22.0708	\$33.1061	
1,300,000 and less than 1,350,000	\$176.75	\$1.3751	\$1.4727	\$22.0933	\$33.1399	
1,350,000 and less than 1,400,000	\$176.93	\$1.3769	\$1.4745	\$22.1158	\$33.1736	
1,400,000 and less than 1,450,000	\$177.11	\$1.3787	\$1.4763	\$22.1383	\$33.2074	
1,450,000 and less than 1,500,000	\$177.29	\$1.3805	\$1.4781	\$22.1608	\$33.2411	
1,500,000 and less than 1,550,000	\$177.47	\$1.3823	\$1.4799	\$22.1833	\$33.2749	
1,550,000 and less than 1,600,000	\$177.65	\$1.3841	\$1.4817	\$22.2058	\$33.3086	
1,600,000 and less than 1,650,000	\$177.83	\$1.3859	\$1.4835	\$22.2283	\$33.3424	
1,650,000 and less than 1,700,000	\$178.01	\$1.3877	\$1.4853	\$22.2508	\$33.3761	
1,700,000 and less than 1,750,000	\$178.19	\$1.3895	\$1.4871	\$22.2733	\$33.4099	
1,750,000 and less than 1,800,000	\$178.37	\$1.3913	\$1.4889	\$22.2958	\$33.4436	
1,800,000 and less than 1,850,000	\$178.55	\$1.3931	\$1.4907	\$22.3183	\$33.4774	
1,850,000 and less than 1,900,000	\$178.73	\$1.3949	\$1.4925	\$22.3408	\$33.5111	
1,900,000 and less than 1,950,000	\$178.91	\$1.3967	\$1.4943	\$22.3633	\$33.5449	
1,950,000 and less than 2,000,000	\$179.09	\$1.3985	\$1.4961	\$22.3858	\$33.5786	
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18			

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage			Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time	
less than 140,000	\$174.13	\$1.3368	\$1.4465	\$21.7658	\$32.6486	
140,000 and less than 200,000	\$174.56	\$1.3428	\$1.4508	\$21.8195	\$32.7293	
200,000 and less than 250,000	\$174.73	\$1.3443	\$1.4525	\$21.8408	\$32.7611	
250,000 and less than 300,000	\$174.88	\$1.3458	\$1.4540	\$21.8595	\$32.7893	
300,000 and less than 350,000	\$175.03	\$1.3479	\$1.4555	\$21.8783	\$32.8174	
350,000 and less than 400,000	\$175.24	\$1.3500	\$1.4576	\$21.9045	\$32.8568	
400,000 and less than 450,000	\$175.45	\$1.3521	\$1.4597	\$21.9308	\$32.8961	
450,000 and less than 500,000	\$175.66	\$1.3542	\$1.4618	\$21.9570	\$32.9355	
500,000 and less than 550,000	\$175.87	\$1.3560	\$1.4639	\$21.9833	\$32.9749	
550,000 and less than 600,000	\$176.05	\$1.3578	\$1.4657	\$22.0058	\$33.0086	
600,000 and less than 650,000	\$176.23	\$1.3596	\$1.4675	\$22.0283	\$33.0424	
650,000 and less than 700,000	\$176.41	\$1.3614	\$1.4693	\$22.0508	\$33.0761	
700,000 and less than 750,000	\$176.59	\$1.3632	\$1.4711	\$22.0733	\$33.1099	
750,000 and less than 800,000	\$176.77	\$1.3650	\$1.4729	\$22.0958	\$33.1436	
800,000 and less than 850,000	\$176.95	\$1.3668	\$1.4747	\$22.1183	\$33.1774	
850,000 and less than 900,000	\$177.13	\$1.3686	\$1.4765	\$22.1408	\$33.2111	
900,000 and less than 950,000	\$177.31	\$1.3704	\$1.4783	\$22.1633	\$33.2449	
950,000 and less than 1,000,000	\$177.49	\$1.3722	\$1.4801	\$22.1858	\$33.2786	
1,000,000 and less than 1,050,000	\$177.67	\$1.3740	\$1.4819	\$22.2083	\$33.3124	
1,050,000 and less than 1,100,000	\$177.85	\$1.3758	\$1.4837	\$22.2308	\$33.3461	
1,100,000 and less than 1,150,000	\$178.03	\$1.3776	\$1.4855	\$22.2533	\$33.3799	
1,150,000 and less than 1,200,000	\$178.21	\$1.3794	\$1.4873	\$22.2758	\$33.4136	
1,200,000 and less than 1,250,000	\$178.39	\$1.3812	\$1.4891	\$22.2983	\$33.4474	
1,250,000 and less than 1,300,000	\$178.57	\$1.3830	\$1.4909	\$22.3208	\$33.4811	
1,300,000 and less than 1,350,000	\$178.75	\$1.3848	\$1.4927	\$22.3433	\$33.5149	
1,350,000 and less than 1,400,000	\$178.93	\$1.3866	\$1.4945	\$22.3658	\$33.5486	
1,400,000 and less than 1,450,000	\$179.11	\$1.3884	\$1.4963	\$22.3883	\$33.5824	
1,450,000 and less than 1,500,000	\$179.29	\$1.3900	\$1.4981	\$22.4108	\$33.6161	
1,500,000 and less than 1,550,000	\$179.47	\$1.3920	\$1.4999	\$22.4333	\$33.6499	
1,550,000 and less than 1,600,000	\$179.65	\$1.3938	\$1.5017	\$22.4558	\$33.6836	
1,600,000 and less than 1,650,000	\$179.83	\$1.3956	\$1.5035	\$22.4783	\$33.7174	
1,650,000 and less than 1,700,000	\$180.01	\$1.				

