The Brotherhood of Locomotive Engineers and Trainmen initiated a tentative contract agreement with Amtrak on July 19, ending a 7-year stalemate.

The tentative agreement would run through September 2010 and provide wage increases for 1,300 locomotive engineers who operate passenger trains over Amtrak’s 21,000 mile, 46-state route system.

Engineers with 2,000 hours of service would receive pro-rated bonuses. All engineers would receive a $4,500 signing bonus. Those with less than 2,000 hours would receive pro-rated bonuses. All engineers would receive 10 general wage increases, seven of them rolled into a single increase on October 1, 2007. Three additional wage increases — two in 2008 and one in 2009 — would give engineers an approximate pay increase of 33 percent over the life of the agreement.

Engineers would also see their certification pay double from $5 to $10 per start.

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Ballots were mailed from the BLET National Division in Cleveland at the end of July, and balloting results will be available on or after August 30.

"Our Amtrak engineers are among the most dedicated Brothers and Sisters in the country," General Chairman Kenny said. "I appreciate their patience as we labored long and hard to achieve an agreement that puts us where we need to be." *

**President Hahs helps dedicate environmentally friendly locomotives at Pacific Harbor Line**

BLET National President Don Hahs helped the Pacific Harbor Line launch its new fleet of environmentally friendly switching locomotives at ceremonies in Long Beach, Calif., on July 18.

By year-end, Pacific Harbor Line’s locomotive fleet will be replaced by 16 remanufactured diesel-electric units that exceed U.S. Environmental Protection Agency’s most stringent “Tier 2” standards to reduce air pollutants. This will make PHL the most environmentally friendly switching railroad in the nation.

Port, state and city officials — including the mayors of Los Angeles and Long Beach — joined President Hahs and PHL President Andrew Fox to celebrate delivery of the first four locomotives and to congratulate the railroad for transforming its entire locomotive fleet.

Railroads BNSF, UP and PHL move annually close to 2 million containers directly to and from the docks at these ports. In doing so, they eliminate over 10,000 truck-trips per day.

The work to move those 2 million containers is done by the dedicated and professional members of the Brotherhood of Locomotive Engineers and Trainmen.

President Hahs said during his speech: “I thank Local Chair- man Lyle Gibson here for the excellent job he does in representing our members in Division No. 214 at the Pacific Harbor Line.”

PHL does much of the railroad work on the docks in Los Angeles and Long Beach.

"On start-up in 1998 PHL initially employed some 17 operating employees," President Hahs said. “These hard-working employees continue to deserve much of the credit. They move a lot of Rail traffic with a few good people. The PHL, as union representative of operating employees on PHL and engineers on BNSF and UP, is very pleased that PHL has acquired these new low-emission locomotives.”

Scientific tests have shown that exposure to diesel...
New contract at NYS&W approved by 10-to-1 majority

NYS&W
Continued from Page 1

“Highlights from the ratified agreement include 5 percent general wage increases to $21 per hour and will increase to $22.95 per hour on January 1, 2010 at the end of annual 3 percent wage increases commencing January 1, 2008,” Martin said. “Additional benefits include a $5,800 per employee back pay lump sum, limitations on the annuiment of regular assignments, showing pay for contractors, increased meal allowances, increased certification allowances, increased work boot allowance, supply of rain gear, and strengthened cleaning provisions for locomotives.”

General Chairman Martin went on to say that the limitations that were placed on the Carrier’s manipulation of regular assignments, as well as the preservation of other work rules and health & welfare benefits, were major reasons why members voted in favor of the agreement.

“It was the job protection from annuiment that was monumental,” Martin said. “Hardworking union brothers were being given part time hours for a full time job due to a loophole in the previous agreement. Now the incentive to cancel a job multiple times in a week is gone.

“The process was three-plus years of preserving an already outstanding Agreement. It was important that we retained an excellent core rule and several work rules that have been achieved over several years.”

