



NEWS

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First Quadrennial Convention begins June 17

More than 500 delegates will convene in Las Vegas from June 19-22, 2006, for the First Quadrennial Convention of the Brotherhood of Locomotive Engineers and Trainmen.

The delegates represent more than 53,000 locomotive engineers and trainmen throughout the United States. The delegates are charged with electing the Brotherhood's leaders for the next four years and voting on approximately 50 different resolutions and other changes to the Brotherhood's constitution and bylaws.

The convention is the first for the Brotherhood since 81 percent of members voted to become part of the Rail Conference of the International Brotherhood of Teamsters effective Jan. 1, 2004. To mark the occasion, IBT General President James P. Hoffa will address the delegates during opening ceremonies on June 19.

Other speakers will include: Jennifer Esposito, Minority Staff Director, Transportation & Infrastructure Committee, Railroad Subcommittee, U.S. House of Representatives, who will speak on the morning of June 21; Brenda Cantrell of the National Labor College, George Meany Center, who will give a short hazmat training presentation on the afternoon of June 21; and C. Thomas Keegel, Teamsters General Secretary-Treasurer, who will address the delegates on the morning of June 22.

As a result of the Teamsters merger, the Quadrennial convention, which takes place once every four years, replaces the Quinquennial convention, which was held once every five years.

The convention will take place at Bally's, a prime hotel-casino that offers delegates a central location on the famous Las Vegas Strip. The BLET's sister organization within the Rail Conference — the Broth-

erhood of Maintenance of Way Employees Division (BMWED) — will be conducting their National Convention at the same time but at a different hotel-casino complex in Las Vegas.

Delegates will enjoy a joint BLET-Grand International Auxiliary (GIA) reception on the evening of Sunday, June 18, as well as a reception hosted by Designated Legal Counsel after the close of business on Monday, June 19.

Business begins when the convention opens at 9 a.m. on June 19. It runs through Thursday, June 22.

In addition to the keynote address by General President Hoffa, the opening ceremony will include a presentation by BLET National Division President Don M. Hahs and GIA International President Onita Wayland. President Wayland will preside over the

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'Pac Man' drums up a ton of support for BLET-PAC

Dave Dugger is the BLET's Pac-Man.

While not as famous as the computerized Pac-Man that starred in the classic 1980s arcade game, the BLET's Pac-Man has earned recognition for signing up a significant number of members to support the BLET-Pac fund.

Brother Dugger owns the distinction of signing-up 65 new BLET-PAC contributors in a 65-day stretch.

"Each year, BLET members collectively donate more than \$500,000 to the PAC fund," said BLET National President Don M. Hahs. "And that number is growing thanks to dedicated members like Dave Dugger."

Dugger, 56, is a Union Pacific locomotive engineer and Legislative Representative of BLET Division 42 in St. Louis. He credits Mickey Gage, Chairman of the BLET's Missouri State Legislative Board, for inspiring him to act.

"I was inspired by his devotion to the members and his hard work on our behalf," Brother Dugger said. "If he works so hard, then I felt I could do something to help him."

At first, he thought he would sign up five or 10 guys that he worked with. "Next thing I knew I had 20 and then 50," he said.



Dave Dugger, left, is a member of BLET Division 42 (St. Louis) credits retired Missouri State Legislative Board Chairman Mickey Gage, center, for inspiring him to sign up 65 new BLET-PAC sponsors in 65 days. They are joined here by BLET Special Representative Jim Bradford.

He approached many of the BLET members he works with on his run for the Union Pacific. He also successfully targeted engineers who work for CSX where train crews interchange in cities like Indianapolis, Dupo and Little Rock.

"I just talked to them about

what would be beneficial to them," he said. "I told them we need to keep our representation in Washington D.C. and in the state capitals."

The BLET Pac-Man was especially successful in signing up younger engineers.

"The new hires need it

more — they need all the help they can get," he said. "Bills are coming up on issues not even thought of yet."

He asked every member he approached to just contribute a minimal amount. However, "Most gave quite a bit more than that," he said.

Brother Dugger has worked for the railroad for nearly 37 years now, hiring out as a switchman for the Missouri Pacific. He has been a member of the Brotherhood since 1977 and has held an elected union office continuously since 1980. •

BLET NEWS

Worthington new Utah Legislative Board Chairman

Jeff Worthington was elected as the new Chairman of the Utah State Legislative Board at their Quadrennial meeting in Salt Lake City on May 19.

Chairman Worthington is a member of BLET Division 846 in Salt Lake City, Utah, and a Union Pacific engineer. He has been a BLET member since 1989.

He was elected to replace long-time Chairman Walt Webster, who is stepping down to plan his retirement.

"The Utah State Legislative Board would like to recognize Walt Webster for his service and dedication to the Brotherhood," Worthington said. "He did a terrific job of bringing our Board into good standing with all political offices and departments in the State of Utah."

Other officers elected at the meeting include: 1st Vice Chairman John Sloan, a member of Division 221 (Provo, Utah); 2nd Vice Chairman Allen Platt, a member of Division 51 (Salt Lake City); and Secretary-Treasurer Patrick Whalen, a member of Division 349 (Salt Lake City).

The officers of the new Board are a diverse group, representing railroad workers from the Union Pacific Railroad, Amtrak and the Utah Railway.

Featured speakers at the meeting included Utah State Senator Ed Mayne; Salt Lake County Mayor Peter Corroon; and Mathew Leebove, State Coordinator, Government Affairs Department — International Brotherhood of Teamsters.

Also in attendance were: Mike Muscha, Regional Chairman and North Dakota State Legislative Board Chairman; Pat McDaniels, Secretary-Treasurer of the Nevada State Legislative Board; Gary Mayer, LR of Division 681 (Milford, Utah); Mike Staley, LR of Division 374 (Ogden, Utah); John Greenwood, LR of Division



Members and guests attending the quadrennial meeting of the Utah State Legislative Board (USLB), from left: John Sloan, USLB 1st Vice Chairman (Utah Railway); Walt Webster, former USLB Chairman; Alan Platt, USLB 2nd Vice (Amtrak); Utah State Senator Ed Mayne; Jeff Worthington, USLB Chairman (UPRR); Pat McDaniels; Robert Rock; Patrick Whalen, USLB Secretary-Treasurer; Gary Mayer; Mike Staley; Mike Muscha, NASLBC Regional Chairman; and John Greenwood.

sion 136 (Ogden, Utah); and Robert Rock, LR of Division 713 (Salt Lake City).

