



# NEWS

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## UTU to charge 'maintenance fees'

As the BLET News was about to go to press, the National Division received a copy of a letter of intent signed by Robert Allen, Chairman of the National Railway Labor Conference, and Paul Thompson, President of the United Transportation Union. The letter, dated Nov. 1, 2004, gives the UTU the right to implement exclusive representation, seniority maintenance fees and seniority retention fees on Burlington Northern Santa Fe, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific.

In essence, the agreement will force trainmen to pay the UTU the equivalent of monthly dues even though they belong to the BLET.

Seniority maintenance fees require train service employees to pay a monthly fee to UTU to "accumulate train service seniority." Seniority retention fees require locomotive engineers who belong to the BLET to pay a fee to the UTU to retain train service seniority. If they don't pay the fee, then their seniority in train service is "extinguished." The latter arrange-

ment will be in effect on properties where the BLET has a seniority maintenance agreement in place.

UTU can implement the letter of intent on a general committee basis on a territory as small as a seniority district, subject to its ratification procedures.

"The way it is written, UTU General Chairmen will take all the blame if the members revolt," President Hahs said. "The UTU leadership in Cleveland has given them the gun — the General Chairmen will be the ones who have to pull the trigger. They need to think about that."

The UTU's action is a last-gasp effort to stop the financial bleeding caused by a huge loss of trainmen membership to the BLET, which recently merged with the International Brotherhood of Teamsters.

"The UTU is losing members left and right," BLET National President Don Hahs said. "By implementing a nationwide seniority maintenance fee program, the UTU is attempting to pick the pockets of members and non-members alike.

"We had an idea that the UTU was up to something when, out of the blue, it issued a press release on October 15 claiming that the BLET had implemented seniority maintenance agreements on Conrail Shared Assets and the Kansas City Southern. BLET has had those agreements in place for quite some time in response to UTU's seniority maintenance fees on those properties."

According to President Hahs, what is missing from the October 15 UTU news release is the fact that the UTU was the first union to implement these fees at Conrail and KCS. The UTU pioneered the concept of seniority maintenance fees years ago, requiring engineers to pay a fee or join the UTU in order to maintain their seniority. BLET challenged UTU's seniority maintenance all the way to the Supreme Court.

"The BLET implemented seniority maintenance only after the UTU did so," President Hahs said. "We

See Maintenance Fees, Page 7

## BLET opposes Mexican inspection of U.S. trains

The Brotherhood of Locomotive Engineers and Trainmen recently testified against allowing the Union Pacific Railroad to operate trains to the far interior of the United States with inspections of safety critical equipment done in Mexico.

The Union Pacific is seeking a waiver that would allow inspection and tests of its locomotives to be performed by employees of Transportacion Ferroviaria Mexicana (TFM). The waiver, if granted by the FRA, would allow the TFM railroad to inspect the equipment and fulfill the requirements of "Pre-Departure Inspection," "229.21 Locomotive Daily Inspection," "End-of-Train Device Testing and Inspection," and the all important, "Initial Terminal Class I Brake Test." The trains would then be allowed to move into the U.S. for a distance of up to 1,000 miles before receiving another inspection.

In addition to testifying against the waiver, legislative and political leaders of the BLET are currently on Capitol Hill seeking sponsors for a letter expressing opposition to the UP request from Congressman Jim Oberstar (D-MN).

During the FRA public hearing in Washington, D.C., on October 1, oral comments were delivered by Terry Briggs, Chairman of the BLET's Texas State Legislative Board, and Bob Harvey, the BLET's Regulatory Research Coordinator. The BLET raised various safety and security concerns regarding the UP's waiver request.

"The BLET has numerous concerns and questions regarding the Union Pacific request to eliminate train and locomotive air brake and mechanical inspections on trains entering the United States in Laredo, Texas, and substitute that inspection with one done in Mexico," Chairman Briggs testified. "Our concerns are driven by the need for safety

of our members, who will be operating the trains and locomotives affected by the proposed changes, as well as the safety and security of the citizens of the communities through which these trains will be operating."

The UP provided numerous documents in support of its request for a waiver, including a Spanish translation of 49CFR parts 232, 215, 229 and 231, portions of the Code of Federal Regulations that govern locomotive inspections. However, Chairman Briggs testified that these documents are cause for concern because they do not provide a direct translation of U.S. regulations.

"A comparison of the provided documents to the English version of the same CFR parts reveals substantial differences exist between the English and Spanish version," Brother Briggs

See Mexico, Page 2

## Railroad Retirement Board clarifies UTU falsehood

### Legal opinion debunks Trust Fund allegations

The Legal Department of the U.S. Railroad Retirement Board has come forth and denied a major falsehood being spread by the United Transportation Union regarding the International Brotherhood of Teamsters and the Railroad Retirement Trust Fund.

In particular, the Board has provided a legal opinion that denies the UTU's false allegation that the Teamsters will be able to divert funds from the Railroad Retirement system to Teamster pension plans by merging with rail labor unions.

"A merger between any rail labor union and the Teamsters would not make railroad retirement benefits available for payment of benefits under the Teamsters' pension plan," wrote Steven A. Bartholow, General Counsel of the Railroad Retirement Board. "Historically, changes to the Railroad Retirement Act have been based on joint recommendations of rail labor and rail carriers. Rail labor and rail management have worked hard

See Retirement Board, Page 2

## BLET gets NECR shortline win

Train and engine service employees at the New England Central Railroad selected the Brotherhood of Locomotive Engineers and Trainmen/Teamsters as their designated collective bargaining representative on September 22.

The shortline organizing victory marks the second time in the past three months that operating employees have voted in favor of superior representation from the AFL-CIO

affiliated BLET/Teamsters over the non-affiliate United Transportation Union. In July, 60 trainmen at the Wheeling & Lake Erie Railway voted to join the BLET/Teamsters instead of the non-affiliate.

It is also the BLET's 11th successful shortline organizing victory in the past three years.

"I welcome our new Broth-

See Shortline Organizing, Page 2

# BLET NEWS

## Neighborhood evacuated after remote control wreck

### Remote control hazmat spill in East St. Louis forces evacuation, sends 75 to hospital

A remote control train wreck in East St. Louis on September 21 is one of several serious remote control accidents in recent weeks, heightening concerns about the lack of enforceable federal regulations to ensure the safety of these operations.

At 3:30 a.m. on September 21, a remote control locomotive was in use when four train cars went off the tracks at an East St. Louis area rail yard, resulting in a major hazardous materials release and possibly sickening 75 people at a nearby high school. Approximately 140 people living in the nearby neighborhood were evacuated from their homes as a result of the hazmat release.

According to BLET National President Don Hahs, the National Transportation Safety Board (NTSB) and the Federal Railroad Administration (FRA) were unaware that remote control was

involved in the East St. Louis accident until notified by the BLET.