Brother Martin thanked a host of officers and members who helped to make the new agreement a reality.

“I’d like to thank National Vice Presidents Marcus Ruef and Merle Geiger from the National Division of the BLET, retired Vice President Paul Wingo, David Cameron from the IBT, Local Committee of Adjustment officers Greg Chandler and Matt Gibbons, and, most importantly, all the Division S21 members at the NYS&W Railway who stood by the organization throughout the lengthy negotiations,” Martin said.

Brother Martin said the overwhelming acceptance of the new agreement is a sign of tremendous solidarity on his property.

“The Agreement passed ratification by a 10 to 1 margin on the first vote,” he said. “I am very proud that Teamster solidarity exists within the Brotherhood on the NYS&W property.”

National Vice President Marcus Ruef said the process that culminated in the agreement was a long and winding road.

“Everyone involved in this process worked very hard to reach a fair contract settlement,” Ruef said. “Vice Presidents Wingo and Geiger both invested a lot of time and effort into this project before my assignment. David Cameron, Senior Communication Specialist with IBT, was very generous with his time and assistance, and set an example of how we can benefit from our affiliation with the Teamsters.

“Brother Martin and his members were steadfast throughout the process. All of our combined efforts led to a satisfactory outcome for our NYS&W members, who have an agreement they are rightfully proud of. Mediator Dick Hamutz of NMB also deserves special mention, because it was his efforts to get the Parties together that led to each side seeing its way to making the Agreement that enjoyed such an overwhelming ratification.”

The agreement runs through 2010, and Section Six notices can be served in July of that year.

The NYS&W operates over 400 miles of track in New York, New Jersey, and Pennsylvania, serving more than 55 customers. The railroad transports a wide range of commodities such as feed ingredients, lumber and other building materials, chemicals and agricultural products, paper products, motor vehicles, chemicals, aggregates, and metals for customers in New Jersey and Pennsylvania.

The NYS&W has connections with three Class I railroads: CSX, Canadian Pacific, and Norfolk Southern.

BLET Job Bank

Amtrak is recruiting to fill Locomotive Engineers to work in the following areas: Jacksonville, Fla.; Raleigh, N.C.; Florence, S.C.; Miami, Fla.; Charlotte, N.C.; and Lorton, Va. (Auto Train).

Duties include safe operation of our locomotives, complying with train orders, wayside signals, railroad operating rules, special instructions, federal, state and local regulations to transport passengers and equipment safely and efficiently. Engineers perform air brake tests as required and must frequently make timely and critical decisions under stressful conditions.

Must have a high school diploma or GED. Candidates must have a current Class I Engineer Certificate and have operated an engine within one year. Candidates must pass the Hogan Personality Inventory. Candidates must be able to report to their crew base within a two hour call period. The starting rate of pay is $21.20 to $28.26 full rate per hour (rate depends on how much service you have as an engineer; five years is the maximum rate). Interested parties should fax their resume to (202) 906-3349 Attn: Sarah Hay ENG – (insert location desired). Interested parties can also mail resumes to:

Amtrak Human Resources
900 Second St. NE
Washington, DC 20002

(EOE, F/M, D/V - Amtrak is an equal opportunity employer). •
2007 SWCM Golf Tournament
Monday, October 8, 2007
Olde Oaks Golf Club

FEES AND DETAILS
Olde Oaks Golf Club, Hal Sutton's first signature course, is at 60 Golf Club Drive, Houghton, La. Phone (318) 742-0333. Tournament is from 8 a.m. to 4 p.m. Golf fee is $75 per player. Four person scramble. Lunch will be provided.