"I would also like to thank Brother Mike Muscha for taking the time to fly out here and attend our meeting," Chairman Worthington said.

Brother Muscha praised Walt Webster for his years of service to the Brotherhood.

"It was a honor to be a guest at the Utah State Legislative Board's Quadrennial meeting in Salt

Lake," he said. "Walt Webster and his Board need to be honored for their excellent work through the years for the members in Utah. We fully understand that Walt had to work in a very 'red' state. His accomplishments must be recognized.

"Walt decided to pass the torch on so he and his wife Ann can plan their retirement. He has left the Board in excellent shape and to a very competent group of officers." •

BLET, Montana Rail Link reach 5-year tentative agreement

The Brotherhood of Locomotive Engineers and Trainmen reached a tentative contract agreement with the Montana Rail Link (MRL) on May 19 that applies to approximately 400 BLET-represented operating employees.

If approved, the five-year contract would provide a 16 percent general wage increase over the life of the agreement, a \$1,000 signing bonus, and a host of other improvements.

The BNSF/MRL General Committee of Adjustment mailed the proposed agreement, ballots and related materials to BLET members on May 18. Copies of the agreement along with a synopsis is available on the General Committee website, www.blet-bnsfmrl.org.

If approved, the contract would become effective on April 1, 2006. The first general wage increase of 4 percent would have a retroactive April 1 application to all pay rates. The agreement also includes an increase to the 401(k) match program worth 1 percent in annual wages as well as enhancements to holiday pay, bereavement leave, and deadheading (travel time) rules.

The agreement also permanently reduces entry rates

for affected new employees to six months at 90 percent with all pay at 100 percent after that point. The reduced entry rate provision would apply to all existing employees currently working under entry rates.

The BLET bargaining team was lead by General Chairman Dennis Pierce with Vice President Steve Speagle assigned to assist the team. First Vice General Chairman Matt Wilson, Division 262 Local Chairman Randy Smith and Division 232 Local Chairman Joe Zawada made up the rest of the BLET bargaining team.

"In my humble opinion these improvements were made possible by the BLET Bargaining Team's unified approach to addressing the issues before us," General Chairman Pierce said. "That group, Vice President Speagle, Vice General Chairman Wilson, Local Chairman Zawada, Local Chairman Smith and myself met to establish our course in the round and then worked together with a common focus to pursue that course. My hat is off to the team. We could not have accomplished what we did without everyone contributing to every step in the process."

BLET National President Don Hahs applauded the

team's efforts in obtaining a non-concessionary agreement, especially their efforts to hold the line on employee contributions to health and welfare costs.

"The proposal not only holds the line on increases to the current employee health

and welfare contributions, but the employees' benefit plan was improved to include limited coverage of physical exams as well as a reduction in the waiting period for short term disability benefits," he said.

All members of the bar-

gaining team attended meetings throughout the last week of May and into early June to discuss the proposal with BLET members.

"This issue is very important to the BLET membership on MRL and we look forward to meeting with them to go through the proposal line by line so that they have the opportunity to fully understand all of the changes in the agreement," Pierce said.

Membership ballots are due back in late June. •

BLET JOB BANK

Pacific Harbor Line

Pacific Harbor Line, Inc., a BLET-represented property headquartered in Wilmington, Calif., is in need of experienced locomotive engineers with conductor experience to work in the Los Angeles/Long Beach, Calif., area.

Pacific Harbor Line provides rail transportation, maintenance and dispatching services to the Ports of Long Beach and Los Angeles, which together form the third largest container port in the world.

Applicants should contact Mike Stolzman, General Superintendent, at the address below. Application forms are available on the Pacific Harbor Line website at:

<http://www.anacostia.com/pdfs/PHLEmpApp0407.pdf>

Completed applications should be sent to:

M.D. (Mike) Stolzman
General Superintendent
Pacific Harbor Line
340 Water Street
Wilmington, CA 90744
Fax (310) 834-1342

Convention

Continued from Page 1

BLET's Memorial Plaque dedication ceremony. The plaque honors BLET members that have been killed in the line of duty since 1989.

Also during the opening ceremony, delegates will hear reports from the various convention committees, including the Work Committee, Bylaws Committee, Salaries Committee, and Credentials Committee.

The nominations of National Division officers are expected to take place on the afternoon of June 19, with run-off elections concluding on June 22. •

Burlington Northern Santa Fe



BNSF reported record first-quarter earnings of \$1.09 per diluted share, a 31-percent increase over first-quarter 2005

earnings of \$0.83 per diluted share. First-quarter 2006 freight revenues increased \$470 million, or 16 percent, to a first-quarter record of \$3.37 billion compared with \$2.90 billion in the prior year. The 16-percent increase in revenue is attributable to growth in unit volumes, rates and fuel surcharges. Revenue for the first quarter of 2006 included fuel surcharges of approximately \$350 million compared with approximately \$170 million in the first quarter of 2005.

Highlights of the quarter include:

- Quarterly freight revenues increased to \$3.37 billion, or 16 percent, on 5-percent volume growth compared with the same 2005 period.
- Quarterly operating income of \$792 million increased \$158 million, or 25 percent, compared with the same 2005 period.
- Quarterly operating ratio improved to 76.5 percent from 78.1 percent for the same quarter of the prior year. •

Canadian National Railway



On April 20, CN reported its financial and operating results for the three-month period ended March 31, 2006. First-quarter 2006 financial highlights

• Diluted earnings per share (EPS) of C\$0.66, an increase of 27 percent over first-quarter 2005 diluted EPS of C\$0.52;

- Net income of C\$362 million, up 21 percent;
- Operating income of C\$625 million, an increase of 19 percent; and
- Record first-quarter operating ratio of 66.2 per cent, a 3.0-percentage point improvement over the year-earlier quarter.