The BLET Safety Task Force received party status from the NTSB to assist in the accident investigation.

"How many more derailments, hazmat spills, near misses, and employee fatalities must we endure before the Federal Railroad Administration develops enforceable federal regulations?" President Hahs asked. "The BLET does not oppose this technology, but had hoped to prohibit its use until enforceable federal safety regulations were put in place. The current rash of accidents, coupled with the fact that some are not being reported to the FRA and NTSB, is the result of new technology being deployed without adequate federal safety standards."

In the absence of federal safety regulations, the BLET is working with Congressman Gene Green (D-TX) to

pass legislation that would prevent the use of remote control locomotives in the transportation of rail cars containing hazardous materials. The bill number is H.R. 5119.

The nation's major railroads, along with the leadership of a union not affiliated with the AFL-CIO, began implementing remote control train operations in 2002. These operations began under "recommended guidelines" issued by the FRA, which are unenforceable in the protection of worker safety. The BLET petitioned the FRA for enforceable guidelines in November of 2000.

A fatal remote control train accident took place on September 2 when BLET member Glen "Skip" York II, 26, was killed while working as a remote control operator at the Burlington Northern Santa Fe yard in Clovis, N.M.

On July 9, the Union Pacific Rail-

road failed to report a major remote control accident to the NTSB that happened in Pine Bluff, Ark.

On October 6, a man lost an arm in a remote control accident at the Cenex Harvest States' soybean processing plant in Fairmont, Minn. The local newspaper, the Fairmont Sentinel, reported that "Jeffrey Allen Heupel was injured while operating one of the plant's rail engines when the remote system malfunctioned... he was using the remote to move the engine and the engine was not stopping."

Sixty-one communities in the United States have adopted remote control safety resolutions that call upon the FRA to conduct a thorough of the safety of remote control train operations and to adopt enforceable federal safety regulations to ensure the safety of the technology. •

## BLET testifies to stop inspection of U.S. trains in Mexico

### Mexico

Continued from Page 1

said during his oral presentation. "For example, in the Spanish version of 49CFR, there are numerous instances where text is omitted or deleted, ranging from single words or phrases to paragraphs and even entire sections numbering 20 or 30 pages. In addition, the Spanish translation is from an outdated version of 49CFR, one that lacks any mention of locomotive sanitation regulations that have been in effect since 2002.

"These examples are offered as an illustration of the questionable overall quality of the material that is used to train the personnel who will be charged with conducting the inspections in accordance with current FRA regulations. If the regulatory language is incorrect, we can fully expect the quality of the training material to be questionable. It is therefore doubtful that the training TFM employees receive is fully compliant with 49CFR."

The BLET also testified regarding the issue of accountability for those persons responsible for conducting inspections and tests in Mexico.

"FRA has the authority to impose civil penalties against railroads and their employees for failure to comply with safety related regulations," Briggs said. "These penalties are in place to act as an effective

deterrent against lax inspections and the use of non-compliant or unsafe equipment. Clearly, FRA has no jurisdiction in Mexico and therefore no method of ensuring compliance other than TFM railroad's voluntary cooperation.

"BLET has great difficulty understanding how allowing the TFM railroad, which is based in Mexico, to voluntarily comply with FRA regulations, as would be the case if this waiver is granted, is consistent with FRA's mission to continue to improve rail safety."

BLET described these essential testing and inspection requirements to be the living end of over a century of experience with railroad equipment failure and design needs for safety. The regulatory oversight performed by well-trained, qualified, and accountable individuals assures employee and public safety. These vital duties cannot be exported to a place where the safety culture is not equal to that of the U.S. or Canada.

The BLET also cited issues of security in arguing against the UP's waiver request.

"The Department of Homeland Security and Transportation Security Administration, as well as BLET are currently raising awareness of security vulnerabilities that exist in the freight rail system in the United States," Briggs testified. "With respect to this operation, the inspections that are currently done on trains in Laredo provide an added layer of security. Because approval of this proposal would remove that redundancy, and lessen security on those trains,

BLET urges the Department of Homeland Security and the Transportation Security Administration to study this proposal and make their finding a part of this record."

At the conclusion of the meeting, Grady Cothen, the FRA's Acting Association Administrator, asked the BLET to provide a more detailed report of the errors and mistakes in the Spanish translation of 49CFR. The BLET also requested that the public record be held open an additional 60 days because of the impact this waiver request may have on matters of security.

In addition to Oberstar, 11 signatures are now on the letter opposing the UP waiver request, including; Corrine Brown (D-FL), Jerrold Nadler (D-NY), Carl Blumenauer (D-OR), Peter DeFazio (D-OR), Michael Capuano (D-MA), Elijah E. Cummings, (D-MD), Michael A. Michaud (D-ME), Nick Lampson (D-TX), William Lipinski (D-IL), Juanita Millender-MacDonald (D-CA), Ellen Tauscher (D-CA), Jerry Costello (D-IL), Tim Holden (D-PA), Julia Carson (D-IN), and Ed Pastor (D-AZ).

BLET members are asked to contact their Representative in the House and ask them to sign on to the Oberstar letter. A copy of Oberstar's letter to FRA Acting Administrator Betty Monro is available on the BLET website at:

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

The entire docket can be seen at <http://dms.dot.gov> and is listed as Docket No. 18746. •

### Retirement Board

Continued from Page 1

over the years to ensure that the railroad retirement system is financially sound... any change in the system that would jeopardize the current and future payment of benefits under the Act must be seen as extremely unlikely."

The UTU, facing an uncertain future, has resorted to mudslinging and scare tactics in an effort to stem the tide of dwindling membership. The BLET/Teamsters have defeated the UTU in numerous head-to-head shortline rep-

resentation elections over the past three years, and an ever-increasing number of former UTU members have joined the BLET/Teamsters each month for the past nine months.

"It should be clear now that the false allegations being spread by the UTU are pure bunk, dreamed up by UTU spin doctors in an effort to discredit the BLET and Teamsters," said BLET National President Don Hahs. "It is a shameful that the UTU's leadership would resort to such tactics."

Counsel Bartholow's legal opinion is available at: <http://www.ble-t.org/pr/pdf/rrb.pdf>. •

### Shortline Organizing

Continued from Page 1

ers and Sisters into the House of Labor and thank them for voting for the BLET," BLET National President Don Hahs said. "We will now begin the process of negotiating a new contract with management to improve the wages, benefits, and standard of living for New England Central's train and engine service employees."

President Hahs thanked Tommy Miller, the BLET's Director of Organizing, for another job well done. He also thanked the Special Reps and espe-

cially Brother Ben Martin, New York Susquehanna & Western General Chairman, and Jim Masker, NYS&W Secretary-Treasurer, for their assistance.