TEAM MEMBERS

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MAKE CHECKS PAYABLE TO "72nd SWC Golf"
Mail this form and check to: Keith Shea
5785 Gold Crest Drive
Bossier City, LA 71112
E-mail: sheakeith@bellsouth.net · Home Phone: (318) 741-9689

Late Registration (if postmarked after September 22, 2007): ........................................... $85.00/person @ $125.00 = $
Attend Banquet Only (non-refundable): ................................................................ $75.00/person @ $62.50 = $
Registration (if postmarked by September 22, 2007): .......................................................... $75.00/person @ $100.00 = $

For additional information, please contact Bud Pickett, (318) 489-0711. Be sure to ask for the Southwestern Convention rate (code S10-BLE) when making your reservations. Room rates are $90.00 per night if reserved prior to September 1, 2007.

President Bush signs rail security bill into law

On August 3, President Bush signed into law the "Implementing Recommendations of the 9/11 Commission Act of 2007." Passage of the bill is a milestone accomplishment for the BLET and all of Rail Labor.

The comprehensive legislation includes significant rail security measures that had originally been introduced in such bills as H.R. 1289 and H.R. 1401, "The Rail and Public Transportation Security Act of 2007."

According to John Tolman, BLET Vice President and National Legislative Representative, Rail Labor has worked to achieve some of the measures contained in this bill since 2001.

But in recent months, the BLET and Teamsters Rail Conference testified numerous times on behalf of this legislation, and many BLET State Legislative Board Chairmen visited the nation's Capitol to lobby on the bill's behalf. The new law is also a huge first step in addressing many of the concerns raised in the Teamsters Rail Conference "High Alert" report.

The U.S. House and Senate overwhelmingly approved the legislation on July 31, which Democrats introduced when they took over control of Congress in January.

Some of the favorable measures in the law include:
• $1.2 billion in funding over the next four years for general railroad security enhancements;
• $460 million over the next four years for Amtrak security enhancements;
• Development of a "National strategy for railroad transportation security" within the next 9 months;
• Requirements for railroad carrier security assessments and plans;
• Development and implementation of a railroad security training program in consultation with Rail Labor;
• Due process for rail workers subject to security checks; and
• "Whistleblower Protections."

"Many of these measures would not have been addressed to the degree they have been addressed without the diligent work of Rail Labor," Tolman said.

"We fought to elect a Congress that would finally address our concerns, and then followed through with that Congress to keep the pressure on to pass this important legislation.

"There will be a considerable amount of additional work to do with some of the regulatory requirements the law states out, as well as in the appropriations process where designated money actually gets sent out and spent, but all in all, this is a strong, solid step in the right direction.

"It was also a major goal in our ambitious legislative agenda this year, and we have met it. It was a tough fight, but in the end a bi-partisan bill was overwhelmingly passed by both houses of Congress and was signed by the President. If, throughout the summer and in the early fall, we can accomplish the same with regards to Rail Safety Legislation (H.R. 2905 & S. 1809) our membership, as well as the industry and our country will be well served.

"I congratulate all of the BLET and BMWED members of the Teamsters Rail Conference for their victory and thank you all for your hard work." •
The Conrail SAA/CSXT Northern District General Committee of Adjustment re-elected Tom Roberts for a third consecutive term as General Chairman at triennial meetings in Buffalo, N.Y., on May 21.

Brother Roberts joined the Brotherhood of Aug. 1, 1973, and is a member of BLET Local Division 621 in Buffalo, N.Y.) as Alternate General Chairman and Secretary-Treasurer; Matt Kronyak (Local Division 387, Camden, N.J.) as Alternate Vice General Chairman; and Greg Lund (Local Division 421, Buffalo, N.Y.) as Alternate Secretary-Treasurer. Brother Roberts was re-elected by acclamation; Brothers Kronyak and Vogt won first-time election without opposition as well.

Delegates handled a variety of issues during the long, two-day work sessions. Among them were the decision to change from triennial to quadrennial meeting intervals, and the decision to create a new Alternate General Chairman position. The individual elected to that position would succeed the General Chairman should that office become vacant.

“…we handled a lot of business in two days,” General Chairman Roberts said. “I thank the Delegates and everyone else who supported me, and believe the Delegates elected a talented, motivated and capable General Committee of whom our membership can be proud.”