Operating expenses for the quarter increased by four per cent to C\$1,222 million, driven largely by a significant increase in fuel costs, as well as increased expenses for purchased services and material, and depreciation and amortization. These increases were partly offset by the favourable C\$35-million translation impact of the stronger Canadian dollar on U.S. dollar-denominated operating expenses. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway said its first-quarter profits increased by 38 percent to \$111 million. Earnings for the quarter ended March 31 amounted to 69 cents a diluted share, up from 50 cents

on \$80.7 million profit a year earlier. Before one-time items, profit totaled 74 cents per share. Highlights include:

- Excluding foreign exchange losses on long-term debt, diluted earnings per share increased 40 percent to \$0.74 from \$0.53;
- Operating ratio improved 3 percentage points to 79.4 per cent;
- Revenue increased 10 per cent to \$1,111 million; and
- Operating expenses up 1 per cent, excluding the impact of higher fuel prices

Freight revenue in the quarter grew by double-digits in four of CPR's seven business lines, with grain leading the way at 28 per cent, industrial and consumer products up 13 per cent, and intermodal and automotive each growing 12 per cent. This more than offset the declines in coal and sulphur and fertilizer volumes. •

CSX Transportation



CSX Corporation posted a sharp decline in first-quarter profit from year-ago results that included a gain on the sale of operations. Earnings declined to \$245 million, or \$1.06 per share, for the January-March period from \$579 million, or \$2.56 per share, a year ago. The year-earlier results included

a gain of \$425 million, or \$1.88 per share, from the sale of its international terminals business. Looking only at ongoing operations, per-share earnings surged 56 percent year over year, CSX said.

First quarter 2006 earnings were driven by stronger Surface Transportation results, which include the Company's rail and intermodal businesses.

First quarter highlights include:

- Record revenues of \$2.3 billion on strong overall demand;
- Record operating income of \$487 million, up 39 percent from the same quarter last year; and
- Record first quarter operating ratio of 79.1 percent, improved 4.2 points from the last year's first quarter.

Revenue rose to \$2.33 billion from \$2.11 billion in the prior-year period. •

Kansas City Southern



Kansas City Southern posted better-than-expected quarterly profit on higher margins, improved service, fuel surcharges and rising prices, sending its shares up 10 percent. The company said it expects a "strong pricing environment in the United States and Mexico for the rest of the year" and substantial cost improvements from placing its Mexican unit on the same computer platform as the rest of its operations. The company took over full control of its Mexican unit, Kansas City Southern

de Mexico SA, when it bought the 51 percent stake of Mexican logistics company Grupo TMM SA in April 2005. Quarterly highlights include:

- Operating income of \$61.3 million, a 20.2 percent increase over combined first quarter 2005;
- Consolidated revenues of \$388.4 million, increased 5.5 percent over combined first quarter 2005 revenues; and
- Consolidated operating ratio of 84.2 percent, improved from combined first quarter 2005 operating ratio of 86.2 percent. •

Norfolk Southern



NS reported first-quarter net income of

\$0.72 per diluted share, an increase of 57 percent compared with \$0.47 per diluted share, for the first quarter of 2005.

Railway operating revenues of \$2.3 billion were the highest of any quarter in Norfolk Southern's history and improved 17 percent compared with \$1.96 billion in the first quarter of 2005. Highlights include:

- Net income increased 57 percent to \$305 million, or \$0.72 per diluted share;
- Income from railway operations climbed 37 percent to \$551 million and set a first-quarter record; and
- The railway operating ratio improved 3.3 percentage points to 76.1 percent.

Coal revenues climbed \$92 million, or 20 percent, to \$559 million, compared with the same period last year, primarily a result of higher average revenues and a 4 percent increase in coal volumes. •

Union Pacific Corp.



Union Pacific Corp. said first-quarter earnings more than doubled on record growth and improved efficiency.

The company reported quarterly net profit of \$311 million, or \$1.16 a share, compared with \$128 million, or 49 cents a share, a year earlier.

The company reported revenue for the quarter of \$3.7 billion compared with \$3.2 billion a year earlier. The \$3.7 billion represented the best first quarter earnings ever posted by the company.

Highlights for the quarter include:

- First quarter 2006 earnings more than doubled to \$1.15 per diluted share;
- Commodity revenue was an all-time quarterly record of \$3.5 billion, up 18 percent;
- Operating income grew 93 percent to \$605 million; and
- First quarter 2006 operating ratio improved 6.4 points to 83.7 percent.

"This quarter was positive for us in many ways," said Jim Young, president and chief executive officer. "We experienced record growth in our business, moved these volumes more efficiently and improved our bottom-line results. Most importantly, we provided better service to our customers."

Operating income in the first quarter of 2006 was \$605 million compared to \$313 million for the same period in 2005 – a 93 percent improvement.

First quarter 2006 commodity revenue was an all-time record of \$3.5 billion, up 18 percent, compared to \$3.0 billion in 2005. Drivers of the increase were a 4 percent increase in volumes as well as increased fuel surcharge revenue and yields.

First quarter 2006 average revenue per car was at an all-time best \$1,481, versus \$1,306 in the first quarter of 2005. The operating ratio improved to 83.7 percent in the first quarter of 2006 from 90.1 percent in the first quarter 2005.

The railroad's 2006 average quarterly fuel price of \$1.87 per gallon compares to \$1.45 per gallon paid a year ago.

The following revenue areas were up vs. the same quarter of 2005: Agricultural up 26 percent; automotive, industrial products and intermodal each up 23 percent; chemicals up 14 percent; and energy up 5 percent. •

RAILROAD RETIREMENT NEWS

Credit for military service under the Railroad Retirement

Many railroad employees have at some time served in the Armed Forces of the United States. Under certain conditions, their military service may be credited as rail service under the Railroad Retirement Act.