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TABLE V — LOCOMOTIVE ENGINEERS
LOCAL AND WAY FREIGHT SERVICE — WITH A FIREMAN (HELPER)
Effective July 1, 2005
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$168.70	\$1.2945	\$1.3941	\$21.0870	\$31.6305
140,000 and less than 200,000	\$169.13	\$1.2988	\$1.3984	\$21.1408	\$31.7111
200,000 and less than 250,000	\$169.30	\$1.3005	\$1.4001	\$21.1620	\$31.7430
250,000 and less than 300,000	\$169.45	\$1.3020	\$1.4016	\$21.1808	\$31.7711
300,000 and less than 350,000	\$169.58	\$1.3035	\$1.4031	\$21.1970	\$31.7955
350,000 and less than 400,000	\$169.81	\$1.3056	\$1.4052	\$21.2258	\$31.8386
400,000 and less than 450,000	\$170.02	\$1.3077	\$1.4073	\$21.2520	\$31.8780
450,000 and less than 500,000	\$170.23	\$1.3098	\$1.4094	\$21.2783	\$31.9174
500,000 and less than 550,000	\$170.44	\$1.3119	\$1.4115	\$21.3045	\$31.9568
550,000 and less than 600,000	\$170.62	\$1.3137	\$1.4133	\$21.3270	\$31.9905
600,000 and less than 650,000	\$170.80	\$1.3155	\$1.4151	\$21.3495	\$32.0243
650,000 and less than 700,000	\$170.98	\$1.3173	\$1.4169	\$21.3720	\$32.0580
700,000 and less than 750,000	\$171.16	\$1.3191	\$1.4187	\$21.3945	\$32.0918
750,000 and less than 800,000	\$171.34	\$1.3209	\$1.4205	\$21.4170	\$32.1255
800,000 and less than 850,000	\$171.52	\$1.3227	\$1.4223	\$21.4395	\$32.1593
850,000 and less than 900,000	\$171.70	\$1.3245	\$1.4241	\$21.4620	\$32.1930
900,000 and less than 950,000	\$171.88	\$1.3263	\$1.4259	\$21.4845	\$32.2268
950,000 and less than 1,000,000	\$172.06	\$1.3281	\$1.4277	\$21.5070	\$32.2605
1,000,000 and less than 1,050,000	\$172.24	\$1.3299	\$1.4295	\$21.5295	\$32.2943
1,050,000 and less than 1,100,000	\$172.42	\$1.3317	\$1.4313	\$21.5520	\$32.3280
1,100,000 and less than 1,150,000	\$172.60	\$1.3335	\$1.4331	\$21.5745	\$32.3618
1,150,000 and less than 1,200,000	\$172.78	\$1.3353	\$1.4349	\$21.5970	\$32.3955
1,200,000 and less than 1,250,000	\$172.96	\$1.3371	\$1.4367	\$21.6195	\$32.4293
1,250,000 and less than 1,300,000	\$173.14	\$1.3389	\$1.4385	\$21.6420	\$32.4630
1,300,000 and less than 1,350,000	\$173.32	\$1.3407	\$1.4403	\$21.6645	\$32.4968
1,350,000 and less than 1,400,000	\$173.50	\$1.3425	\$1.4421	\$21.6870	\$32.5305
1,400,000 and less than 1,450,000	\$173.68	\$1.3443	\$1.4439	\$21.7095	\$32.5643
1,450,000 and less than 1,500,000	\$173.86	\$1.3461	\$1.4457	\$21.7320	\$32.5980
1,500,000 and less than 1,550,000	\$174.04	\$1.3479	\$1.4475	\$21.7545	\$32.6318
1,550,000 and less than 1,600,000	\$174.22	\$1.3497	\$1.4493	\$21.7770	\$32.6655
1,600,000 and less than 1,650,000	\$174.40	\$1.3515	\$1.4511	\$21.7995	\$32.6993
1,650,000 and less than 1,700,000	\$174.58	\$1.3533	\$1.4529	\$21.8220	\$32.7330
1,700,000 and less than 1,750,000	\$174.76	\$1.3551	\$1.4547	\$21.8445	\$32.7668
1,750,000 and less than 1,800,000	\$174.94	\$1.3569	\$1.4565	\$21.8670	\$32.8005
1,800,000 and less than 1,850,000	\$175.12	\$1.3587	\$1.4583	\$21.8895	\$32.8343
1,850,000 and less than 1,900,000	\$175.30	\$1.3605	\$1.4601	\$21.9120	\$32.8680
1,900,000 and less than 1,950,000	\$175.48	\$1.3623	\$1.4619	\$21.9345	\$32.9018
1,950,000 and less than 2,000,000	\$175.66	\$1.3641	\$1.4637	\$21.9570	\$32.9355
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		
Daily Earnings Minimum	\$168.64				