BLET National Vice President Paul Sorrow addressed the body and provided an update on the CSX Single System agreement. Also in attendance were New York State Legislative Board Chairman John Collins, Ohio State Legislative Board Chairman Tim Hanley, and Norfolk Southern-Northern Lines Vice General Chairman Bob Linsey.

The General Committee is comprised of 15 different BLET Local Divisions on two properties (Conrail Shared Assets and CSXT Northern District) and represents approximately 700 members in New York, Pennsylvania, Ohio, Michigan, Massachusetts and New Jersey. •

Chairman Palmer re-elected by acclamation in Oregon

Scott Palmer was re-elected by acclamation to a second term as Oregon State Legislative Board Chairman at the Boards June 5 meeting in Wilsonville, Ore.

Brother Palmer is a 13-year member of BLET Division 542 in Klamath Falls.

Brother Don Strong of BLET Division 236 (Portland) was re-elected as First Vice Chairman and Brother Mike Kelly of BLET Division 476 (Eugene) was re-elected to the position of Second Vice Chairman.

Brother Sellar Nugent was re-elected as Secretary-Treasurer, a position he has held since the Board’s formation in 1990. Brother Robert Armstrong of BLET Division 362 (La Grande) was re-elected as Alternate Secretary-Treasurer.

Also in attendance were Brothers Gary Quiek, BLET Division 362 (LaGrande, Ore.), and Mike Neale, BLET Division 416 (Salem).

Guest Speakers included Designated Legal Counsel Paul Bovarnick, IBT Joint Council 37 Legislative Director Lynn Lehrbach, and U.S. Senate candidate Steve Novick.

During the meeting delegates discussed legislative amendments designed to increase crew safety while handling radioactive materials. Also discussed was a bill aimed at standardizing railroad signs such as advance speed boards, trackside flags, and switch targets.

A special committee was formed to investigate safety concerns of shortline railroad employees in the state.

“We have excellent delegates here and I anticipate they will be very active,” said Palmer. “We have the opportunity to do some real good for the Brothers and Sisters in Oregon.”
GC Pierce reelected by acclamation at BNSF/MRL

General Chairman Dennis Pierce was reelected by acclamation to a third term as General Chairman of the CP Rail System/U.S. General Committee of Adjustment at meetings held in Las Vegas in late June.

Brother Pierce joined the Brotherhood on Feb. 1, 1972, and is a member of BLET Division 754 (Terre Haute, Ind.).

Also elected were: 1st Vice General Chairman Pete Semenek of Division 790 (Chicago); 2nd Vice General Chairman Gordon Kepka of Division 357 (Minneapolis, Minn.); and 3rd Vice General Chairman Randy Edwards of Division 754 (Terre Haute, Ind.).

Secretary-Treasurer Craig Thurow of Division 160 (Harvey, N.D.) was reelected by acclamation, while the new Alternate Secretary-Treasurer is Andy Olson of Division 765 ( Thief River Falls, Minn.).

BLET National President Don M. Hahs was in attendance, and spoke to delegates regarding the new national contract and the general state of the union.

BLET First Vice-President Ed Rodzewicz and National Secretary-Treasurer Bill Walpert also gave presentations to the delegates. First VP Rodzewicz, who is also President of the Teamsters Rail Conference, spoke about various challenges facing the Rail Conference, while NST Walpert discussed the Brotherhood's financial situation and operations of the Standard Building in Cleveland. Vice President and National Legislative Representative John Toman was also in attendance, speaking to the group on legislative initiatives including H.R. 2005.

NST Walpert, who is also head of the BLET Education & Training Department, assisted with a workshop for Local Chairmen. The workshop was held in conjunction with the BLET's Arbitration Department.

BLET Vice President & Director of Arbitration Rick Radek and Assistant Arbitration Director Doug Davidson represented the Arbitration Department. BLET Vice President Marcus Ruef participated in the workshop as well.