The following questions and answers provide information on how military service may be credited towards railroad retirement benefits.

1. Under what conditions can military service be credited as railroad service?

The intent behind the crediting of military service under the Railroad Retirement Act is to prevent career railroad employees from losing retirement credits while performing active duty military service during a war or national emergency period. Therefore, to be creditable as railroad service under the Railroad Retirement Act, active duty service in the U.S. Armed Forces must be preceded by railroad service in the same or preceding calendar year. With the exceptions noted later, the employee must also have entered military service when the United States was at war or in a state of national emergency or have served in the Armed Forces involuntarily. Military service is involuntary when an employee is required by law, such as Selective Service System conscription or troop call-up from a reserve unit, to leave railroad service to perform active duty military service.

Only active duty military service is creditable under the Railroad Retirement Act. A person is considered to have been on active duty while commissioned or enrolled in the active service of the Armed Forces of the United States (including the U.S. Coast Guard); or while ordered to Federal active duty from any reserve component of the uniformed Armed Forces.

2. What are some examples of creditable service performed by a member of a reserve component, such as the Army Reserve?

Any military service a reservist was required to perform as a result of a call-up to active duty, such as during the current partial mobilization, would be creditable under the Railroad Retirement Act, so long as the military service was preceded by railroad service in the same or preceding year.

Annual training duty as a member of a reserve component of a uniformed service is also considered active duty and may be creditable, provided the employee service requirement is met. The period of active duty for training also includes authorized travel time to and from any such training duty. However, weekend alone or evening reserve duty is not creditable.

Active duty in a State National Guard or State Air National Guard unit may be creditable only while the reservist was called to Federal active duty by the Congress or President of the United States. Emergency call-up of the National Guard by a governor for riot or flood control would not be creditable.

3. What are the dates of the war or national emergency periods?

The creditable periods that affect current retirements are:

- Sept. 8, 1939, through June 14, 1948.
- Dec. 16, 1950, through Sept. 14, 1978.
- Aug. 2, 1990, to date as yet undetermined.

If military service began during a war or national emergency period, any active duty service the employee was required to continue in beyond the end of the war or national emergency is creditable, except that voluntary service extending beyond September 14, 1978, is not creditable.

Railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and December 15, 1950, when there was no declared national state of emergency, can be given railroad retirement credit for their military service if they:

- performed railroad service in the year they entered or the year before they entered military service, and;
- returned to rail service in the year their military service ended or in the following year, and;
- had no intervening nonrailroad employment.

4. How can military service be used to increase benefits paid by the Railroad Retirement Board?

Railroad retirement annuities are based on length of service and earnings. If military service is creditable as railroad service, a person will receive additional compensation credits for each month of creditable military service and railroad service credit for each active military service month not already credited by actual railroad service.

Creditable military service may be used in addition to regular railroad service to meet certain service requirements, such as the basic 10-year or 5-year service requirements for a regular annuity, the 20-year requirement for an occupational disability annuity before age 60, the 25-year requirement for a supplemental annuity, or the 30-year requirement for early retirement benefits.

5. Can United States Merchant Marine service be creditable for railroad retirement purposes?

No. Service with the Merchant Marine or civilian employment with the Department of Defense is not creditable, even if performed in wartime.

6. Are railroad retirement annuities based in part on military service credits reduced if other benefits, such as military service pensions or payments from the Department of Veterans Affairs, are also payable on the basis of the same military service?

No. While railroad retirement employee annuities are subject to reductions for dual entitlement to social security benefits and, under certain conditions, Federal, State, or local government pensions, as well as certain other payments, railroad retirement employee annuities are always exempt from reduction for military service pensions or payments by the Department of Veterans Affairs.

7. Are the unemployment and sickness benefits payable by the Railroad Retirement Board affected if an employee is also receiving a military service pension?

Yes. The unemployment and sickness benefits payable by the Board are

affected if a claimant is also receiving a military service pension. However, payments made by the Department of Veterans Affairs will not affect railroad unemployment or sickness benefits.

When a claimant is receiving a military service pension or benefits under any social insurance law for days in which he or she is entitled to benefits under the Railroad Unemployment Insurance Act, railroad unemployment or sickness benefits are payable only to the extent to which they exceed the other payments for those days. In many cases, the amount of a military service pension precludes the payment of unemployment or sickness benefits by the Board. Examples of other such social insurance payments are civil service pensions, firefighters' and police pensions, and workers' compensation payments. Claimants should report all such payments promptly to avoid having to refund benefits later.

8. Can proof of military service be filed in advance of retirement?

Railroad employees are encouraged to file proofs of their military service well in advance of retirement. The information will be recorded and stored electronically until they actually retire. This will expedite the annuity application process and avoid any delays resulting from inadequate proofs.

If employees do not have an official record of their military service, their local Railroad Retirement Board office will explain how to get acceptable evidence. All evidence brought or mailed to a Board office will be handled carefully and returned promptly.

9. How can an employee get more information about the crediting of military service by the Railroad Retirement Board?

For more information, an employee should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

Employees can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help Line at 1-800-808-0772. They can also get this information from the Board's Web site at www.rrb.gov.



2006 Railroad Retirement Board informational conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected officers of the Brotherhood of Locomotive Engineers and Trainmen throughout 2006. Additional conferences may be added to the list as dates and locations become available.

Registration for all conferences begins at 8 a.m. The programs begin promptly at 8:30 a.m. and end at 12:30 p.m.

June 23 • Duluth, Minn.
Radisson Hotel, 505 W. Superior St.

September 15 • Fort Worth, Texas
Holiday Inn South
100 East Alta Mesa Blvd.

October 6 • Huntington, W. Va.
Ramada Inn Limited
3094 16 Street

November 17 • Metairie, La.
Plumbers & Steam Fitters Union Hall
Service Road West
(Corner of Severn and I-10 Service Rd.)

