



NEWS

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Year in review: 2006 sets pace for '07

Accomplishments in 2006 were many, but much work remains for the coming year — and beyond

By Don M. Hahs
National President

The year 2006 was an eventful and successful year for the Brotherhood of Locomotive Engineers and Trainmen.

We began our third year as Teamsters and owe much to the solidarity provided by our membership in the Rail Conference. It is my hope that the Rail Conference will continue to grow and unite all of rail labor so that we may work in harmony to achieve our goals.

The BLET began the year with several organizing victories as part of our aggressive organizing campaign. The BLET successfully organized workers at the Panhandle Northern on January 20; the Montreal, Maine & Atlantic (MMA) on April 19; and the Huron & Eastern Railroad on May 11.

Overall, more than 3,100 new members joined the Brotherhood in 2006.

The BLET also reached contract agreements on several properties, including some of our newly or-

ganized shortlines. Among the railroads with new agreements are: the Portland & Western Railroad; SEPTA; Chicago, Fort Wayne and Eastern Railroad; Panhandle Northern Railroad; Montana Rail Link (MRL); Illinois Central; and New England Central Railroad (NECR). And looking forward to 2007, we already have a tentative contract on the Grand Trunk Western, with ballots due on January 15. The agreements on all of these railroads will provide our members better working conditions, pay and benefits.

National negotiations are still ongoing. It has been more than two years since we served the carriers our Section 6 notices. We have been negotiating as part of the Rail Labor Bargaining Coalition since this round of negotiations began. We expanded our bargaining strategy to include joint negotiations with the United Transportation Union. Our show of solidarity has left the carriers no choice but to remove the specter of single-person crews from the table, a substantial victory for our members and all rail labor.

Our strong show of solidarity has let the carriers know that we are serious about negotiating an excellent agreement for our membership. This is a time of record profits and record traffic volume for the carriers. Those profits are due in large part to our highly skilled and dedicated members, who deserve an equitable piece of the pie.

We have been lucky to maintain continuity at the bargaining table thanks to the delegates at the First Quadrennial Convention. In June, more than 500 delegates convened in Las Vegas for the BLET's first convention since merging with the Teamsters. The delegates, representing more than 53,000 locomotive engineers and trainmen throughout the United States, elected the Brotherhood's leaders for the next four years. Delegates also voted on more than 50 different resolutions and other changes to the Brotherhood's constitution and bylaws.

Delegates reelected all members of the Advisory Board, with the exception of two who retired. The two newest members of the Advisory Board are John P. Tolman and Marcus J. Ruef. I look forward to working with all these Brothers during the next four years. John will give the BLET active representation in Washington, D.C., and Marcus brings a wealth of experienced membership representation to the Advisory Board. Hopefully, this continuity will allow us to continue the great strides we have made on the behalf of our members.

The Rail Conference also held its inaugural convention in Las Vegas on June following the completion of BMWED and BLET national conventions. During that convention, delegates voted on changes to

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BLET backs new rail security legislation introduced in Senate

On January 4, U.S. Senators Daniel Inouye (D-HI), Ted Stevens (R-AK) and Frank Lautenberg (D-N.J.), along with 11 other cosponsors introduced S.184, the Surface Transportation and Rail Security Act of 2007 (STARS Act).

The legislation contains the rail security provisions originally included in the 109th Congress' Senate-passed version of the SAFE Port Act. This rail security package is an updated version of the Rail Security Act of 2004 and the Rail Security Act of 2005, which the Commerce Committee and the Senate approved unanimously in the 108th and 109th Congresses.

The bill would require the Transportation Security Administration (TSA) to conduct a railroad sector risk assessment and submit

prioritized recommendations for improving rail security.

The bill would require railroads to create a railroad worker security-training program and to provide whistleblower protection for rail workers who report security concerns.

New TSA rail security rules inadequate
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The employee training is one of the BLET's most sought after security provisions. Throughout the country, railroad workers have established their employers provide little or no specific training for terrorism prevention or emergency response.

"Worker training is critical because railroad workers are the 'eyes and ears' of the industry and are the first line of de-

fense in the event of a terrorist attack on a freight train or passenger train," BLET Vice President and National Legislative Representative John Tolman said.