"The New England Central train and engine service employees wanted to be a part of the 1.4 million member IBT, the largest transportation union in the country," Brother Miller said.

The NECR is owned by RailAmerica and is headquartered in St. Albans, Vt. The railroad operates over 329 miles of track between East Alburgh, Vt., and New London, Conn., handling mostly iron, steel, grain, lumber, wood, pulp and paper products. •

# BLET short-term disability insurance update

The MetLife Claims Center opened on September 21 to handle short-term disability claims from members of the Brotherhood of Locomotive Engineers and Trainmen.

To initiate a claim for a sickness, accidental injury or pregnancy, it will be necessary to call: (800) 858-6506

Call the toll free number if you are absent for more than 14 consecutive calendar days. If the absence is scheduled, such as a hospital stay, you should call prior to your last day of work. If you were disabled on July 1, 2004 or after and expect that the disability will continue through October 1, 2004, please call the toll free number as soon as possible in order to initiate a claim. When you call, you will be asked to pro-

vide the following information:

- Personal Information — name, address, telephone number, Social Security Number, job title, BLET General Committee, and local BLET Division

- Job Information — railroad, workplace location and address, work schedule, telephone number, date of hire on railroad, and date entered engine service

- Sickness/Injury Information — last day worked, nature of illness, how, when and where the injury occurred, when disability commenced, and craft working in at the time of injury/onset of illness

- Physician's Information — name, address, telephone number, and fax number for each treating physician

MetLife will determine eligibility based on information provided by the railroads.

MetLife will mail an "Authorization to Disclose Information About Me" form to you immediately after you report your claim. It is important that you do the following:

- Complete all applicable areas of the form

- Sign the form

- Fax or mail the form as soon as possible to expedite your claim (retain original for your records)

- Provide your treating physician (s) with a signed copy

Failure to follow these steps could delay processing of your claim.

Your physician(s) may also ask you to sign his/her specific authorization form(s). Please do so.

A brochure describing the claims process in detail and a "Question and Answer" document will be mailed to covered individuals on participating railroads in the near future. A link to the "Q&A" document is on the BLET website at: <http://www.ble-t.org/pr/pdf/metlifeqa.pdf>

If you need BLET assistance in working with MetLife, please contact:

Jim Bradford

BLET Short-term

Disability Administrator

Phone: (830) 896-1592

E-mail: [Bradford@ble-t.org](mailto:Bradford@ble-t.org)

## BLET family needs your assistance

### 17-year-old daughter of member injured in automobile accident

Emily Frei, the daughter of BLET Division 239 (Knoxville, Tenn.) member Scott Frei, was involved in a tragic automobile accident on August 27.

Emily, 17, sustained second and third degree burns over 75 percent of her body, and remains in critical condition at this time.

She is currently undergoing treatment at Cincinnati's Shriners Hospital. On September 28, Emily underwent her 11th surgical procedure since the accident. She is doing well, but is still in critical condition.

Cards and letters of encouragement can be sent to:

**Emily Frei**

**Cincinnati Shriners Hospital  
3229 Burnet Avenue  
Cincinnati, OH 45229-3095**

Brother Scott Frei is spending time away from home and work with Norfolk Southern to stay in Cincinnati with his family during this crisis.

Donations for the Frei family are being collected by their church:

**The Frei Family**

**c/o Meridian Baptist Church  
6513 Chapman Hwy.  
Knoxville, Tenn. 37920**

If you wish to send an email encouragement please use the following email address:

[encouragement@meridianbaptist.org](mailto:encouragement@meridianbaptist.org)

## AFL-CIO's TTD begins mobilization as President Bush seeks to silence rail workers

### Rail workers would have to pay fees for filing grievances under Bush plan

(The AFL-CIO'S Transportation Trades Department (TTD) issued the following news release on October 4.)

In response to a Bush administration move to suppress rail workers from speaking out on critical issues of working conditions, safety, and pay, AFL-CIO rail unions and their members have launched a national mobilization which has already generated thousands of protest e-mails to the Bush administration and Congress.

Edward Wytkind, President of the AFL-CIO's Transportation Trades Department, condemned what he termed the Bush administration's, "thin bureaucratic smokescreen of new 'filing fees' to cut down on the number of rail workers who file grievances demanding workplace safety and security and an end to unfair corporate behavior."

The proposal being advanced by

Bush appointees to the National Mediation Board would only apply to workers, not management, Wytkind said. For over 70 years the federal government has provided arbitration for labor-management disputes as part of an agreement between labor, management and our government that aims to reduce disruptions in rail service.

"The intent of these 'reforms' is crystal clear: silencing workers and tilting the playing field in management's favor. This one-way tax on workers' legal rights is yet another example of the White House's long-running assault on collective bargaining. So what's next, having to pay to vote?" Wytkind asked.

The Bush proposal has sparked bipartisan opposition on Capitol Hill. Senators Arlen Specter (R-PA) and Tom

Harkin (D-IA), the chairman and ranking members of the Senate panel overseeing NMB funding, jointly wrote the Board in opposition to the plan, an action also recently undertaken by Senator Edward Kennedy (D-MA), the ranking member of the Senate labor committee.

"Rail workers won't let George W. Bush get away with trying to silence us," Wytkind said, "We demand that the Bush administration abandon this blatant assault on fairness."

Go to [www.ttd.org](http://www.ttd.org) to learn more about this mobilization.

TTD represents 35 member unions in the aviation, rail, transit, trucking, highway, longshore, maritime and related industries. For more information, visit [www.ttd.org](http://www.ttd.org).



## Kerry sends loud message on transportation security

The following statement was issued by Edward Wytkind, President of the AFL-CIO's Transportation Trades Department.

"In the September 30 debate, John Kerry told America that he will secure the nation's transportation system — our ports, airlines, trains and subway systems — that have been badly neglected by President Bush.

"John Kerry told the nation — and specifically America's travelers and transportation workers — that he has a plan to better protect airline passengers, to police cargo in our ports, to protect mass transit and rail passengers from terrorist threats and to give emergency responders the tools and resources they need. George W. Bush's silence on the topic proves he is con-

sistent — he has been consistently silent for three years since September 11.

"The President refused to answer Kerry's criticisms and in fact evaded these issues entirely. This comes as no surprise to transportation workers, whose calls for aggressive action have fallen on deaf ears in a White House that has been busy orchestrating photo ops but unfortunately missing in action in closing the gaping security holes in our transportation system.

"It is not enough to tell Americans that you are resolute and strong. Front-line transportation workers know that when it comes to protecting the security of our transportation system, the President has been neither resolute nor strong and has been wrong in ignoring the safety of the traveling public. The President has not done the 'hard work'

to secure our transportation system against terrorist attacks.