TABLE VI — LOCOMOTIVE ENGINEERS
LOCAL AND WAY FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) — \$4.00
Effective July 1, 2005
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$172.70	\$1.3345	\$1.4100	\$21.5870	\$32.3805
140,000 and less than 200,000	\$173.13	\$1.3388	\$1.4143	\$21.6408	\$32.4611
200,000 and less than 250,000	\$173.30	\$1.3405	\$1.4160	\$21.6620	\$32.4930
250,000 and less than 300,000	\$173.45	\$1.3420	\$1.4175	\$21.6808	\$32.5211
300,000 and less than 350,000	\$173.60	\$1.3435	\$1.4190	\$21.6995	\$32.5493
350,000 and less than 400,000	\$173.81	\$1.3456	\$1.4211	\$21.7258	\$32.5886
400,000 and less than 450,000	\$174.02	\$1.3477	\$1.4232	\$21.7520	\$32.6280
450,000 and less than 500,000	\$174.23	\$1.3498	\$1.4253	\$21.7783	\$32.6674
500,000 and less than 550,000	\$174.44	\$1.3519	\$1.4274	\$21.8045	\$32.7068
550,000 and less than 600,000	\$174.62	\$1.3537	\$1.4292	\$21.8270	\$32.7405
600,000 and less than 650,000	\$174.80	\$1.3555	\$1.4310	\$21.8495	\$32.7743
650,000 and less than 700,000	\$174.98	\$1.3573	\$1.4328	\$21.8720	\$32.8080
700,000 and less than 750,000	\$175.16	\$1.3591	\$1.4346	\$21.8945	\$32.8418
750,000 and less than 800,000	\$175.34	\$1.3609	\$1.4364	\$21.9170	\$32.8755
800,000 and less than 850,000	\$175.52	\$1.3627	\$1.4382	\$21.9395	\$32.9093
850,000 and less than 900,000	\$175.70	\$1.3645	\$1.4400	\$21.9620	\$32.9430
900,000 and less than 950,000	\$175.88	\$1.3663	\$1.4418	\$21.9845	\$32.9768
950,000 and less than 1,000,000	\$176.06	\$1.3681	\$1.4436	\$22.0070	\$33.0105
1,000,000 and less than 1,050,000	\$176.24	\$1.3699	\$1.4454	\$22.0295	\$33.0443
1,050,000 and less than 1,100,000	\$176.42	\$1.3717	\$1.4472	\$22.0520	\$33.0780
1,100,000 and less than 1,150,000	\$176.60	\$1.3735	\$1.4490	\$22.0745	\$33.1118
1,150,000 and less than 1,200,000	\$176.78	\$1.3753	\$1.4508	\$22.0970	\$33.1455
1,200,000 and less than 1,250,000	\$176.96	\$1.3771	\$1.4526	\$22.1195	\$33.1793
1,250,000 and less than 1,300,000	\$177.14	\$1.3789	\$1.4544	\$22.1420	\$33.2130
1,300,000 and less than 1,350,000	\$177.32	\$1.3807	\$1.4562	\$22.1645	\$33.2468
1,350,000 and less than 1,400,000	\$177.50	\$1.3825	\$1.4580	\$22.1870	\$33.2805
1,400,000 and less than 1,450,000	\$177.68	\$1.3843	\$1.4598	\$22.2095	\$33.3143
1,450,000 and less than 1,500,000	\$177.86	\$1.3861	\$1.4616	\$22.2320	\$33.3480
1,500,000 and less than 1,550,000	\$178.04	\$1.3879	\$1.4634	\$22.2545	\$33.3818
1,550,000 and less than 1,600,000	\$178.22	\$1.3897	\$1.4652	\$22.2770	\$33.4155
1,600,000 and less than 1,650,000	\$178.40	\$1.3915	\$1.4670	\$22.2995	\$33.4493
1,650,000 and less than 1,700,000	\$178.58	\$1.3933	\$1.4688	\$22.3220	\$33.4830
1,700,000 and less than 1,750,000	\$178.76	\$1.3951	\$1.4706	\$22.3445	\$33.5168
1,750,000 and less than 1,800,000	\$178.94	\$1.3969	\$1.4724	\$22.3670	\$33.5505
1,800,000 and less than 1,850,000	\$179.12	\$1.3987	\$1.4742	\$22.3895	\$33.5843
1,850,000 and less than 1,900,000	\$179.30	\$1.4005	\$1.4760	\$22.4120	\$33.6180
1,900,000 and less than 1,950,000	\$179.48	\$1.4023	\$1.4778	\$22.4345	\$33.6518
1,950,000 and less than 2,000,000	\$179.66	\$1.4041	\$1.4796	\$22.4570	\$33.6855
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		
Daily Earnings Minimum	\$173.64				