Ken Kroeger, BLET Special Representative and Coordinator of the BLET Education and Training Department, assisted in the organization of the workshop.

Gerald Wallin, a professional arbitrator, was the keynote speaker for the class. It consisted of two arbitration cases — one with flaws and a second that was "picture perfect." After the workshop, Arbitrator Wallin took questions and also explained exactly what an arbitrator looks for and how important it is for Local Chairmen to get everything in the record at the investigation, because it is all arbitrators can look at when the get the case.

Other guests included BNSF General Chairmen Pat Williams and Rick Gibbons, as well as UP General Chairman Tim Donnigan and Montana State Legislative Board Chair Craig Gilchrist.

The General Committee handled its normal business in session and also celebrated the 30th anniversary of the formation of the General Committee.

"Thirty years ago this year, the former General Committees of the SPS, GN, NP and CB&Q came together and formed a single General Committee," General Chairman Pierce said. "Today, Local Chairmen from all of those former roads as well as MRL sit together not only as Brothers, but as friends.

The BNSF/MRL General Committee of Adjustment represents 3,400 members from 44 separate BLET divisions.
Tim Smith was elected Chairman of the BLET’s National Association of State Legislative Board Chairmen (NASLBC) during the Board’s annual meetings in Las Vegas.

Smith, Chairman of the California State Legislative Board, is filling the vacancy created by the retirement of Brother J.T. Norris (also retiring from his post as Chairman of the Virginia State Legislative Board), who pulled the pin in early May.

“In the short and long term, it’s my goal to empower this Board to do the things we are constitutionally bound to do through education and communication,” Smith said.

In addition to Chairman Smith, the following officers were elected to serve the NASLBC: 1st Vice Chairman Bill Verdeyen (Indiana State Legislative Board Chairman); 2nd Vice Chairman Terry Todd (Arkansas State Legislative Board Chairman); Secretary-Treasurer Ken Kertesz (Pennsylvania State Legislative Board Chairman); and Alternate ST Mike McClary (Tennessee State Legislative Board Chairman). Brother Verdeyen was elected by acclamation.

The NASLBC also elected regional chairmen to represent different areas of the United States. Region 1 Chairman is Tim Hanely (Ohio State Legislative Board Chairman); Region 2 Chairman is Dave Lavery (Florida State Legislative Board Chairman); Region 3 Chairman is Ed Way (Illinois State Legislative Board Chairman); and Mike Muscha (North Dakota State Legislative Board Chairman) was reelected to the office of Region 4 Chairman.

The new NASLBC Chairman and his officers are stepping into office with high hopes for the future.

“We have a younger group of dedicated State Chairmen who are full of talent and energy,” Smith said. “We want to make this legislative body of the BLET a force for the carriers to reckon with.”

He also bid farewell and thank you to the retiring officers. In addition to Brother Norris, who is retiring from the office of Chairman, NASLBC Secretary-Treasurer Perry Renfro (Oklahoma State Legislative Board Chairman) is also retiring.

“We will miss J.T. Norris and Perry Renfro, and we aim to do them proud,” Smith said.

In addition to the election of officers, members of the NASLBC discussed legislative and political strategies for the upcoming election cycle. NASLBC members also considered numerous resolutions of importance to locomotive engineers and trainmen, such as two-person train crews and the safety of train crews who transport spent nuclear fuel.

BLET National President Don M. Hahs, First Vice President Ed Rodzwicz and National Secretary-Treasurer Bill Walpert were in attendance to address the Chairmen. BLET Auxiliary President Becky Schneider also addressed the group.

The Chairmen also enjoyed a special presentation by Teamsters General President James P. Hoffa, who spoke about the importance of the upcoming Presidential elections and the need to support political action funds, such as the Teamsters D.R.I.V.E. fund and the BLET PAC fund.

BLET Vice President and National Legislative Representative John P. Tolman was also in attendance. He spoke about plans to increase donations to the BLET PAC fund, and provided the Chairmen with updates regarding a railroad security bill currently pending introduction on Capitol Hill.