Whistleblower protections are yet another key inclusion in the bill. The Rail Conference and rail labor has long maintained that whistleblower protections are a cornerstone of any security bill. The bill forbids discrimination against employees who: provide information to the carrier or the Federal government relating to a perceived security threat; has testified or is about to testify before Congress or at any Federal or state proceeding about a perceived threat to security; or refuses to violate or assist in the violation of any law, rule or regulation related to rail security. •

BLET, GTW reach five year tentative contract

The BLET's Grand Trunk Western General Committee of Adjustment has reached a tentative five year contract with CN.

Ballots were mailed on December 6. Outcome of the membership vote will be available after ballots are returned on January 15.

The tentative agreement includes a 16 percent wage increase, an increase in the away from home meal allowance to \$10, full retroactive pay from July 1, 2005, a \$1,000 bonus / claim settlement payable to all active engineers, 26 additional days off for the extra board without deduction in pay and a "step-up bonus payment" applied directly to the Engineer's Guaranteed Extra Board that, when coupled with the 16 percent wage increase, amounts to about a 22.1 percent wage increase for the weekly guarantee amount.

The tentative agreement is currently out for ratification. If

ratified, the new agreement will amend the 2003 Engineer's Hourly Rate Agreement. Under the new arrangement, the Hourly Rate will increase to \$38.63 on July 1, 2009, while the weekly guarantee for Engineers will increase to \$1,738.24, providing GEB Engineers with a minimum annual income of over \$90,000.00 per year.

General Chairman John Karakian stated that this is a very good agreement and that it will continue to benefit all GTW Engineers and their families now and for many years to come. He also praised his negotiating team.

"This was a BLET total team effort in the form of being united, a lot of hard work and a lot of not backing down, from one and all," Karakian said. "My sincere appreciation is extended to President Don Hahs, Vice-President Paul Sor-

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2007 SCHOLARSHIP DIRECTORY

James R. Hoffa Memorial Scholarship Fund

Teamsters offer 31 awards that total \$10,000 each, plus 60 one-time grants of \$1,000 each

The James R. Hoffa Memorial Scholarship Fund awards scholarships annually to outstanding high school seniors, and 100 scholarships will be awarded during for the upcoming 2007-2008 school year.

Applicants compete in one of the five geographic regions where the Teamster parent/grandparent's Local Union is located. The Teamsters will award 31 scholarships that total \$10,000 each (\$2,500 a year over four years) and an additional 69 awards that are one-time grants of \$1,000 each.

For the last few years, the children and grandchildren of BLET members have been eligible to apply for the James R. Hoffa Memorial Scholarship following the merger of the BLET with the International Brotherhood of Teamsters. In fact, several children of BLET members have won the \$10,000 scholarship.

This year's program is open to high school seniors graduating in 2007, who plan to attend a four-year college in the fall of 2007. The applicant should:

- Rank in the top 15 percent of their high school class; and
- Have, or expect to have, excellent SAT or ACT scores.

The applicant must be a son, daughter or grandchild of a Teamster member who has been in good standing during the 12 consecutive months preceding the application deadline of March 30, 2007. Furthermore, the Teamster member must not have been a full-time elected officer during the 12 months preceding the application deadline date of March 30, 2007.

Due to the highly competitive nature of the program and the large number of applicants, students should carefully consider these criteria before submitting an application.

Hoffa Scholarship Information at www.ble-t.org

Hoffa Memorial Scholarship brochure, for members to display at their places of work
<http://www.ble-t.org/pr/pdf/JRHBrochure2007.pdf>

Applications
<http://www.ble-t.org/pr/pdf/JRH2007application.pdf>

Applicants must fill out the following academic record form in order to apply
<http://www.ble-t.org/pr/pdf/JRH2007academicrecord.pdf>

Applications are available from all IBT and GCC Local Unions, the BLET National Division website and BMWED System Federations.

Applications must be received by the Scholarship Fund by March 30, 2007.

For more details, please contact:
James R. Hoffa Memorial Scholarship Fund
IBT Headquarters
25 Louisiana Avenue, N.W.
Washington, DC 20001
(202) 624-8735 •

Midwest Rail Craft Scholarship provided 29 awards in '06

Program aids children of rail workers from all union affiliations and all craft lines

Thanks to the generosity and hard work of many people, including its Board of Directors, the Midwest Rail Craft Scholarship Foundation (MWRCSF) is able to help several children of railroaders each year with their educational expenses. Scholarships from the MWRCSF are available to railroads from all crafts and union affiliations

The Foundation, founded in 2004, is led by a diverse Board of Directors representing several different railroads and labor unions. The Foundation's mission "is to collectively use the generous resources of many to ensure the further education of those blessed with knowledge, but burdened with need. In

addition, we strive to unite all railroads/railroad crafts throughout the Midwest in a valiant effort to give of their time and resources so the future of our children will be bright and productive."