TABLE VII — LOCOMOTIVE ENGINEERS
LOCAL AND WAY FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) — \$6.00
Effective July 1, 2005
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$174.70	\$1.3545	\$1.4541	\$21.8370	\$32.7555
140,000 and less than 200,000	\$175.13	\$1.3588	\$1.4584	\$21.8908	\$32.8361
200,000 and less than 250,000	\$175.30	\$1.3605	\$1.4601	\$21.9120	\$32.8680
250,000 and less than 300,000	\$175.45	\$1.3620	\$1.4616	\$21.9308	\$32.8961
300,000 and less than 350,000	\$175.60	\$1.3635	\$1.4631	\$21.9495	\$32.9243
350,000 and less than 400,000	\$175.81	\$1.3656	\$1.4652	\$21.9758	\$32.9636
400,000 and less than 450,000	\$176.02	\$1.3677	\$1.4673	\$22.0020	\$33.0030
450,000 and less than 500,000	\$176.23	\$1.3698	\$1.4694	\$22.0283	\$33.0424
500,000 and less than 550,000	\$176.44	\$1.3719	\$1.4715	\$22.0545	\$33.0818
550,000 and less than 600,000	\$176.62	\$1.3737	\$1.4733	\$22.0770	\$33.1155
600,000 and less than 650,000	\$176.80	\$1.3755	\$1.4751	\$22.0995	\$33.1493
650,000 and less than 700,000	\$176.98	\$1.3773	\$1.4769	\$22.1220	\$33.1830
700,000 and less than 750,000	\$177.16	\$1.3791	\$1.4787	\$22.1445	\$33.2168
750,000 and less than 800,000	\$177.34	\$1.3809	\$1.4805	\$22.1670	\$33.2505
800,000 and less than 850,000	\$177.52	\$1.3827	\$1.4823	\$22.1895	\$33.2843
850,000 and less than 900,000	\$177.70	\$1.3845	\$1.4841	\$22.2120	\$33.3180
900,000 and less than 950,000	\$177.88	\$1.3863	\$1.4859	\$22.2345	\$33.3518
950,000 and less than 1,000,000	\$178.06	\$1.3881	\$1.4877	\$22.2570	\$33.3855
1,000,000 and less than 1,050,000	\$178.24	\$1.3899	\$1.4895	\$22.2795	\$33.4193
1,050,000 and less than 1,100,000	\$178.42	\$1.3917	\$1.4913	\$22.3020	\$33.4530
1,100,000 and less than 1,150,000	\$178.60	\$1.3935	\$1.4931	\$22.3245	\$33.4868
1,150,000 and less than 1,200,000	\$178.78	\$1.3953	\$1.4949	\$22.3470	\$33.5205
1,200,000 and less than 1,250,000	\$178.96	\$1.3971	\$1.4967	\$22.3695	\$33.5543
1,250,000 and less than 1,300,000	\$179.14	\$1.3989	\$1.4985	\$22.3920	\$33.5880
1,300,000 and less than 1,350,000	\$179.32	\$1.4007	\$1.5003	\$22.4145	\$33.6218
1,350,000 and less than 1,400,000	\$179.50	\$1.4025	\$1.5021	\$22.4370	\$33.6555
1,400,000 and less than 1,450,000	\$179.68	\$1.4043	\$1.5039	\$22.4595	\$33.6893
1,450,000 and less than 1,500,000	\$179.86	\$1.4061	\$1.5057	\$22.4820	\$33.7230
1,500,000 and less than 1,550,000	\$180.04	\$1.4079	\$1.5075	\$22.5045	\$33.7568
1,550,000 and less than 1,600,000	\$180.22	\$1.4097	\$1.5093	\$22.5270	\$33.7905
1,600,000 and less than 1,650,000	\$180.40	\$1.4115	\$1.5111	\$22.5495	\$33.8243
1,650,000 and less than 1,700,000	\$180.58	\$1.4133	\$1.5129	\$22.5720	\$33.8580
1,700,000 and less than 1,750,000	\$180.76	\$1.4151	\$1.5147	\$22.5945	\$33.8918
1,750,000 and less than 1,800,000	\$180.94	\$1.4169	\$1.5165	\$22.6170	\$33.9255
1,800,000 and less than 1,850,000	\$181.12	\$1.4187	\$1.5183	\$22.6395	\$33.9593
1,850,000 and less than 1,900,000	\$181.30	\$1.4205	\$1.5201	\$22.6620	\$33.9930
1,900,000 and less than 1,950,000	\$181.48	\$1.4223	\$1.5219	\$22.6845	\$34.0268
1,950,000 and less than 2,000,000	\$181.66	\$1.4241	\$1.5237	\$22.7070	\$34.0605
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		
Daily Earnings Minimum	\$176.64				

TABLE VIII — LOCOMOTIVE ENGINEERS
YARD SERVICE 5 DAY — WITH A FIREMAN
Effective July 1, 2005

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$178.80	\$22.35	\$33.5246
500,000 and less than 550,000	\$179.05	\$22.38	\$33.5714
550,000 and less than 600,000	\$179.21	\$22.40	\$33.6014
600,000 and less than 650,000	\$179.37	\$22.42	\$33.6314
650,000 and less than 700,000	\$179.53	\$22.44	\$33.6614
700,000 and less than 750,000	\$179.69	\$22.46	\$33.6914
750,000 and less than 800,000	\$179.85	\$22.48	\$33.7214
800,000 and less than 850,000	\$180.01	\$22.50	\$33.7514
850,000 and less than 900,000	\$180.17	\$22.52	\$33.7814
900,000 and less than 950,000	\$180.33	\$22.54	\$33.8114
950,000 and less than 1,000,000	\$180.49	\$22.56	\$33.8414
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, 2005

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$182.80	\$22.85	\$34.2746
500,000 and less than 550,000	\$183.05	\$22.88	\$34.3214
550,000 and less than 600,000	\$183.27	\$22.91	\$34.3627

BLET NEWS

GIA Dialogue

Coping with the strange lifestyle of a railroader

Mabel Grotzinger
Vice President
Grand International Auxiliary

Being a wife of a locomotive engineer has never been easy. Life revolves around them, and the entire household is at the mercy of the crew caller. Things got a little easier with the invention of beepers and pagers, but you still had to know the whereabouts of every pay phone in the area, if you were out. Now we have cell phones. I am not sure it is an improvement because now the railroad can find you everywhere.

Over the course of the next few newsletters, the officers of the GIA are going to offer ideas we "old heads" have used to cope with the strange lifestyle

we call railroading. I grew up in a small town in central Pennsylvania, founded by the railroad for the railroad. As a result, I was surrounded by railroaders of all crafts, so my first language was railroadese. When I married, I did not want any part of the railroad life. My husband was then serving in the U.S. Navy, and I thought I had escaped. After his discharge, he worked for a few companies, but one day his Dad, a conductor with the Penn Central Railroad, came home with an application. Before I knew it, I was married to the railroad. Ugh!

It wasn't too bad at first because he was only working in the yard. Then he went to "Choo Choo U," and got his promotion — out on the road he went.

He has spent 28 years on the road, so it was left to me to raise our children, and take care of everything around the house, from mowing the yard to fixing the plumbing.

I became a very independent woman, and the children depended on me. When they asked for permission to do things, the answer was always, "It depends on where Dad is." They got so used to not planning anything until the last minute that, even today, I wonder if they can make a quick decision. Dad could never be counted when required to RSVP for a party — I would always say "maybe four." While this annoyed neighbors and friends, they did see why I was so vague, and adjusted. If ever an emergency occurred, it never failed

that he was 250 miles away from home. Holidays have always brought their own kind of stress, especially Christmas. We had many a Christmas at odd hours of the morning or even on a different day so Dad could be with us. You have to be flexible if you are married to a railroader.