December 8 • Tampa, Fla.
Crowne Plaza Sable Park
10221 Princess Palm Avenue

RAILROAD RETIREMENT NEWS

Acting for impaired Railroad Retirement beneficiaries

The Railroad Retirement Board's policy is that every annuitant has the right to manage his or her own benefits. However, when physical or mental impairments make a railroad retirement annuitant incapable of properly handling benefit payments, or where the Board determines that the interests of the annuitant so require, the Board can appoint a representative payee to act on the annuitant's behalf. A representative payee may be either a person or an organization selected by the Board to receive benefits on behalf of an annuitant. The following questions and answers provide information for family members, or others, who may have to act on behalf of an annuitant.

1. Does the Railroad Retirement Board have legal authority to appoint a representative payee for an annuitant?

The Railroad Retirement Act gives the Board authority to determine whether direct payment of benefits, or payment to a representative payee, will best serve an annuitant's interest. The Board can appoint a representative payee regardless of whether there has been a legal finding of incompetence or commitment and, depending on the circumstances in a particular case, the Board can select someone other than the individual's legal representative to be the representative payee.

2. What if a person has been given power of attorney by a beneficiary?

Power of attorney is a legal process where one person grants another the authority to transact certain business on his or her behalf; but the Railroad Retirement Board, like the Social Security Administration, does not recognize power of attorney for purposes of managing benefit payments for a beneficiary. For this purpose, the Board uses the position of representative payee.

3. Why doesn't the Board recognize power of attorney?

The Railroad Retirement Act protects a person's right to receive benefits directly and to use them as he or she sees fit by prohibiting the assignment of benefits. Power of attorney creates an assignment-like situation that is contrary to the protections given by this law. The Act likewise gives the Board exclusive jurisdiction in determining whether to appoint a representative payee for an annuitant. If the Board recognized power of attorney, the Board would be deferring to a designation made by someone outside of the agency and would, in effect, be abdicating its responsibility to the annuitant.

Also, events often occur which may affect an annuitant's eligibility for benefits. The responsibility for reporting these events to the Board is placed, by law, directly on the annuitant or the annuitant's representative payee. When benefits are accepted, the annuitant or his or her payee attests to a continued eligibility for such benefits. And if payments are misused, they can be recouped from the payee. This is not true with power of attorney.

4. How are these representative payees selected?

Generally, the Board's local field offices determine the need for a representative payee and interview potential payees. The field office also advises the payee of his or her duties, monitors the payee, investigates any allegations of misuse of funds, and changes the method of payment, or the payee, when appropriate.

The Board provides 15 days' advance notice to an annuitant of its intent to appoint a representative payee, and the name of the payee, in order to allow the annuitant a period of time in which to contest the appointment.

5. What are the primary duties and responsibilities of a representative payee?

The payee must give first consideration to the annuitant's day-to-day needs. This includes paying for food, shelter, clothing, medical care and mis-

cellaneous personal needs. Beyond day-to-day needs, railroad retirement benefits may be used for other expenses.

The payee is also responsible for reporting events to the Board that affect the individual's annuity, and is required to account for the funds received on behalf of the annuitant.

In addition, since railroad retirement benefits are subject to Federal income tax, a representative payee is responsible for delivering the benefit information statements issued each year by the Board to the person handling the annuitant's tax matters.

Periodically, the payee will be asked to complete a report which includes questions regarding how much of the railroad retirement benefits available during the year were used for the support of the beneficiary, how much of the benefits were saved, and how the savings were invested. In order to complete the questionnaire correctly, a payee must keep current records of the railroad retirement benefits received and how the benefits were used. The records should be retained for four years.

6. What are a representative payee's primary responsibilities for an annuitant's Medicare coverage?

When an annuitant requires covered medical services, the payee must have the annuitant's Medicare card available. The payee must also keep records of the services received and the expenses incurred or paid, just as for any other usage of railroad retirement benefits.

7. What if an annuitant is confined to an institution?

When annuitants are in a nursing home, hospital or other institution, their railroad retirement benefit payments should be used to meet the charges for their current maintenance. Current maintenance includes the usual charges the institution makes for providing care and services.

The payee should use the benefit

payments to aid in the annuitant's possible recovery or release from the institution, or to improve his or her living conditions while confined. Payments may be used to provide such items as clothing, personal grooming supplies, transportation of relatives to visit the patient, trial visits to relatives, medical and dental care, and reading materials and hobby supplies.

8. How should railroad retirement benefits not immediately required to meet an annuitant's needs be handled?

Benefit payments which will not be needed in the near future must be saved or invested unless they are needed for the support of the annuitant's legally dependent spouse or child, or to pay creditors under certain circumstances. It is recommended that conserved funds be held in interest-bearing accounts. Preferred investments are Federally-insured or State-insured accounts at financial institutions and obligations of, or those backed by, the Federal Government, such as U.S. Savings Bonds.

Funds should not be kept in the home where they may be lost or stolen, nor can they be mingled with the payee's own funds or other funds.

9. How can a person get more information about being appointed as a representative payee, or whether the use of railroad retirement benefits for a particular purpose would be proper?

For more information, a person should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday.

Persons can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help-Line at (800) 808-0772. They can also get this information from the Board's Web site at www.rrb.gov.

RAIL SECURITY NEWS

Rail Conference challenges NS on security, camp cars

On May 11, at the annual Norfolk Southern (NS) shareholders meeting in Norfolk, Va., representatives of the Teamsters Rail Conference questioned NS Chairman Wick Moorman about security training and camp car issues.

According to news reports, Jeffery Bainter, a member of the Brotherhood of Maintenance of Way Employees Division, asked Moorman why NS was the only railroad that still used converted railcars, so-called camp cars, to shelter track repair workers overnight. Moorman replied he couldn't comment on that issue since it was a subject of ongoing contract talks.

John Murphy, Director of



the Teamsters Rail Conference, said that according to the results of the Rail Conference's report, "High Alert: Workers Warn of Security Gaps on Nation's Railroads," many NS employees did not feel prepared for a terrorist attack. Although Moorman said that NS takes security issues "very seriously," he said that he had not seen the report.