In 2006, the MWRCSF awarded \$500 and \$1,000 scholarships to 29 students connected to the various railroad crafts and locations throughout the Midwest.

"We felt that the support we had seen, especially in the Midwest, prompted us to ensure that the children of all railroad crafts and backgrounds be rewarded," said Greg Shy, President of MWRCSF. "We have become incorporated in Minnesota, Iowa, Nebraska, Illinois, Missouri, Oklahoma, Texas and Arkansas. Our objective is to concentrate the scholarship applicants geographically in correspondence to the enormous support we have had from railroad workers in these states.

"We also have enlisted the aid of railroad management and all labor from Midwest railroads to ensure that all crafts will be represented. This is a great

opportunity for those railroad families in need of financial support for the higher education of their children."

The vast majority of the monies acquired for these scholarships comes from annual golf tournaments, contributions and sponsorships. The Foundation sponsors an annual Kansas City Golf Tourney, which will be held this summer. In addition, a second tourney is normally held at another location later in the summer. Dates and locations of the 2007 fund raisers will be announced at a later date. Updates will be provided on the MWRCSF website.

Please use the scholarship application on the MWRCSF website. Fill it out electronically, print it, attach the proper signatures and mail it to the address provided. The deadline for receiving applications is normally in June.

To download a copy of the application, and for other information about the MWRCSF, please visit their website: <http://www.mwrcsf.org> . •

BRCF scholarships

BRCF sets March 1 deadline for Luther G. Smith scholarships

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

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

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

BR&CF President J.M. Robb reports that the deadline for receipt of applications and the required documentation is March 1, 2007.

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

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

BLET Division scholarships

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

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

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

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

By taking the exam, students also become eligible for eight more scholarships through the Massachusetts AFL-CIO. While the Division 57 scholarship is limited to children of that division's

members, the general Massachusetts AFL-CIO scholarship competition is open to children of all BLET members living in Massachusetts. This year's test will be given on February 7, so students must act right away. The 2008 exam will be given in late 2007 or early 2008.

The scholarship forms and the labor history exam study guide are available on the Division 57 website at: <http://www.ble57.org> . For further details, contact Brother Nutter at (508) 259-9957 or whnutter@yahoo.com .

• **BLET Division 11 (New York, N.Y.) awards a one-time \$500 scholarship** annually to a child of any active member of Division 11 who pays local dues each month. Children who win are not eligible again. The deadline is the Division's June meeting. For details, contact Division 11 STJ.J. Raia, at 20 East Dr., Edison, N.J. 08820, (732) 396-9076, or e-mail Brother Raia at: jjraia@yahoo.com . •

2007 SCHOLARSHIP DIRECTORY

Applications due April 1 for BLET Auxiliary, joint Auxiliary-IWC-EUMA scholarships

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

There are two very strict guidelines that must be met in order to be eligible. First, the applicant must be a son or daughter of both an Auxiliary and BLET member (living or deceased), with each being a member for two years.

Second, the applicant must be enrolled or accepted for enrollment in an accredited university, college or school of higher learning.

The Auxiliary also offers a joint scholarship program for children of members participating in the International Western Convention (IWC). This covers Divisions, Auxiliaries and Members-at-Large in the following states and provinces: Arizona, California, Colorado, Idaho, Minnesota, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wisconsin, Wyoming, Alberta, British Columbia, Manitoba,

Saskatchewan, and portions of northern Ontario (such as Thunder Bay and Sioux Lookout). Applicants for the Auxiliary-IWC scholarship must have a parent participating in the IWC.

The Auxiliary also administers a joint scholarship program for children of members participating in the Eastern Union Meeting Association (EUMA). This covers Divisions, Auxiliaries and Members-at-Large in the following states: Connecticut, Delaware, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Vermont, Washington D.C., and West Virginia. Applicants for the Auxiliary-EUMA scholarship must have a parent participating in the EUMA.