These are just a few examples of what railroad life means to families. We do not have all the answers, but in our series of articles, we will attempt to help you by letting you know what has worked for us.

Please feel free to write to us and ask any questions. One of the main jobs of the GIA is to educate spouses, and be the voice of the families of BLET members. •

Railroad Retirement

Continued from Page 7

dition, the claimant's current employer is also notified. The Board must also notify the claimant's base-year employer each time benefits are paid to a claimant. The base-year employer may protest the decision to pay benefits. Such a protest does not prevent the timely payment of benefits. However, a claimant may be required to repay benefits if the employer's protest is successful.

The Board also checks with other Federal agencies and all 50 States, as well as the District of Columbia and Puerto Rico, to detect fraudulent benefit claims; and it checks with physi-

cians to verify the accuracy of medical statements supporting sickness benefit claims.

12. How long does it take to receive payment?

Persons who file an application for benefits may expect to receive a claim form, or a decision on their application, within 15 days of the date they filed their application. When they file bi-weekly claims, they may expect to receive a payment, or a decision on a claim, within 15 days of the date a Board office receives the claim form. However, claims for some benefits may take longer to handle than others if they are more complex, or if a Board office has to get information from other people or organizations. If this hap-

pens, claimants may expect an explanation and an estimate of the time required to make a decision.

Claimants who think a Board office made the wrong decision about their benefits have the right to ask for review and to appeal. They will be notified of these rights each time an unfavorable decision is made on their claims.

13. How are payments made?

Railroad unemployment and sickness insurance benefits are paid by Direct Deposit. With Direct Deposit, benefit payments are made electronically to an employee's bank, savings and loan, credit union or other financial institution. New applicants for unemployment and sickness benefits will be asked to provide information needed

for Direct Deposit enrollment. Waivers are available to individuals who determine that Direct Deposit would cause a hardship, and to individuals without bank accounts.

14. How can claimants receive more information on railroad unemployment or sickness benefits?

Claimants should contact the nearest Board office. Claimants can find the address and phone number of the Board office serving their area, and also get information about their claims and benefit payments, by calling the toll-free RRB Help Line at (800) 808-0772. Also, most of the Help Line services are available through the Board's Web site at www.rrb.gov. •

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$184.80	\$23.10	\$34.6496
500,000 and less than 550,000	\$185.05	\$23.13	\$34.6964
550,000 and less than 600,000	\$185.27	\$23.16	\$34.7377
600,000 and less than 650,000	\$185.48	\$23.18	\$34.7771
650,000 and less than 700,000	\$185.70	\$23.21	\$34.8183
700,000 and less than 750,000	\$185.92	\$23.24	\$34.8596
750,000 and less than 800,000	\$186.13	\$23.27	\$34.8989
800,000 and less than 850,000	\$186.35	\$23.29	\$34.9402
850,000 and less than 900,000	\$186.56	\$23.32	\$34.9796
900,000 and less than 950,000	\$186.78	\$23.35	\$35.0208
950,000 and less than 1,000,000	\$187.00	\$23.37	\$35.0621
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.215		

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 550,000	\$166.68	\$20.83	\$31.2516
500,000 and less than 550,000	\$166.89	\$20.86	\$31.2909
550,000 and less than 600,000	\$167.07	\$20.88	\$31.3247
600,000 and less than 650,000	\$167.25	\$20.91	\$31.3584
650,000 and less than 700,000	\$167.43	\$20.93	\$31.3922
700,000 and less than 750,000	\$167.61	\$20.95	\$31.4259
750,000 and less than 800,000	\$167.79	\$20.97	\$31.4597
800,000 and less than 850,000	\$167.97	\$21.00	\$31.4934
850,000 and less than 900,000	\$168.15	\$21.02	\$31.5272
900,000 and less than 950,000	\$168.33	\$21.04	\$31.5609
950,000 and less than 1,000,000	\$168.51	\$21.06	\$31.5947
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$170.68	\$21.33	\$32.0016
500,000 and less than 550,000	\$170.89	\$21.36	\$32.0409
550,000 and less than 600,000	\$171.07	\$21.38	\$32.0747
600,000 and less than 650,000	\$171.25	\$21.41	\$32.1084
650,000 and less than 700,000	\$171.43	\$21.43	\$32.1422
700,000 and less than 750,000	\$171.61	\$21.45	\$32.1759
750,000 and less than 800,000	\$171.79	\$21.47	\$32.2097
800,000 and less than 850,000	\$171.97	\$21.50	\$32.2434
850,000 and less than 900,000	\$172.15	\$21.52	\$32.2772
900,000 and less than 950,000	\$172.33	\$21.54	\$32.3109
950,000 and less than 1,000,000	\$172.51	\$21.56	\$32.3447
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$ 0.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$172.68	\$21.58	\$32.3766
500,000 and less than 550,000	\$172.89	\$21.61	\$32.4159
550,000 and less than 600,000	\$173.07	\$21.63	\$32.4497
600,000 and less than 650,000	\$173.25	\$21.66	\$32.4834
650,000 and less than 700,000	\$173.43	\$21.68	\$32.5172
700,000 and less than 750,000	\$173.61	\$21.70	\$32.5509
750,000 and less than 800,000	\$173.79	\$21.72	\$32.5847
800,000 and less than 850,000	\$173.97	\$21.75	\$32.6184
850,000 and less than 900,000	\$174.15	\$21.77	\$32.6522
900,000 and less than 950,000	\$174.33	\$21.79	\$32.6859
950,000 and less than 1,000,000	\$174.51	\$21.81	\$32.7197
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

New benefit year for unemployment and sickness benefits

A new benefit year under the Railroad Unemployment Insurance Act begins July 1, 2005. Administered by the U.S. Railroad Retirement Board, this Act provides two kinds of benefits for qualified railroaders: unemployment benefits for those who become unemployed but are ready, willing and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are unable to work because of pregnancy and childbirth.