"Last night was yet another reminder to all Americans that on November 2 they must choose between four more years of inaction that places travelers and workers at risk or a vigorous commitment to police our transportation system and stop the terrorists from using our members' workplace to spread their hatred in the United States.

"That is the message we will carry to millions of transportation workers in the next 32 days."

TTD represents 35 member unions in the rail, aviation, transit, trucking, highway, longshore, maritime and related industries. For more information, visit [www.ttd.org](http://www.ttd.org).

# INTERNATIONAL WESTERN CONVENTION



The opening ceremony of the 64th annual International Western Convention in Albuquerque, N.M., began with a procession of bagpipe players.



The BLET's Executive Committee, from left: National Secretary-Treasurer Bill Walpert; First Vice-President Ed Rodzwicz; and National President Don Hahs.



Tim Donnigan, General Chairman of the Union Pacific-Western Region GCoFA.



Louis Fernandez, Legislative Representative of BLET Division 383 (Needles, Calif.)



IWC Chairman Pat Lynch, who hosted the event along with his wife, Barbie, and the members of BLET Division 446 (Gallup, N.M.), displays his roping skills.



From left: Tom Flaskamp, FELA designated attorney; Eddie Sanchez, Local Chairman of Division 134 (Winslow, Ariz.); Scott Gibson, Member of Division 811 (Clovis, N.M.); and Rick Fuller, Member of Division 446 (Gallup, N.M.) and Secretary-Treasurer of the 2004 IWC.



From left: GIA President Onita Wayland; GIA Secretary Anita Caruso; and GIA Vice President/National Legislative Representative Becky Schneider.

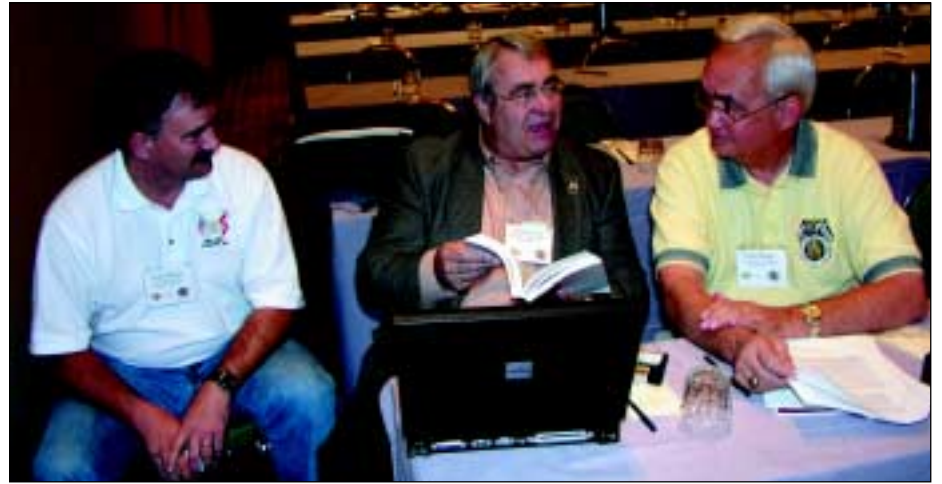


From left: Randy Saunders, Local Chairman of BLET Division 5 in Los Angeles; Larry Law, Local Chairman of BLET Division 56 in West Colton, Calif.; and Kim Law.

# ALBUQUERQUE, N.M.



From left: General Chairman Rick Gibbons, BNSF (former STL&SF); and General Chairman Pat Williams (former AT&SF).



From left: Scott Palmer, Legislative Representative of BLET Division 42 (Klamath Falls, Ore.); Bob Harvey, the BLET's Regulatory Research Coordinator and member of BLET Division 622 (Alliance, Neb.); and Paul Wingo, BLET National Vice-President.



From left: General Chairman Mike Young, Union Pacific (Eastern District); and Dave Geisler, Local Chairman of BLET Division 133 (Denver, Colo.).



Tom McRill, Vice-Local Chairman of BLET Division 777 (Platte City, Mo.) and his wife, Lynn.



From left: Lawrence Kemper, Legislative Representative of BLE Division 94 (Gillette, Wyo.); General Chairman Dennis Pierce, BNSF-MRL; and Craig Schmit, Local Chairman of Division 624 (Sheridan, Wyo.).



Sam Caruso, a member of BLET Division 183 (Omaha, Neb.), and Anita Caruso, Secretary of the Grand International Auxiliary.



Mike Weston, the newly-elected Chairman of the Colorado State Legislative Board, and his wife, Connie.



GIA President Onita Wayland presents a Certificate of Appreciation to Barbie Lynch.



From left: Billy Joe Worth, President of Division 173 (Fon du Lac, Wisc.); and John Reynolds, Wisconsin Central General Chairman.

# BLET NEWS

## Bill would outlaw hazmat remotes

House bill by Rep. Green (D-TX) would prohibit remote control movements of hazardous materials

Congressman Gene Green (D-TX) has introduced legislation in the U.S. House of Representatives that would prohibit railroads from using remote control locomotives to transport hazardous materials.

Members of the Brotherhood of Locomotive Engineers and Trainmen are asked to contact their Representatives in support of Congressman Green's bill, H.R. 5119.

"There is no independent analysis of hazmat remote control locomotive security risks," Congressman Green wrote in a Dear Colleague letter circulated on Capitol Hill. "Since hazmat remote control locomotives are potentially much greater risks than manned hazmat trains, especially on main tracks and over public grade crossings, the Federal Railroad Administration (FRA) and railroads should demonstrate remote control hazmat trains are safe before allowing them to freely operate."

According to the bill, "No railroad carrier shall operate or cause to be operated on the general system of railroad transportation a remote control locomotive to carry hazardous materials... A railroad carrier that knowingly violates this section or a rule issued under this section is liable to the United States Government for a civil penalty of at least \$5,000 but not more than \$50,000 for each violation."

In his Dear Colleague letter, Congressman Green noted that terrorists frequently attack transportation targets at critical times to take advantage of the available destructive power, such as an airplane full of jet fuel or, potentially, a remote control train carrying hazardous materials.

"On a plane full of jet fuel, the last line of defense is the pilots in the cockpit, so we armed pilots and hardened cockpit doors," he wrote. "Since neither security nor safety of remote control is conclusively es-

tablished, I am introducing precautionary legislation to secure remote control trains and prohibit hazmat cargos."

In September, a remote control train was involved in a hazardous material spill in East St. Louis that forced 140 people living near the tracks to be evacuated from their homes.

BLET members can support this legislation by contacting their Representatives and asking them to co-sponsor H.R. 5119. Members can call the Capitol Switchboard at (202) 224-3121, or they can contact their Representatives via the Internet at: <http://www.house.gov>.