"High Alert," which was published in September 2005,

details the results of a first-ever railroad worker survey about security and safety conditions on U.S. railroads.

More than 70 percent of the rail workers surveyed reported that they had seen trespassers in their rail yards or on the tracks, and more than 80 percent of the respondents said they had not received any, or additional, training related to terrorism prevention and response in the last 12 months. •

Locomotive Engineers & Conductors Mutual Protective Association

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Job Protection Headquarters for Transportation Employees
Since 1910

BLET NEWS

GIA Dialogue

We all belong to the 'Railroad Family'

By Mabel Grotzinger
International Vice President
Grand International Auxiliary

I come from a small town in North Central Pennsylvania where my family had lived for many generations. There was only one occupation in town — railroad work. The town was built for and by the Pennsylvania Railroad in 1866 because

the PRR needed a place to repair steam engines and cars in a central location between Buffalo, N.Y., and Harrisburg, Pa. They named the town Renovo which means to renew. My father, grandfather, and many uncles worked in various capacities in the shops. Since the town only existed for the railroad, everyone worked there. When I was a child, the whistle would blow for lunch and dinner breaks, and I would sit on the curb on the corner of our street waiting for



my dad to come home for meal time. It is still a good memory to think of him walking down the street and picking me up to carry me in the house.

During those years, I noticed the stress the railroad life had on our family. My father never worked in train and engine service but we knew many that did. They seemed to have an even harder life than my family, and I always thought I would never want to marry a railroad man. When I met my Michael, he was going off to join the Navy. We married mid-way through his enlistment time. I thought he would never have to work for the railroad, but I was wrong. After several jobs and many layoffs, his father came home with an application for the railroad. He didn't have a choice so he went to work for the Penn Central railroad where he worked 26 years, mostly on the road. During those years, I raised two daughters basically alone. Holidays were always, "...Well, if dad is home then we will do something." We never made plans, but we accepted it because he had to work.

One thing I never expected was that I would gain an entirely new family, that of the Railroad family. We seem to bond

in a special way. We understand the life we lead and no matter how far away from home you are, if you are with railroaders, you feel at home.

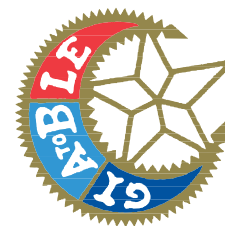
My husband recently became sick and, as a result of the illness, he died. The railroad family became even more present. They were there for me in a way I can never explain.

I became a member of the GIA 20 years ago and I have never regretted it. Michael encouraged me to talk to other railroad wives about their rights under the FELA. This was the catalyst that pushed me to join the GIA. I realized that as a spouse of a BLET man I could make a difference in the working conditions and also the home life of railroad families. I have seen many men lose their life on the rails these 20 years, some of them friends. I have sat with widows while they waited for the confirmation that their husband was not coming home. I have fought in the halls of Congress to get better work/sleep schedules, and seen many other safety concerns resolved. I cannot say that we

won many battles, but at least we were there to speak out for the BLET and their families.

The GIA has largely been an untapped resource for many years. We can do things that railroad workers can't do. Because we are not employees of the company, we can hold informational pickets, write letters to the editor, and use many other ways to get the message out to the public that something must be done to improve safety on the rails. There are many more issues out there that have not been touched in years. It is my hope that in the next four years, the new administration can be even more active, generating more membership, so we can continue to serve the BLET.

If I have done one thing that has helped a BLET member or their family, then I can say I have just touched the surface of the debt I owe my railroad family. I hope I will be able to serve this organization for a long time because it means so much to me, and the BLET meant so much to Michael. •



PASSENGER RAIL NEWS

High gas prices keep NJ Transit engineers busy

While record-high gas prices are hurting the wallets of most Americans, they are having an unexpected positive impact for BLET members at New Jersey Transit.

According to BLET General Chairman Robert Vallochi, ridership is up and the railroad is expanding to keep up with increasing demand.

"We really have no complaints over here," Chairman Vallochi said. "Things are going really well for us and they should continue to go well for us, especially with the increasing price of gasoline."

In response to rising gas prices and growing congestion in the North East, NJT is expanding operations. According to Brother Vallochi, the carrier is hiring new locomotive engineers, the locomotive fleet is expanding by leaps and bounds and ridership is up.

"New Jersey Transit is expanding like crazy," he said. "There is construction everywhere, new stations are opening, yards are expanding. This growth is good for our future."

In response to increasing ridership and demand, New Jersey Transit is expanding its operations and increasing its fleet of cars and locomotives. In order to keep up with this expansion, the carrier is hiring over 100 new locomotive engineers this year and — unlike some railroads — New Jersey Transit has given the BLET the authority to train engineers on the new diesels that are being added to the fleet.

"Two of our members created the training program," Chairman Vallochi



From left: BLET members John Snogan, Tom Donovan and Garry Tyo.

said. "We have a lot of talented people on our property and the carrier allowed us to not only assemble the training manual, but also to take over the training."

In addition to the new engineers, Chairman Vallochi is anticipating a lot of retirements in the next several years.

"We have over 400 engineers on the property and 85 percent of these have

10 years or less of experience. The other 15 percent are nearing retirement," Vallochi said. "This will give us more opportunity for training of new hires and growing the BLET membership on the property."

The BLET also has the distinction of being the only union on the property to have a contract. The current contract runs through 2008.

"Everyone else is two years behind," Chairman Vallochi said. "We were very fortunate this time."

"This was the quickest we had ever been able to come to an agreement, and it gave us the opportunity to set the pattern, as opposed to having to follow a pattern that was set by another organization," he said. •



SWCM 2006 Registration Form

71st Annual Southwestern Convention Meeting

Little Rock, Ark. • August 20-24, 2006



HOTEL RESERVATIONS

At the Peabody Little Rock (Three Statehouse Plaza, Little Rock, Ark. 72201), call (501) 906-4000 or (800) PEABODY (ask for SWCM 2006 rate); Room rates are \$115 per night; Online registration at <https://register.peabodyhotels.com:7002/>. Be sure to use Group Code Number 721567.