The following questions and answers describe these benefits, their eligibility requirements, and how to claim them.

1. What is the daily benefit rate payable in the new benefit year beginning July 1, 2005?

The maximum daily benefit rate payable for claims under the Railroad Unemployment Insurance Act remains at \$56 in the new benefit year. Benefits are generally payable for days of unemployment or sickness in excess of four in biweekly claim periods, which yields \$560 for each two full weeks of unemployment or sickness. However, sickness benefits resulting from other than on-the-job injuries are subject to tier I railroad retirement payroll taxes for the first six months after the employee last worked.

2. What are the eligibility requirements for railroad unemployment and sickness benefits in the new benefit year?

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$2,825 in calendar year 2004, not counting more than \$1,130 for any month. Those who were first employed in the rail industry in 2004 must also have at least five months of creditable railroad service in 2004.

Under certain conditions, employees with 120 or more months of railroad service who do not qualify on the basis of their 2004 earnings may still be able to receive benefits in the new benefit year. Employees with 120 or more months of service who received normal benefits in the benefit year ending June 30, 2005, may be eligible for extended benefits, and employees with 120 or more months of service might qualify for accelerated benefits if they have rail earnings of at least \$2,875 in 2005, not counting earnings of more than \$1,150 a month.

3. How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in calendar year 2004, not counting earnings of more than \$1,460 per month.

If normal benefits are exhausted, extended benefits are payable for up to 65 days (13 consecutive weeks) to employees with 10 or more years of service.

4. What is the waiting-period requirement for unemployment and sickness benefits?

Benefits are normally paid for the number of days of unemployment or sickness over four in 14-day claim periods. However, during the first 14-day claim period in a benefit year, benefits are only payable for each day of unemployment or sickness in excess of seven which, in effect, provides a one-week waiting period. Separate waiting periods are required for unemployment and sickness benefits. However, only one seven-day waiting period is generally required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year.

Initial sickness claims must also begin with four consecutive days of sickness.

5. Are there special waiting-period requirements if unemployment is due to a strike?

If a worker is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are payable for days of unemployment during 14-day claim periods after the first claim period, but no benefits are payable for days of unemployment during the first 14 days of the strike.

If a strike is in violation of the Railway Labor Act, unemployment benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike, but who are unemployed on account of the strike, may receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot count toward a strike waiting period, the 14-day strike waiting period may count as the benefit year waiting period if a worker subsequently becomes unemployed for reasons other than a strike later in the benefit year.

6. Can employees in train and engine service receive unemployment benefits for days when they are standing by or laying over between scheduled runs?

No, not if they are standing by or laying over between regularly assigned trips or they missed a turn in pool service.

7. Can extra-board employees receive unemployment benefits between jobs?

Yes, but only if the miles and/or hours they actually worked were less than the equivalent of normal full-time work in their class of service during the 14-day claim period. Entitlement to benefits would also depend on the employee's earnings.

8. How would an employee's earnings in a claim period affect his or her eligibility for unemployment benefits?

If a claimant's earnings for days worked, and/or days of vacation or paid leave, in a 14-day claim period are more than a certain indexed amount, no benefits are payable for any days of unemployment in that period. That claim, however, can be used to satisfy the waiting period.

Earnings include pay from railroad and nonrailroad work, as well as part-time work and self-employment. Earnings also include pay that an employee would have earned except for a failure to mark up or report for duty on time, or because he or she missed a turn in pool service or was otherwise not ready or willing to work. For the benefit year that begins July 2005 the amount is \$1,130, which corresponds to the base year monthly compensation amount used in determining eligibility for benefits in the new benefit year.

9. How does a person apply for, as well as claim, unemployment benefits?

Claimants can file their applications for unemployment benefits, as well as their subsequent biweekly claims, by mail or online.

To apply by mail, claimants must obtain an application from their labor organization, employer, local Railroad Retirement Board office or the Board's Web site at www.rrb.gov. The completed application should be mailed to the local Board office as soon as possible and, in any case, must be filed within 30 days of the date on which the claimant became unemployed or the first day for which he or she wishes to claim benefits. Benefits may be lost if the application is filed late.

To file their applications — or their biweekly claims — online, claimants should go to the Board's Web site and click on "MainLine Services" for directions on establishing an RRB Internet Services account. Once they establish their online accounts, they will be able to file their applications and claims for unemployment benefits, as well as conduct other business with the Board, over the Internet. However, to ensure security, they must first go online to get a Password Request Code, which they will receive by mail in about 7 to 10 days. Employees are encouraged to establish online accounts while still employed so the account is ready if they ever need to apply for these benefits or use other Internet services. Employees who have already established online accounts do not need to do so again.

The local Board office reviews the completed application, whether it was submitted by mail or online, and notifies the claimant's current railroad employer, and base-year employer if different. The employer has the opportunity to provide information about the benefit application.

After the Board office processes the application, biweekly claim forms are mailed to the claimant, and are also made available on the Board's Web site, as long as he or she remains unemployed and eligible for benefits. The

time for filing a claim is 15 days from the last day of the claim period or 15 days from the date the claim form is mailed to the claimant or made available on the Board's Web site, whichever is later. Claimants should not file both a paper claim and an online claim for the same period.