Tolman also said the NASLBC and the BLET’s National Legislative Office will work together in the coming months to coordinate a voter registration drive, a push to educate members about using absentee ballots, and boosting donations to the BLET PAC fund.

As part of that plan, the Chairmen are organizing a golf tournament for later this year (which may become an annual event) to raise money for and to help boost the exposure of the PAC fund.

The meetings concluded on April 28. Election of officers was held on April 27. The meetings were held in conjunction with the Teamsters annual Unity Conference, which begins on April 28, and the BLET’s Western General Chairman’s Association meetings, which begin on May 1. Next year’s NASLBC meeting is tentatively scheduled for mid-May of 2008.

From left: J.T. Norris, retiring Chairman of the National Association of State Legislative Board Chairmen, passes the gavel to newly-elected Chairman Tim Smith. Brother Norris has since retired as Chairman of the Virginia State Legislative Board after many years of dedicated service, while Smith is Chairman of the California State Legislative Board.
General Chairman Mike Preister (CP Rail-U.S./Metra North / Indiana Southern Railroad) was elected Chairman of the BLET’s Western General Chairmen’s Association (WGCA) at meetings in Las Vegas on May 2. He was elected by acclamation.

“The Western General Chairmen’s Association prides itself in independent thinking with a team approach to the issues facing our members today,” Preister said. “We pledge to continue in this time-tested tradition.”

Also elected by acclamation were First Vice Chairman Dennis Pierce (BNSF/MRL General Chairman), Secretary-Treasurer Kiek Gibbons (BNSF-Former STL-SF), and Alternate Secretary-Treasurer Pat Williams (BNSF-former AT&SF). Rounding out the Executive Committee are Tim Donnigan (UP-Western Region) and John Koonce (Illinois Central).

WGCA members kicked off their meetings on April 30 at a reception for Teamster guests Jim Hoffa, General President, Tom Keegel, General Secretary-Treasurer, Ken Hall, Parcel and Small Package Division Director, and John Murphy, International Vice President and Director of the Rail Conference. President Hoffa addressed the group, and Chairman Pierce presented him and GST Keegel with commemorative BLET pocket watches.

On May 1 and 2, BLET National President Don Hahs updated the General Chairmen on the status of the tentative national contract. First Vice President Ed Rodzewicz gave the Chairmen a report on Rail Conference issues. National Legislative Representative John Tolman spoke about political issues, the BLET PAC fund, and the Railroad Safety Improvement Act of 2007.

BLET Vice Presidents Dale McPherson, Merle Geiger, Lee Pruitt, Steve Speagle and Paul Sorrow were also in attendance, but did not address the group.

The General Chairmen also spent time in roundtable discussions to develop strategies and possible solutions to common issues on their various properties.

Outgoing Chairman Fierece did not seek re-election to lead the WGCA. “Our practice has been to share the chairmanship with the body, and having held it for three terms, I deemed it was time to step aside,” Preister said.

Incoming Chairman Priester said, “It is an honor to be elected by my peers, Brothers, and true friends. I would also like to recognize the efforts of outgoing Chairman Pierce.”

In July, BLET National President Don Hahs invited top officials from CSX headquarters in Jacksonville, Fla., to a meeting at BLET headquarters in Cleveland. The parties discussed safety topics, locomotives, new derailment prevention technologies, capital projects to increase capacity and various other topics of interest to BLET members and officers. From left: Barry Morton, CSX General Manager-Safety; Jim Marks, CSX Vice President-Safety; Don Hahs, BLET National President; Larry James, BLET System Liaison; and Paul Sorrow, BLET Vice President. Among numerous other duties, Brother Sorrow is the Vice President assigned to the CSX properties.