REGISTRATION INFORMATION

Pre-registration fee is \$80.00 per attendee if postmarked by August 1, 2006. Postmarked after August 1, 2006, the registration fee is \$105 per attendee. Fee for attending banquet only is \$52.50 per attendee.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Division: _____ BLET Officer/Title: _____ E-mail Address: _____

Home Phone: _____ Cell Phone: _____

Spouse's Name: _____ GIA Title & Auxiliary No.: _____

ACTIVITIES

Please indicate number attending each activity below.

- | | |
|--|--|
| 1. _____ Old Statehouse Tour and Lunch (Aug. 21) | 5. _____ Clinton Library Tour & Dinner (Aug. 22) |
| 2. _____ DLC Reception (Aug. 21) | 6. _____ Breakfast (Aug. 23) |
| 3. _____ Breakfast (Aug. 22) | 7. _____ Lunch (Aug. 23) |
| 4. _____ Lunch (Aug. 22) | 8. _____ Banquet (Aug. 23) |

Please indicate which of the following workshops you would like to attend:

- | | |
|--|---------------------------------------|
| 1. _____ Local Chairman Workshop | 4. _____ Radiation Handling |
| 2. _____ Secretary-Treasurer Workshop | 5. _____ Hazardous Materials |
| 3. _____ Legislative Representative Workshop | 6. _____ President's Class (optional) |

For additional information, please contact:

Al Williams, host chairman: (501) 664-7328 or ALWMS1@sbcglobal.net
 Norman Baker, host co-chairman: (501) 231-1927 or njbbble@sbcglobal.net

Please mail this form, along with check or money order payable to "71st SWCM" to:

R.T. Windsor
 SWCM Treasurer
 202 Maple
 Frontenac, KS 66763

Please print your name and division number as clearly as possible on this form so that your name tag will be correct.

2006 SWCM: Little Rock



The Peabody, where guests will stay during the 2006 SWCM in Little Rock.

The 71st Southwestern Convention Meeting in Little Rock, Ark., will be hosted by the officers and members of Divisions 182, 278, 585, 858, GIA Auxiliary 37, all of the North Little Rock / Pine Bluff Terminal.

SWCM Co-Chairmen Al Williams and Norman Baker report that exciting events will take place in Little Rock during the meeting.

Tentative events include a golf tournament, a tour of the State House Convention Center, dinner and a tour of the William Jefferson Clinton Presidential Library, and a GIA speaker and style show.

The golf tournament will take place at the Eagle Hills Golf & Athletic Club. The course rating is 71.5 and it has a slope rating of 121 on Bermuda grass. Designed by Mr. Lindy Lindsey, Eagle Hills opened in 1997.

The Clinton Presidential Library and Museum is located within the Clinton Presidential Center and Park. The Center includes the Clinton Foundation (Little Rock office) and the University of Arkansas Clinton School of Public Service. The Clinton Library, which includes an archival research facility and a museum, is responsible for preserving and processing in perpetuity the official Presidential records, audiovisual materials, and artifacts of the Clinton Administration. The archival and museum holdings at the Clinton Presidential Library and Museum are the largest within the Presidential Library system. Included in these collections are approximately 76.8 million pages of paper documents, 1.85 million photographs and over 75,000 museum artifacts.

For more details, you may contact members of the committee:

Al Williams, Chairman
 (501) 664-7328, home phone
 (501) 517-4778, mobile phone
ALWMS1@sbcglobal.net

Norman Baker, Co-Chairman
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njbbble@sbcglobal.net

Larry Procell, Arrangements Chair
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lwprocell@yahoo.com

Terry Todd, Golf Chairman
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 (501) 920-3198, mobile phone
ttodd4175@sbcglobal.net

Mary Ann Mullins, GIA Chair
 (501) 835-8897, home phone
mamullins@att.net



2006 SWCM Golf Tournament

Monday, August 21, 2006 • Eagle Hill Golf Course

FEES AND DETAILS

\$70 per golfer includes green fees, cart and BBQ lunch. If you have a group you would like to golf with, please list the names and handicap below and we will try to accommodate you. There will be prizes for the winners of each flight and a prize for the longest drive and a closest to the pin on selected holes.



8:00 a.m. SHOTGUN START — FOUR-PERSON SCRAMBLE

TEAM MEMBERS

Name and handicap:

- | | |
|---------------------------|----------------------|
| 1. _____
(Your Name) | x \$70 = _____ |
| 2. _____
(Team Member) | x \$70 = _____ |
| 3. _____
(Team Member) | x \$70 = _____ |
| 4. _____
(Team Member) | x \$70 = _____ |
| | Total = _____ |

MAKE CHECKS PAYABLE TO "2006 SWC Golf"

(Terry Todd phone:
 (501) 835-8306; and e-mail:
ttodd4175@sbcglobal.net)

Mail this form and check to:
 Terry Todd, Golf Chairman
 P.O. Box 6010 • Sherwood, AR 72124

BLET NEWS

A message from Teamsters General President Jim Hoffa

Economics of security

Politicians, railroad corporations put a price on rail safety and security



Today's Economy

The Exxon and Mobile oil companies are beginning to look a lot like Union Pacific and BNSF in that they have a stranglehold on a major portion of our nation's economy. While the fuel companies record huge profits and are unwilling to lower prices, likewise the rail corporations continue to reap large profits, yet they are reluctant to share them with their workforce. Only a few years ago, before deregulation, there were many different freight railroads, many with their own unionized workforce. Most of that system was undone and consolidated with the event of deregulation in rails. Workforces were consolidated, union contracts altered and automation became a new threat to traditional jobs. All this has not proven detrimental to railroad profits, however.

Many working Americans have had to struggle to keep ahead of the increase in gas prices, the rising cost of their healthcare benefits and the skyrocketing price of housing. But this has become a common theme under the Bush administration—Two Americas. One America that can handle rising costs, and one America struggling to keep its head above water. The profi-

teering of greedy, unchecked corporations is furthering the divide between America's rich and poor.