The measure currently has seven co-sponsors, including: Kevin Brady (R-TX); Julia Carson (D-IN); Bob Filner (D-CA); Nick Lampson (D-TX); Silvestre Reyes (D-TX); Ciro Rodriguez (D-TX); and Tim Ryan (D-OH). •

## Railroad Retirement service credits and pay for time lost

The Railroad Retirement Board frequently receives questions from railroad employers, employees, and employees' legal advisors about the Board's treatment of pay for time lost in retirement cases. The most common type of pay for time lost arises out of personal injury settlements. Other types include dismissal allowances, guaranteed wages, displacement allowances paid for loss of earnings resulting from the employee being placed in a position or occupation paying less money, and reinstatement awards which include back pay.

It is important that agreements between employers and employees involving pay for time lost are structured correctly for railroad retirement purposes because they are often intended to provide an employee with additional months of creditable service needed to qualify for railroad retirement benefits. Crediting fewer service months than intended may leave an employee ineligible for benefits, while crediting an excessive number of months may delay the beginning date of those benefits. The following questions and answers describe the requirements for the railroad retirement crediting of pay for time lost.

### 1. How do the railroad retirement laws treat pay for time lost?

Pay for time lost attributable to lost earnings for an identifiable period of absence from active service is treated as compensation creditable under the Railroad Retirement and Railroad Unemployment Insurance Acts. Since the intent of an award for pay for time lost is to treat the employee as if he or she had actually performed compensated service during that period of time, the effect upon railroad retirement eligibility and benefits is identical to the effect of regular earnings for which service and compensation credit is received.

### 2. What factors should be taken into account to ensure that pay for time lost will be creditable for railroad retirement purposes?

A payment must be made with respect to an identifiable period of time. The specific months during the period of absence from active service must be identified, for example, "the 12 month period beginning September 2003 and ending August 2004." In the case of a payment for personal injury, the entire amount is considered pay for time lost unless, at the time of payment, the employer states that a particular amount of the payment was for other reasons. The compensation is considered earned in, and therefore creditable to, the specified period.

An employment relationship must exist in the months to be credited with pay for time lost. Allocation toward future months is permissible as long as an employment relation is retained for that period. If a settlement agreement requires that an employee

resign to receive the payment, the employment relation ceases upon resignation. Allocation after the resignation date is not allowed because it cannot be considered time lost as an employee. With respect to pay for time lost allocated into the future, service months and compensation are not creditable until the time lost has actually elapsed.

The allocation must also relate to the actual period of absence from service for which payment is made. Pay for time lost due to personal injury may not be allocated to service months missing from an employee's record before the date of injury. Similarly, the amount of the pay for time lost must relate to an employee's normal monthly pay. A monthly allocation of at least ten times the employee's daily pay rate in effect on the date of injury is ordinarily considered a reasonable relationship to actual lost earnings. A lesser amount would be considered a token payment and would not be acceptable. For example, if an employee normally earns \$120 a day, the amount of pay for time lost allocated to each month should be at least \$1,200.

### 3. What other factors should be considered to ensure that pay for time lost correctly provides the total of railroad retirement service months intended?

It is of primary importance to have a precise breakdown of an employee's service prior to any allocation. As a starting point, an employee should check his or her most recent Form BA-6, or the employee may request a service and compensation statement from the Board. This will avoid allocating pay for time lost to a month or months already reported as service months. Occasionally, an employee will have service months reported for vacation pay, or by another railroad employer—for example, by reason of paid union activity. Credit can only be received once for any given month. Because the period specified is the period for which service credit is due, a month allocated to the same month already on record may result in a shortage of the total months desired.

In addition, deemed service months should not be considered in the number of total service months when an allocation period is determined if those deemed service months are within the allocation period. A pay for time lost allocation increasing service and compensation will generally eliminate or reduce the number of deemed service months on record for any affected year. Deemed service months are the product of a calculation. If the components of that calculation change as the result of an adjustment to service and compensation due to a payment for time lost, then the number of deemed service months to which an employee is entitled is likely to change.

Also, the possibility that an employee has creditable military service should be considered because

such military service may not be reflected in the Board's records and may reduce the number of allocated months needed to attain annuity eligibility. Employees are encouraged to file proof of any military service well in advance of retirement so the Board can determine whether the military service is creditable as railroad service. The Board will include creditable military service in its records, which will expedite the annuity application process and also ensure that the Board's records of an employee's service are as complete as possible.

### 4. Is pay for time lost subject to railroad retirement tier I and tier II payroll taxes?

As with all compensation, pay for time lost is subject to taxation under the Railroad Retirement Tax Act at the tier I and tier II tax rates and annual maximum earnings bases in effect when payment is made. Pay for time lost is not, however, creditable on the basis of when the payment is made, but to the period for which the payment is allocated. Therefore, the taxable amount and creditable amount will sometimes differ. The employee's portion of the railroad retirement tax liability is usually withheld from the gross amount of the award.

### 5. What effect would pay for time lost have on the payment of a railroad retirement annuity or unemployment or sickness benefits for the same days?

Because pay for time lost is considered earned in the month allocated, an employee is not entitled to an annuity under the Railroad Retirement Act with respect to any months to which pay for time lost has been allocated. If an employee applies for retirement benefits at the expiration of an allocation period, he or she should submit documentation of the period covered by the agreement with the application.

Similarly, an employee is not entitled to unemployment or sickness benefits under the Railroad Unemployment Insurance Act with respect to any months to which pay for time lost has been allocated. If a payment for time lost is made which covers a period for which benefits under the Railroad Unemployment Insurance Act were previously paid, the benefits would be subject to recovery.

### 6. Where can someone get more information about pay for time lost?

Additional information on pay for time lost, as well as other railroad retirement topics, is available on the Board's Web site at [www.rrb.gov](http://www.rrb.gov). In addition, specific questions can be directed to the Railroad Retirement Board's Quality Reporting Service Center, 844 North Rush Street, Chicago, Illinois 60611-2092. Their phone number is (312) 751-4992. •

# BLET, IC&E at odds over contract

## National Mediation Board releases parties from mediation; Railroad management refuses to 'seriously address' needs of BLET members

The National Mediation Board released the Brotherhood of Locomotive Engineers and Trainmen and the Iowa, Chicago & Eastern Railroad (IC&E) from mediation, opening the door for the next step under the Railway Labor Act.

The National Mediation Board (NMB), the federal overseer of labor-management relations in the rail industry, released the two parties involved in the dispute on September 3. The BLET organized the property in December of 2002, and workers there have been without a contract for nearly two years. BLET and IC&E management have been in mediation for 16 months.