In order to continue to be eligible for the Auxiliary-IWC-EUMA scholarship beyond the first quarter and/or semester, the recipient must maintain satisfactory academic status. If the applicant is a graduate student or returning to school as a sophomore, junior or senior, he or she must have a 3.0 grade

point average or better to be considered. Finally, the applicant must have been accepted to an accredited school. Deadline for the Auxiliary Scholarships as well as the IWC-EUMA joint scholarships must be submitted by April 1, 2007. Late applications will not be considered.

Auxiliary Scholarship application forms are available on the Auxiliary website at: <http://www.bletauxiliary.net>, or you can link from the BLET Website under Departments, BLET Auxiliary.

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

Mail completed forms to:

Anita J. Caruso
National Secretary
3341 S. 112th Street
Omaha, NE 68144-4709

For questions call Sister Caruso at: (402) 330-6348 or send her an e-mail at: Bunziegia@cox.net . •

Annual scholarship for Calif. members available from State Legislative Board

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

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

Last year, the Board offered a \$1,000 scholarship. Applications are available on the Board's website, <http://www.calslb.com>

The deadline for applications is May 1, 2007. All applications should be mailed to the CSLB home office address:

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

BNSF, NS offer financial aid to children of employees

The Burlington Northern Santa Fe Foundation Scholarship Program began accepting requests for applications on Jan. 1, 2007, and applications must be post marked by April 1, 2007.

The program will award 35 scholarships, \$2,500 each, for the 2007-2008 academic school year. The program is available to current high school seniors who are the dependent sons, daughters or stepchildren of full-time BNSF employees or retired, disabled or deceased employees of BNSF or its predecessor companies. Full-time employees must have at least two years of service as of Jan. 1, 2007, and must still be employed by BNSF when winners are selected in April.

A direct Web site link is available again this year so applicants can electronically fill out an application request. As in the past, you may request an application starting Jan. 1, 2007, by

either mailing or faxing in the request. You may also request an application or apply directly online by accessing the following website: <http://www.scholarshipadministrators.net> and follow the instructions. You will be asked to use the access code "BNSF."

Or you can request information and an application by mail:

Scholarship Program Administrators
P.O. Box 23737
Nashville, Tenn., 37202-3737
Phone: (615) 320-3149
Fax: (615) 320-3151
E-mail:

info@scholarshipadministrators.com

Norfolk Southern established the Norfolk Southern Scholarship Program for sons and daughters of current, retired or deceased employees. The annual competition is conducted

through the National Merit Scholarship Corp., an independent, nonprofit group.

Only high school students who are sons and daughters of current, retired or deceased NS employees or its affiliates can compete for these scholarships. Such students also must meet all requirements for participation in the National Merit Scholarship Program that are published in the Official Student Guide to the PSAT/NMSQT, which is updated annually and distributed to students through their schools.

The deadline to enter the competition for NS scholarships to be awarded in the spring of 2008 is Jan. 31, 2007.

For 2009, sons and daughters of current, retired or deceased employees of NS who will complete high school and enroll full time in college in 2009 should take the PSAT/NMSQT in the fall of 2007. Students should contact their school principal or counselor for dates.

The student must also complete and submit a 2009 Norfolk Southern Scholarship Program Entry Form by late 2007 or early 2008.

The program will utilize a web-based brochure and entry form created by NMSC. For details, visit: <https://programentry.nationalmerit.org/PBLHSJDC>

The amount of the awards for each scholarship winner is determined individually by NMSC and can range from \$1,000 to a maximum of \$4,000 per year for up to four years of college.

Questions may be addressed to: **Scholarship Program Coordinator Human Resources Dept., Box 211 Norfolk Southern Corp. Three Commercial Place Norfolk, VA 23510**

Members can also call the NS Human Resources help desk: (800) 267-3313. •

SMA Scholarships

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

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

The SMA scholarship application deadline varies from year to year.

Winners are usually selected at the SMA's annual business meeting held during the convention, which will be June 10-15, 2007.

For an application, see your division officers or write:

Ronald L. Perkins
SMA Sec.-Treas.
2812 East Point Drive
Chesapeake, VA 23321

SWCM Scholarships

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

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

SWCM application forms can be filled out on your computer screen with the interactive PDF form available on the BLET website. Deadline is August 30, 2007. Divisions must have paid their annual SWCM convention dues for applicants from their Division to be eligible.