Can You Put a Price on Safety?

California Gov. Arnold Schwarzenegger can. He reportedly took campaign contributions totaling about \$70,000 from Union Pacific and the BNSF Railway. The Governor, in kind, vetoed an important rail security bill that would have gone a long way towards improving rail security in the state. While cities across America are waking up to the idea that much more needs to be done to protect their communities for a potential hazardous chemical explosion, some politicians, like Schwarzenegger, are putting a price tag on safety. Let's make certain that we fight these types of politicians who insist on putting profits before people.

Fraternally,

James P. Hoffa
General President

JUNE 2006 CALENDAR & EVENTS

JUNE 19-22, 2006... BLET National Division Convention, Las Vegas, Nevada

The First National Convention of the BLET National Division will be held at Bally's in Las Vegas.

JUNE 26-30, 2006... 27th Teamsters International Convention, Las Vegas, Nevada

The 27th International Convention of the International Brotherhood of Teamsters will be held at the Bally's/Paris complex in Las Vegas.

JULY 18-23, 2006... 66th Annual BLET-GIA International Western Convention (IWC)

Hosted by S.V. Halbrook and the members of BLET Division 94, the 66th annual IWC will be held at the Holiday Inn Rapid City—Rushmore Plaza in Rapid City, S.D. See www.ble-t.org or March 2006 newsletter for registration form and other details.

AUGUST 20-24, 2006... 71st Annual BLET-GIA Southwestern Convention Meeting (SWCM)

Hosted by A.L. Williams and the officers and members of Divisions 182, 278, 585, 858, GIA Auxiliary 37, and all of the North Little Rock / Pine Bluff Terminal, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. Make reservations by calling 1-800-Peabody or (501) 906-4000. For more details, contact Chairman A.L. Williams by e-mail at: ALWMS1@sbglglobal.net; or Vice Chairman Norman Baker at: (501) 835-0858. See page 7 of this issue for more details.

SEPTEMBER 15... U.S. Railroad Retirement Board Informational Conference, Ft. Worth, Texas

At the Holiday Inn South, 100 East Alta Mesa Blvd.

OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Huntington, W.Va.

At the Ramada Inn Limited, 3094 16th St.

NOVEMBER 17... U.S. Railroad Retirement Board Informational Conference, Metairie, La.

At the Plumbers & Steam Fitters Union Hall, Service Road West (corner of Severn and I-10 Service Rd.).

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; BLET Designated Legal Counsel mtgs., Scottsdale, Ariz.; Arkansas Legislative Board mtg., Little Rock; Rail Labor Bargaining Coalition mtg., Washington, D.C.; Hoffa Memorial Dinner, Detroit, Mich.; 2006 National Legislative Board mtg., Las Vegas; New Jersey State Legislative Board mtg., Newark, N.J.
- 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.
- 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; Meeting with NTSB Board members, Washington, D.C.; Western General Chairmen's Association mtg., Las Vegas.
- Vice-President Paul T. Sorrow**—CSX Western Lines GCofA mtg.; Mtgs. w/ CSX General Chairmen regarding dual track bargaining; Public Law Board 1063, NS; CSX Family Day event, Greenwood, S.C.; Mtg. w/ President Hahs; Assisted Grand Trunk Western GCA for planning session with upcoming negotiations and day-to-day issues; Assisted CSX, NS and GTW committees and 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; NRAB administration, Chicago; Candidate engineer dispute conference, Metra; Western General Chairmen's Assoc., Las Vegas; Negotiations, Metra; Commuter Rail Labor Assn., Metra, Chicago; Labor/Management Committee Quarterly mtg., Metra, Chicago; Pre-negotiations mtg. & general assistance, CN/WC, Madison; Negotiations, EJE, Joliet; FOIA work, Metra, Arlington Hts.; FRA Part 240.409 Dockets this month: EQAL 03-31 (UP), EQAL 01-16 (CSX).
- Vice-President Dale McPherson** — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmte.; National wage/rules; General office duties, telephone, correspondence; Hearing, IRR/CP implementing agreement arb., Chicago; Western General Chairmen's Assoc. mtg., Las Vegas.
- Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes** — BLET Washington D.C. office; General office duties, telephone, correspondence; BLET General Chairmen's mtg., Las Vegas; BLET Advisory Board mtg., 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; Western General Chairmen's Assoc. mtg., Las Vegas; Mtg. w/ GC Parker and Div. 426, Baton Rouge, La.; Mtg. w/ GC Koonce and KCS (MidSouth Rail & SouthRail), Memphis, Tenn.; Mtg. w/ GC Clark and KCS (Tex-Mex), Laredo, Texas; Review of Awards from PLB No. 6884; Advisory Board conference call; Conference call w/ GC Koonce and KCS; Research, correspondence and general office duties.
- Vice-President Stephen D. Speagle**—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Mtg. w/ BNSF Chairmen; Advisory Board conference call; Western General Chairmen's Assoc. mtg., Las Vegas; Wabash Hospital mtgs., Decatur; Public Law Board No. 6659; PHL mtgs.; Mtg. w/ BNSF L.R. on claims, Dallas; Section 6 meeting w/ Missouri North Arkansas, Decatur; Mtg. w/ BNSF and MRL, Seattle.
- 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; New Orleans Gulf Coast RR negotiations, Chicago; Crew utilization mtg., UP Southern Region GCA, Houston; Trip Rates and ID Run negotiations, UP Western Region GCofA, Portland; UP-Tacoma Belt, office duties, paper work, filing and calls.
- Vice-President Paul L. Wingo Jr.** — Assigned to NS-Southern Lines and Eastern Region GCofAs; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; NYS&W contract negotiations, Binghamton, NY; NS-Southern Region agreement consolidation, Norfolk; NECR contract ratification; Rail Security initiative mtg. w/ NS, Norfolk; Public Law Boards 6556 and 6434, Norfolk; Divisions 696 and 786 issues; UTU-NS General Chairmen's meeting, Cincinnati; Special project on rail yard access; Study for PLB's; General office duties.

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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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