With release from mediation, both labor and management are free to take economic self-help actions. Any job action is also likely to affect the service of the IC&E's sister railroad the Dakota, Minnesota and Eastern Railroad (DM&E).

"Our members at IC&E have been working without a contract for the past two years," said John Mullen, BLET Short-Line Director. "Kevin Schieffer has refused to seriously address the needs of the employees."

Kevin Schieffer is president of IC&E's parent company, Cedar American Rail Holdings. In recent years, Cedar American Rail Holdings has re-

ceived authorization from the Surface Transportation Board (STB) to begin DM&E service in the Powder River Basin area to provide rail services to coal shippers. In 2003, they were successful in obtaining a \$233 million loan from the Federal Railroad Administration to use for existing debt and track construction and maintenance.

"It is ironic that Cedar Rail Holdings continues to ask the federal government for more money to fund its expansion into Minnesota, while at the same time they are unwilling to meet with elected union representatives," said BLET National President Don Hahs. •

## BLET sends best wishes to Betty Child

BLET President Don Hahs announced that long-time BLET employee and honorary member Betty Child has taken a medical leave of absence from her work in the BLET's National Legislative offices in Washington, D.C.

"Betty has for many years been a valuable asset and a significant contributor to the work of the Brotherhood and the trade union movement," he said.

Well-wishers may send cards, however, she asked that no flowers be sent due to her allergies.

"We will continue to keep Betty in our thoughts and prayers," President Hahs said.

Her home address is: Betty Child, 3101 John Marshall Drive, Arlington, VA 22207.

## PASSENGER RAIL NEWS

### Trucker in Bourbonnais crash gets prison time

Former truck driver John R. Stokes was sentenced to 2 years in prison for his role in a 1999 Amtrak derailment near Bourbonnais that killed 11 people and injured 121 others.

Stokes was convicted of keeping false records and driving too long without rest. Kankakee County Judge Clark Erickson said that although there were a variety of factors contributing to the

accident — including problems with the warning signals and gates at the crossing — Stokes bears some responsibility and should serve time. There was no doubt, the judge said, that Stokes was driving while tired and fatigue factored into his quick decision to try and cross the tracks.

Amtrak's City of New Orleans was moving at the legal speed of 79 mph when it crashed into Stokes' semi-trailer. Prosecutors said Stokes, 64, told investigators he stopped at home to rest before the accident, but gas re-

ceipts show he was, in fact, on the road. *(From the Chicago Tribune.)* •

### Amtrak sets record year

For the second year in a row, Amtrak has posted its highest ridership ever. The federally subsidized railroad, a continual source of debate in Congress, carried 25,053,564 passengers nationwide in the fiscal year that ended Sept. 30. That's a 4.3 percent increase over last year's ridership of 24,028,119 — the previous record-setting total for

the 33-year-old Amtrak system.

Meanwhile, four state-supported "corridor" routes that Amtrak operates within Illinois each saw increases in ridership. So did cross-country, or long-distance, trains that pass through Illinois, including the San Antonio-bound "Texas Eagle" that stops in Springfield.

Amtrak racked up its biggest numbers despite having to suspend some train service due to the recent Florida hurricanes.

*(From Copley News Service.)* •

# UTU seniority maintenance fees will hurt both engineers and trainmen

## Maintenance Fees

Continued from Page 1

would never even have dreamed of such an unpleasant concept had the UTU not done so first."

UTU's letter of intent will force engineers and trainmen who are members of the BLET to pay a fee to the UTU. "The UTU's October 15 press release is nothing more than a smokescreen to draw attention from its plan to implement exclusive representation, seniority maintenance and seniority retention fees on a national level," President Hahs said.

"It is unconscionable that UTU would make an agreement forcing post-'85 workers to take promotion to engineer on the one hand, and then force them to pay double dues on the other."

BLET General Chairman Tom Roberts explained the reason behind his General Committee's action to begin seniority maintenance fees at Conrail.

"UTU Exclusive Representation is my target, not UTU Members," said the Conrail SAA/CSXT Northern District General Chairman. "On Conrail, seniority accumulation fees are dependent upon UTU exclusive right to represent trainmen."

In 1996, the UTU General Committee on Conrail served notice that, pursuant to its 1996 agreement, it would begin a seniority maintenance fee program, requiring BLE engineers to pay a monthly fee to UTU to continue accumulating trainman seniority. Within 30 days, the BLE General Chairman at the time, Bob Godwin, polled the BLE Conrail General Committee and, as a result, withdrew the BLE's exclusive right to represent engineers.

About a week ago, the BLET General Committee on Conrail served notice that, pursuant to its 1996 agreement, it would begin a seniority maintenance fee program, requiring UTU engineers to pay a seniority maintenance fee to continue accumulating engine service seniority, unless the UTU withdraws its exclusive right to represent trainmen. It is hoped that the UTU will give up that exclusive right as the BLE did in 1996, Roberts said.

"Only if the UTU fails to withdraw exclusive representation will any UTU member pay 'double dues,'" Roberts said. "We are only doing what the UTU did in 1996. Clearly, UTU exclusive representation is my target, not UTU members."

The BLET National Division will convene its Advisory Board and all General Chairmen to discuss this issue and determine possible solutions. •

## 2004 BLET Fees Objector Policy

### 1. Employee Rights

a. Any employee covered by a union or agency shop agreement in the United States has the legal right to be or remain a nonmember of the Union. Nonmembers have the legal right: (1) to object to paying for Union activities not related to collective bargaining, contract administration and grievance adjustment, and to obtain a reduction in fees for such activities; (2) to be given sufficient information to intelligently decide whether to object; and (3) to be apprised of internal Union procedures for filing objections. Employees who choose to object have the right to be apprised of the percentage of the reduction, the basis for the calculation, and the right to challenge these figures.

b. To the extent permitted by law, nonmembers may not participate in Union elections as a voter or as a candidate; attend Union meetings; serve as delegates to the Convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

### 2. Publication of Policy

The fee objector policy shall be published annually in the BLET's newsletter in the month preceding the objection notice period and mailed annually to each objector. It shall also be provided to each new employee when s/he first becomes subject to a union shop agreement.

### 3. Making Objection Known

Objecting nonmembers shall provide notice of objection by notifying the National Secretary-Treasurer of the objection by first-class mail postmarked during the month of November preceding the calendar year to which s/he objects, or within thirty (30) days after s/he first begins paying fees and receives notice of these procedures, except for 1996 only objectors to 1997 fees shall state their objection by January 31, 1997.

The objection shall contain the objector's current home

address. Nonmembers wishing to continue their objection from year to year must renew their objection each year as specified in this paragraph.

Objections may only be made by individual employees. No petition objections will be honored.