Instructions:
<http://www.ble-t.org/pr/swcmsch.asp>
Interactive PDF application form:
<http://www.ble-t.org/pdf/swcmappp.pdf>

EUMA Scholarships

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

The 2007 EUMA deadline is July 5, 2007. Send completed applications to:

Jim Louis, EUMA Sec.-Treas.
257 Forbes Ave.
Tonawanda, NY 14150

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

BLET Auxiliary Dialogue

When tragedy strikes, what can you do?

By Kathie Bailey
National 1st Vice President and
National Legislative Representative
BLET Auxiliary

(Editor's Note: Kathie is the widow of G.Y. Bailey, who was killed in a head-on collision in dark territory in Shepherd, Texas, on Sept. 15, 2005.)

It's the middle of the night — you're sound asleep. Your husband is at work, just like every other normal day. The doorbell rings several times. Startled, you roll over, look at the clock — it's 3:21a.m. You get out of bed and start down the hallway to answer the door.

Quickly you check the children's rooms on your way, just to make sure they're in bed asleep and safe. They are and you breathe a quick sigh of relief. Then you realize, you have a grown child that doesn't live at home.

Your heart skips a beat as you ask who's at the door. They answer you, but it's mumbled, and you can't understand. Did they say "sheriff"? You ask again, and you still can't understand clearly. Your heart skips another beat. You take a deep breath, and crack the door.

It's not a sheriff. It's your husband's friend from work, his union buddy. You're groggy and confused, thinking, "What is he doing here at this hour?"

He stands in the doorway just looking at you while you keep asking him, "What's going on, why are you here?" while he just stands there, not saying anything. He finally tells you, "You need to listen to me. There was an accident, two trains in a head-on collision."

All of a sudden you get this surge of adrenaline. Your heart begins to pound like it's going to pop out of your chest. Your hands begin to shake and you feel like you are either going to pass out or be sick. You tell him, "You're scaring me. Where is my husband? How bad is he hurt?"

His friend and union brother just keeps shaking his head and telling you that you need to listen to him, as he sits you down, kneels in front of you and holds your hands while hanging his head. The next words that come out of his mouth are words that you *never* want to hear. "G.Y. didn't make it."

Your whole world spins out of control and crashes down around you in a million pieces at that very second.

I know they were the hardest words this man has ever had to say to a friend and union brother's wife, and I pray that I *never* have to hear those words again.

If you're like me, you think that happens to "someone else." Now, you become that "someone else." Emotions run raw in a tragic situation; all hell breaks loose in your life and you have to deal with things you never dreamed you'd ever be dealing with.

Too many spouses are not involved enough in the railroad worker's work and union that he belongs to. If you are one of those spouses, you won't have

the slightest idea as to what you should and shouldn't do at a time when panic sets in and your brain and body go into "auto pilot" to get through what is happening, and your spouse isn't there to help you through this mess that is now called your life.

Two and a half years before my husband was killed, one of his best friends dropped dead of a massive heart attack in the parking lot at the yard office about 10 minutes after getting off of a train and tying up. It was February of 2003 and his friend was only 56 years old, happy, healthy and had never had any type of heart or health problems. His friend left behind a 37 year old widow — that he was getting ready to celebrate his 3rd wedding anniversary with — and two grown children in their early to mid twenties.

It was a real wake up call for us. We have four children between us — two of them grown, two in their early teens and one precious grandson. My husband and I both then decided to make out our wills and get our affairs in order "just in case."

Now, you are probably thinking, "I'm too young to have a will or have life insurance." Well, we thought that too, but we did it anyway, and thank God we did. If you and your spouse are lucky, you won't have to use wills, life insurance, etc. until you are very old. But in our case, the "just in case" came much sooner than any of us ever imagined.

At the time my husband was killed, he was the Local Chairman of BLET Division 62, a primary member on the BLET National Safety Task Force, the Safety Captain of the Houston Service Unit Safety Committee and in 2003, he was nominated by Union Pacific as a finalist for the John C. Kenefick Safety Award. He ate, lived, slept and breathed for his family, the BLET and the railroad.

When his friend died suddenly in 2003, he and I sat down — with the help of our close friend and BLET Designated Legal Counsel Bob Tramuto, with the firm Jones and Granger — and gathered information that a railroad workers spouse would need to know if they were ever involved in an accident, whether injured or worse yet, killed.