### BLET testifies before Senate on rail safety

BLET Vice President and National Legislative Representative John Tolman testified on July 26 before the Senate Surface Transportation Subcommittee regarding rail safety and draft legislation that when introduced will be the Senate hearing, BLET National President Don Hahs updated the General Chairmen on the status of the tentative national contract. First Vice President Ed Rodzewicz gave the Chairmen a report on Rail Conference issues. National Legislative Representative John Tolman spoke about political issues, the BLET PAC fund, and the Railroad Safety Improvement Act of 2007.

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I applaud the recent majority Senate vote in favor of the Employee Free Choice Act (EFCA), a significant achievement in the fight to restore America’s middle class. The legislation garnered major support in the Senate of 51-48, but required 60 votes to block Republican opposition to gain passage.

The vote showed us who is standing with workers and which politicians are in collusion with corporate America to destroy the middle class. Workers have the support of a majority in the U.S. Senate in their fight to improve their economic futures, and there is no turning back.

In March, the House passed EFCA on a vote of 241-185. Introduced with bipartisan support in the House, EFCA is the first major attempt to reform labor law since 1935. It is a new economic trade model that creates more jobs in this country, opportunities for workers, and reduces the cost of living.

The Teamsters Union strongly opposes these job-killing trade deals. Until the U.S. trade model and policies begin to focus on job creation here at home, we will continue to oppose such deals. The Teamsters Union looks forward to working with members of Congress in a new economic trade model that creates jobs at home and lifts up workers everywhere.

The End of Fast Track

Recently, President Bush's “Fast Track” trade negotiating authority expired for good. It has been a long and difficult five years for workers everywhere. With the expiration of Fast Track, perhaps this finally means that we can move in an entirely new direction on our trade and globalization policies.

Since Fast Track, trade negotiations have been accelerated to an alarming speed, denying legislators and the public the appropriate time to consider the serious ramifications of these agreements. The U.S. Trade Representative (USTR) has used Fast Track to push too many job killing, NAFTA-style trade agreements.

We have lost more than 3 million manufacturing jobs since 2001, many to offshore outsourcing, while an increasing number of white-collar service-sector jobs are also at risk. At the same time, our trade deficit has ballooned to nearly $800 billion. For the USTR to call for more Fast Track deals is ridiculous.

The Teamsters Union strongly opposes these job-killing trade deals. Until the U.S. trade model and policies begin to focus on job creation here at home, we will continue to oppose such deals.

The Teamsters Union looks forward to working with members of Congress in a new economic trade model that creates jobs at home and lifts up workers everywhere.


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VOLUME 21 # 8 
AUGUST 2007

L O C O M O T I V E E N G IN E E R S A N D T R A I N M E N N E W S

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

AT THE RADIODON SITE, 101 EAST ALTA MESA BLVD. REGISTRATION BEGINS AT 8 A.M. CONFERENCE STARTS AT 9 A.M. ELOCTED BLET OFFICERS ONLY, PLEASE.

LONCE OF THE 80TH ANNUAL WESTERN CONVENTION MEETING, PORTLAND, OR

ATTENDED BLET OFFICERS ONLY, PLEASE.

AT THE RADDON SITE, 101 EAST ALTA MESA BLVD. REGISTRATION BEGINS AT 8 A.M. CONFERENCE STARTS AT 9 A.M. ELOCTED BLET OFFICERS ONLY, PLEASE.

ADVISORY BOARD JUNE ACTIVITY

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

National President Don W. Hahn: National Division officers: General supervision of BLET activities; General office duties; BLET Board members’ activities published monthly. Attended BLET officers conference.

Vice-President John P. Tolman: National Division officers: General supervision of BLET activities; General office duties; BLET Board members’ activities published monthly. Attended BLET officers conference.

Vice-President Richard R. Babione: National Division officers: General supervision of BLET activities; General office duties; BLET Board members’ activities published monthly. Attended BLET officers conference.

Vice-President & National Legislative Representative James P. Hoffa: National Division officers: General supervision of BLET activities; General office duties; BLET Board members’ activities published monthly. Attended BLET officers conference.