### 4. Major Categories of Chargeable Expenses

All objectors shall pay their fair share of expenses germane to collective bargaining including:

a. All expenses concerning the negotiation of agreements, practices and working conditions;

b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;

c. Convention expenses and other union internal governance and management expenses;

d. Social activities and union business meeting expenses;

e. Publication expenses to the extent coverage is related to chargeable activities;

f. Expenses of litigation related to collective bargaining, contract administration and internal governance;

g. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;

h. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;

i. All costs of strikes and other lawful economic actions.

### 5. Determination of Chargeable Share

The BLET shall retain a certified public accountant to perform an independent audit of the records of the National Division. The BLET shall also retain an independent referee for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 4. The amount of the expenditures that fall within Section 4 shall be the basis for calculating the reduced fees that must be paid by the objector. The independent referee shall also give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 10, and later will verify the existence and the amounts of

money in any escrow account.

### 6. Report of Chargeable Share and Basis of Its Calculation

The independent referee shall report the determination no later than May 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable. A copy of the independent referee's report shall be sent to all nonmembers whose timely objections have not been revoked.

### 7. Challenge Procedure

Each person entitled to receive the referee's report may challenge the validity of the calculations made by the independent referee by filing an appeal with the BLET National Secretary-Treasurer. Such appeal must be made by sending a letter to the National Secretary-Treasurer postmarked no later than June 30.

### 8. Arbitration of Challenges

a. After the close of the appeals period, the National Secretary-Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator pursuant to its Rules for Impartial Determination of Union Fees. The AAA shall inform the National Division.

b. The arbitration shall commence by August 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

c. Each party to the arbitration shall bear their own costs. The appellants shall have the option of paying a pro-rata portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the BLET.

d. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the official record of the proceedings and may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the National Division during normal business hours.

e. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written state-

ments with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the hearing closes.

f. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in the case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

g. The National Division shall have the burden of establishing that the reduced fees set forth in the referee's report are lawful.

h. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case no more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

i. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

### 9. Payment of Reduced Fees

Objectors shall pay reduced monthly fees based on the most recent report of the independent referee pending determination of the objection year's chargeable ratio.

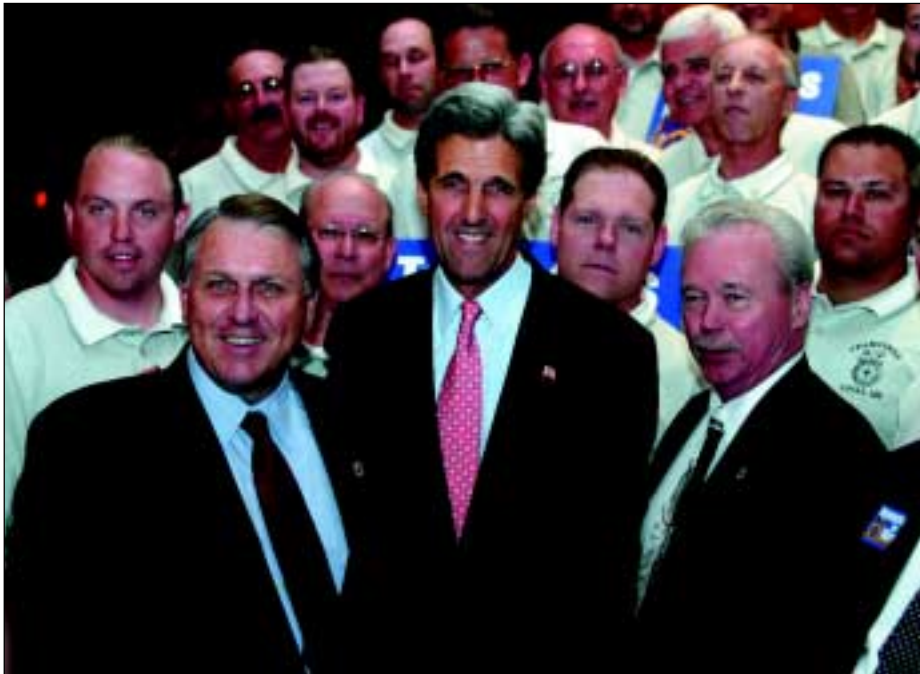
### 10. Escrow of Disputed Funds

An amount equal to 25 percent of the reduced monthly fees, or such other greater amount as the independent referee may recommend, shall be placed in an interest-bearing escrow account pending final determination of the chargeable share. Escrowed funds shall be disbursed to objectors and the Union upon issuance of the arbitrator's decision or fifteen (15) days after the conclusion of the appeal period if there are no challenges to the independent referee's determination. •

# BLET NEWS

A message from IBT General President James P. Hoffa

## Election Day: November 2



Front row, from left: IBT General President James P. Hoffa; Democratic Presidential Nominee John Kerry; and IBT General Secretary-Treasurer C. Thomas Keegel.

### Election Day

November 2 may be the most important election day in the last 20 years for America. What we have now is a president who is intent on helping his corporate friends instead of honoring the hardworking men and women who make this country the most productive in the world. The Bush White House has systematically tried to reduce overtime pay for workers, allowed healthcare costs to be out of control and given tax cuts to only the richest people.

Most recently the White House has set its sites on our rail members. Under the guise of new filing fees, some members of the National Mediation Board — appointed by George Bush — are working to silence the voice of rail workers from speaking up about their job or exercise their collective bargaining rights. The NMB is proposing filing fees for arbitrating such labor-management disputes, something it has never done in 70 years. This is one more reason to give George Bush his pink slip on November 2.

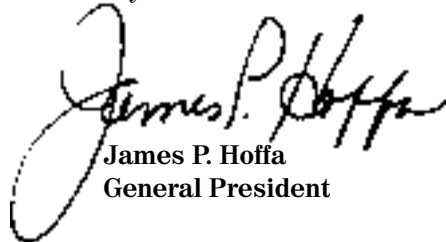
### Vote for John Kerry

John Kerry is the working family's candidate. A vote for John Kerry on No-

vember 2 will be a vote to bring back the respect for America's working families that has been trampled on for the past four years. He and his running mate John Edwards have proven that they understand middle-class values.

Kerry and Edwards promise to work with labor unions to improve workplace safety protections, overhaul the healthcare system so that more Americans have coverage and restore transportation infrastructure funding to higher levels. With the rail corporations constantly looking for ways to streamline their operations at the expense of their employees, we need Kerry as our advocate for a safe, reliable and union-operated rail system. No data chip, remote control device or other robot will ever replace the eyes and ears of a unionized rail employee and we must elect a president who understands that.

Join me on November 2 and vote for John Kerry!



**James P. Hoffa**  
General President

### IBT Disaster Relief Fund

The Teamsters Disaster Relief Fund is seeking contributions to provide assistance to members in areas ravaged by recent floods and storms.