Only one application needs to be filed during a benefit year, even if a claimant becomes unemployed more than once. However, a claimant must, in such a case, request a claim form from a Board field office within 30 days of the first day for which he or she wants to resume claiming benefits. These claims may also be filed by mail or online.

10. How does a person apply for sickness benefits?

An application for sickness benefits can be obtained from railroad labor organizations, railroad employers, any Board office or the Board's Web site. An application and a doctor's statement of sickness are required at the beginning of each period of continuing sickness for which benefits are claimed.

The Board suggests that employees keep an application on hand for use in claiming sickness benefits, and that family members know where the form is kept and how to use it. If an employee becomes unable to work because of sickness or injury, the employee should complete the application and then have his or her doctor complete the statement of sickness. If the employee is too sick to complete the application, someone else may do so. In such cases, a family member should also complete the "Statement of Authority to Act for Employee," which accompanies the statement of sickness.

After completion, the forms should be mailed to the Board's headquarters in Chicago by the seventh day of the illness or injury for which benefits are claimed. After the Board receives the application and statement of sickness and determines eligibility, biweekly claim forms are mailed to the claimant for completion and return to a Board field office for processing. The claim forms must be received at the Board within 30 days of the last day of the claim period, or within 30 days of the date the claim form was mailed to the claimant, whichever is later. Benefits may be lost if an application or claim is filed late.

Although claimants cannot file applications or biweekly claims for railroad sickness benefits over the Internet, the Board is planning to add the online filing of sickness claims in the future.

11. Is a claimant's employer notified each time a biweekly claim for unemployment or sickness benefits is filed?

The Railroad Unemployment Insurance Act requires the Board to notify the claimant's base-year employer each time a claim for benefits is filed, and to give that employer an opportunity to submit information relevant to the claim before the Board makes an initial determination on the claim. In ad-



BLET NEWS

A message from Teamsters General President Jim Hoffa

RLBC: Bargaining power

When the Teamsters Rail Conference joined with five other rail unions and formed the Rail Labor Bargaining Coalition (RLBC) it sent a loud, clear message to the carriers. We are strong and united, much to the carriers' chagrin. They would prefer to cut deals with individual unions and let the others follow suit — the so-called 'pattern' agreements of years past. But, our rail conference and the representatives of the other rail crafts in the coalition are determined to change the course of negotiating.

Many people believe that rail carriers are very profitable. Recently the *Wall Street Journal* published an article articulating the growth in rail freight demand, and the glowing prospects for more of the same. On the subject of rail stock pricing, an analyst quoted in the *Journal* article noted, "...I don't see anything to slow it in the near term." The article also noted that Union Pacific continues to hire thousands of crew members, purchase locomotives and overhaul its rail network due to the increase in rail traffic.

When we started the negotiations, we were well aware of the disparity between the huge profits earned by rail carriers and the wages of rail employees. Our negotiations plan to correct this imbalance.

No Recess for Congress

We aren't going to let Congress have a quiet recess this summer. With Amtrak funding still undecided, the livelihoods of our members remains in jeopardy. Our rail conference has been doing its share for an aggressive lobbying effort.

In April and May, groups of BLET and BMWED members visited Congressional



sional offices to discuss the necessity of Amtrak, its vital function and economic impact on our nation's states if it were dissolved. Many Congressmen learned more about Amtrak from our first-hand contact. But, you can do more. During the next month contact your senator or representative at their home office and let them know how important Amtrak is to you and your union brothers and sisters. We have to keep Congress' feet to the fire on Amtrak funding. Let's show Congress how united we can be!

Stay Strong,

Jim Hoffa
General President

BLET Job Bank: CP Rail/Soo Line

Canadian Pacific Railway is extending its operation of the Soo Line District and is looking for locomotive engineers and conductors to work in Elkhart, Ind. The deadlines to apply for the positions are as follows:

- June 26 for August 15 start date (Posting #2005-194 — Conductor; Posting #2005-195 — Engineer)
- July 10 for August 29 start date (Posting #2005-196 — Conductor; Posting #2005-197 — Engineer)
- August 14 for October 3 start date (Posting #2005-198 — Conductor; Posting #2005-199 — Engineer)

Applicants must identify position, location and posting number, and also include a daytime phone number. Email resumes to: Staffing_Services@epr.ca; or fax to: (612) 904-6166.

Applicants must be a qualified railroad conductor or locomotive engineer to be considered for the positions of conductor and engineer. Willingness and ability to adapt to and strive in a safety-sensitive environment require irregular and demanding work schedules is essential. Candidates must possess good communication skills, work

effectively with minimum supervision and have the ability to make decisions under stressful circumstances. Candidates must also be able to differentiate between colors, attend an orientation session and pass written rules examinations. Background checks will be conducted as appropriate based on requirements of the position. Candidates must be admissible into Canada. •

JUNE 2005 CALENDAR & EVENTS

JULY 3-8, 2005... 65th Annual International Western Convention, Calgary, Alberta
Hosted by Mike Linkletter and the members of BLET Division 355, the 65th annual IWC will be held at the Fairmont Palliser, 133 9th Ave. SW, in Calgary. Room rates are \$144 per night (Canadian). For details, contact Brother Linkletter at <ble355leg@yahoo.com>.

JULY 10-15... Hazmat Training Workshops, National Labor College, Silver Spring, Md.
Weapons of Mass Destruction awareness training is now part of the five-day hazardous waste/chemical emergency response training offered at the George Meany Center/National Labor College. The workshop also covers OSHA and DOT required procedures and different levels of response and worker protection in case of a hazardous materials emergency or release. Training includes advanced classroom instruction, intensive hands-on drills and a simulated hazmat response in full safety gear. To register, call (301) 439-2440 or e-mail: crodgers@georgemeany.org.