The fund is currently providing assistance to Teamsters in the states of Alabama, Florida, Georgia, Louisiana, Michigan, North Carolina, Ohio, Pennsylvania and West Virginia who were affected by the hurricanes and floods.

Please send a donation to the Fund to ensure everyone who is in need gets support and help. Send your check to:

**Teamster Disaster Relief Fund**  
25 Louisiana Avenue, NW  
Washington, DC 20001

Contributions are tax deductible.

## OCTOBER 2004 CALENDAR & EVENTS

**OCTOBER 31-NOVEMBER 5... Advanced Local Chairman Workshop, Silver Spring, Md.**  
The Education & Training Department of the Brotherhood of Locomotive Engineers will conduct an advanced Local Chairman Workshop on the campus of the George Meany Center's National Labor College in Silver Spring, Md. For details, contact Ken Kroeger, Coordinator of the BLET Education & Training Dept., at (216) 272-0986 or e-mail: [Kroeger@ble-t.org](mailto:Kroeger@ble-t.org)

**NOVEMBER 15-19... BLET General Chairman Workshop, Cleveland, Ohio**  
The BLET Education & Training Department and the BLET Arbitration Department are offering a General Chairman's workshop in the BLET Arbitration Department offices on the fifth floor of the Standard Building, Room 500, in Cleveland, Ohio, the week of November 15, 2004. For additional details, contact Brother Ken Kroeger, Coordinator of the BLET Education & Training Dept., at (216) 272-0986 or e-mail: [Kroeger@ble-t.org](mailto:Kroeger@ble-t.org).

**JUNE 12-16, 2005... 78th Annual Southeastern Meeting Association, Montgomery, Ala.**  
Hosted by Brother David Bowen and the members of BLET Division 740, the 78th annual SMA will be held at the Embassy Suites Hotel, 300 Tallapoosa St., Montgomery, Ala. More details to come.

**JUNE 26-30, 2005... 67th Annual Eastern Union Meeting Association, Saratoga Springs**  
Hosted by Arrangements Chairman Bill Kearsing and the members of Division 46, 67th annual EUMA will be held at the Prime Hotel Saratoga Springs, 534 Broadway, in Saratoga Springs. Brother Kearsing reports that the hotel is now accepting early-bird reservations by calling (518) 584-4000 or (888) 999-4711. Members should ask for the EUMA rate when making reservations, which is \$126 per night. Brother Kearsing can be contacted at (518) 869-2297 or <[BKearsing@aol.com](mailto:BKearsing@aol.com)>.

**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](mailto:ble355leg@yahoo.com)

**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. More details to come.

## Advisory Board August 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; Eastern Union Meeting Association, Grand Island, N.Y.; International Western Convention, Albuquerque, N.M.; Division 79 mtg., Columbus, Ohio; National Association of State Legislative Board Chairmen mtg.

**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 Association of State Legislative Chairmen mtg.; EUMA meeting; South Buffalo RR negotiations; IWC meeting; South Dakota SLB meeting.

**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; National State Legislative Board Association mtg., Kalispell, Mont.; Eastern Union Meeting, Grand Island, NY; International Western Convention, Albuquerque, NM; Kansas State Legislative Board mtg., Overland Park, Kan.

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

**Vice-President Richard K. Radek**— ND Office; BLET Decerification 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; General assistance, RCO, TMBL, Tacoma, Wash.; Short Term Disability Ins. conference, Metra, Chicago; Quarterly L/M mtg., CN/IC, Memphis; Div. 394 mtg./CBA negotiations mtgs., BRC/IHB, Alsip & Crestwood, Ill.; CN VP docket, CN/WC, Monroe, Wisc.; RCO procedural Bd. Est. Conf., EJ&E; UP NYD conference call/Div. 294 & 575 mtgs., Metra; CN/IC CBA negotiations, Rosemont, Ill.; NYD Chicago terminal, coordination agreement, CN/IC-WC-GTW; Safety Initiative mtgs., Metra; Wisc. State Leg. Bd. mtg., misc. matters, LaCrosse, Wisc.; CBA negotiations, discussions & related misc. matters, IHB, St. Charles, Ill.

**Vice-President Dale McPherson** — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLET National Bargaining Cmte.; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6589; UP work/rest projects; RSAC positive train control cmte.; UP-Eastern Div. GCoFA mtg., quadrennial GCoFA mtg., Las Vegas; Mtgs. w/ Transportation & Infrastructure Chairman Young, Seward, AK; Birmingham So. RR contract neg., Birmingham, Ala.; IWC, Albuquerque, NM; Great Western RR tentative agreement, Loveland, Denver Colo.; Mtgs. w/ UP and Gen. Chairmen, St. Paul, Minn. General office duties, telephone, correspondence.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes** — BLET Washington D.C. office; General office duties, telephone, correspondence; NASLBC mtgs., Kalispell, Mont.; Event for Don Young (R-AK); IWC, Albuquerque, NM; Fundraiser for Cong. Martin Frost (D-TX).

**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; New York, Susquehanna & Western RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Mtg. w/ GC Koonce and KCS (Midsouth), Kansas City; EUMA, Grand Island, NY; IWC, Albuquerque, NM; Contract mediation w/ GC Twombly and CP Rail (D&H), Clifton Park, NY; General office duties, research and correspondence.

**Vice-President Stephen D. Speagle**—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line; General office duties; EUMA, Grand Island, NY; IWC, Albuquerque, NM; Mtg. w/ Div. 214, Long Beach, Calif.; Public Law Board 6772, BNSF, Fort Worth, Texas; Mtg. w/ Gen. Chairs. and BNSF VP of Labor Relations, Fort Worth.

**Vice-President E.L. "Lee" Pruitt** — Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork; Arbitration Board 6729, 6730, 6731, 6732, Las Vegas; Assisting GC Donnigan, GCoFA mtgs., West Yellowstone, UPWR GCoFA; Assisting General Chairman Gore, New Orleans, UPSR GCoFA; Trip Rate mtgs., Dallas/Fort Worth, UPSR GCoFA.

**Vice-President Paul L. Wingo Jr.** — Assigned to NS-Southern Lines and Eastern Region GCoFAs; Iowa, Chicago & Eastern GCoFA; Meridian Southern; BLET Rail Security Officer; Div. 239 mtg., Knoxville, Tenn.; Div. 328, Atlanta, Div. 230, New Orleans, and Divisions 280 and 423, Scheffield, Ala., on NS-START issues; Special mtg., Div. 79, Columbus, Ohio; EUMA, Grand Island, NY; IWC, Albuquerque, NM; NS-Central Division Local Chairmen's mtg., Knoxville, NMB mtg., re: IC&E; Special projects on rail security w/ TTD-AFL-CIO; General office duties.



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

**BLET Publications Committee:**  
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