SEPTEMBER 16... U.S. Railroad Retirement Board Informational Conference, Fort Worth
The U.S. Railroad Retirement Board will conduct an informational conference in Fort Worth, Texas, on September 16 at the Holiday Inn South, 100 East Alta Mesa Blvd. Due to space limitations, the RRB asks that only elected BLET officers attend these conferences. Registration begins at 8 a.m. sharp. All conferences begin promptly at 8:30 a.m. at conclude at 12:30 p.m.

OCTOBER 2-6, 2005... 70th Annual Southwestern Convention Meeting, Oklahoma City
Hosted by John Salisbury and the members of BLET Division 141, the 70th annual SWCM will be held at the Renaissance Oklahoma City Convention Center Hotel, (405) 228-8000 or (800) 468-3571. More details to come when available.

NOVEMBER 4... U.S. Railroad Retirement Board Informational Conference, Pineville, N.C.
The U.S. Railroad Retirement Board will conduct an informational conference in Pineville, N.C., on November 4 at the Holiday Inn Express, 9825 Leitner Dr. Due to space limitations, the RRB asks that only elected BLET officers attend these conferences. Registration begins at 8 a.m. sharp. All conferences begin promptly at 8:30 a.m. at conclude at 12:30 p.m.

Advisory Board April 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; Western General Chairmen's Meeting, Las Vegas; AFL-CIO Transportation Trades Department Rail Labor Division mtg., Washington, D.C.; LRA 29th Annual Labor Awards Dinner, New York; BNSF-MNA General Chairman mtg., Tunica, Ms.
First Vice-President & Alternate President Edward W. Rodziewicz— Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; South Buffalo RR contract negotiations; CRLO mtgs., Rail Labor Division mtg.; TTD mtg.; AFL-CIO mtgs.; Metro North mtg.; Norfolk Southern General Chairmen mtgs.; Rail Bargaining Coalition 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; Western General Chairmen's Association meeting, Las Vegas; GCA Secretary-Treasurer Workshop, Cleveland; IBT Publications mtg., Cleveland; Dinner honoring IBT General Secretary-Treasurer Tom Keegel, New York, NY; Advisory Board Conference Call; Mtg. w/ BMWED National Officers, Cleveland.
Vice-President Paul T. Sorrow—Performed office inventory; Reviewed cases for Public Law Boards; Attended meeting of Division 498; Assisted CSX, NS, GTW committees with the handling of various issues; Meeting with Local Chairman of Division 598; Performed 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; Paducah & Louisville; Chicago Central & Pacific; Filed Section 6 Notice, Metra, Chicago; Ref. Orientation mtg.; WGCA, Las Vegas; WC GCA exec., CN/WC; CN LR mtg.; Div. 394 mtg., BRC, Hazelcrest, Ill.; Conf. 240.409 case, UP, Chicago (Sumila); Joint Labor mtg., re: CBAs, Green Bay; CN/WC LM mtg.; NRAB arbitration, Chicago; Div. 10 mtg., Markham (Smith); Conf. 240.409 case, CSX; General Chairman's writing class, various (incl. UP, BNSF, WC), Pocatello, Idaho; Advisory Board conference call.
Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; BLET National Bargaining Cmte.; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6558, 6589; UP work/rest projects; RSAC positive train control cmte.; Utah RR contract negotiations, Provo, Utah; General office duties, telephone, correspondence; National negotiations w/ NCCC, Washington, D.C.; P&W RR contract negotiations, Salem, Ore.; Mtg. w/ members at Indiana RR, Indianapolis; DMIR/CN contract negotiations, St. Paul, Minn.
Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes — BLET Washington D.C. office; General office duties, telephone, correspondence; Cooperating Rail Labor Organizations (CRLO) mtgs., Miami; AFL-CIO Executive Council mtgs., Las Vegas.
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; WGCA mtg., Las Vegas; Mtg. w/ Div. 244 (Tex-Mex), Laredo, Texas; Mtg. regarding Interdivisional service w/GC Parker and KCS, Irving, Texas; Mtgs. regarding work/rest initiatives w/ GC Twombly and D&H, Clifton Park, NY; Conference calls, correspondence, research 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/rules committee; Western General Chairmen's mtg., Las Vegas; Executive session, PLB 5939, Decatur; Missouri & Northern Arkansas work/rule mtg., Springfield, Mo.; Div. 155 mtg., NS, Decatur; Advisory Board conference call; ETMS train, Beardstown; General Chairman conference call; Mtgs. w/ GC Gibbons & GCA, Tunica, Ms.
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; UPCR GC Rightnowar, auto-markup arbitration, Boston; PTC symposium, Washington, D.C.; UPWL and UPWR arbitration boards 180, 4450, 4451 and 4452, Detroit, Mich; Arbitration Board 6833 & 6834, assisting UPRR GC Gore, New Orleans; Trip rates, assisting UPWL GC Hannah, Colton, Calif.; Ebb & flow negotiations, assisting UPWL GC Hannah, San Antonio; Office, paper, filing, STD and calls, assisting.
Vice-President Paul L. Wingo Jr. — Assigned to NS-Southern Lines and Eastern Region GCofAs; Iowa, Chicago & Eastern GCofA; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; Division 239 regular mtg. Mtg. w/ NS VGC Thompson on NS Long Term Disability issues; Mtg. w/ NS General Chairmen, Cleveland; Attended RRB Labor Member's informational conference, Nashville; NS agreement consolidation w/ GC Wallace and Labor Relations, Norfolk, Va.; Mtg. w/ NS Alabama Division local chairmen, Birmingham; Advisory Board conference call; Rail security project; General office duties.



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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