I can honestly say that if it weren't for me being interested enough in my husband's work and his BLET union, I wouldn't have made it through the last 14 months. His BLET union brothers and sisters were there for me and our family, hundreds of them. They had my back when I needed them the most and for that alone, I will be eternally grateful to our union family. My husband would be so very proud of them for stepping up and taking care of our family. I feel it is imperative to share with you some things the railroad worker's spouse should know, "just in case" something happens to you.

God knows I hope none of you will ever need it, but if you do become that "someone else," here is a list of "dos and don'ts" that I have put together

should the unthinkable happen to your loved one. I hope some of these things will help your family, just as it helped ours.

Just for the record, my husband's accident happened around midnight and the railroad never called me. A claims agent showed up at 4:38 a.m. and was asked to leave our property immediately. The claims agent was informed that we wanted no contact with the railroad unless it was through our legal counsel, Bob Tramuto with Jones

and Granger.

As I have said before, you just never know. I hope none of your families will ever have to go through such chaos and devastation, but if they do, having as much information available at all times will help them know what to do and not do. Please feel free to contact me at any time. I can be contacted via email at kdbailey@sbcglobal.net, mailed at 10051 Barr Lake Dr., Houston, TX 77095 or by cell phone at (713) 298-9255.

Stay safe out there on the rails! •

Things your spouse should always have on hand in the event of an injury or death

1. Names and phone numbers to your local division's union officers: Local Chairman, President, Secretary/Treasurer, Vice President, Chaplain.
2. Names and phone numbers of the BLET Designated Legal Counsel members in your area.
3. All insurance policies: Health, Disability, Job Insurance, Life Insurance
4. Your current will. Whether we want to believe it or not, everyone needs to have one.
5. Any other important paperwork, such as a living will, DNR, power of attorney or organ donor information.
6. Names and phone numbers of the BLET National Auxiliary Officers at www.bletauxiliary.net

Things to do when a railroad official or claims agent contacts you to inform you of an injury to or death of your spouse

1. Make the railroad official contacting you in person identify themselves; make certain they are who they say they are.
2. Find out exactly where your spouse is located and what his/her condition is.
3. **Do not** allow any railroad representatives into your home.
4. Get the pertinent information and **do not** volunteer any information. Make **no statements** — verbal, written or recorded.
5. If in public, get the needed information and walk away. Again make **no statements**.
6. If a railroad official calls you on the phone, get the needed information and hang up. Again, make **no statements**. From this time forward, monitor all calls if you have Caller ID and an answering machine.
7. **Do not** sign anything.
8. **Do not** accept anything from them.
9. After initial contact, and after you have the needed information, have no further contact with any railroad official or claims agent until after you have contacted a BLET Designated Legal Counsel. Make certain that the railroad official is informed that they are not to contact you or any member of your family from this time forward until you want to make contact with them.
10. At the hospital, **DO NOT** allow any railroad official or claims agent into the hospital room or treatment area.
11. Instruct any railroad official or claims agent that they are to have **no contact** with the patient, family or any medical personnel treating your spouse. Inform them that BLET Designated Legal Counsel has been notified. This will back them off very quickly.
12. **Do not** allow any railroad official or claims agent to make **any** decisions concerning medical treatment or arrangements for your spouse.
13. Sign **only** necessary medical forms for the treatment of your spouse that are from the hospital. **Do not** make statements to any medical personnel except in regard to the medical treatment for your spouse.
14. Make certain that all medical personnel, including doctors, know of these instructions and abide by them. Insist that the Doctor/Patient confidentiality be observed.
15. When and where you can, especially if your spouse has been medicated, make certain that your spouse gives a consistent history of the accident to each medical provider that may inquire. Consistency of the event is very important, as these medical providers will be questioned by the railroad officials.

Remember... Anything you say to a railroad official and/or claims agent will be used against you and your spouse in order to protect the railroad's interest. Call a BLET Designated Legal Counsel as soon as possible and be governed by their advice and instructions.

BLET NEWS

Education & Training plans S-T workshops

The BLET's Education and Training Department will conduct three Secretary-Treasurer Compliance Workshops in 2007. Two are scheduled prior to the March 31 deadline for filing Department of Labor reports.

Registration is open for the workshops in Kansas City (March 12-15) and Denver (April 9-12). A workshop scheduled for Chicago (Feb. 18-21) has already reached maximum occupancy.

The BLET has also scheduled a class for all Secretary-Treasurers who file an LM-2 Report for their General Committees, which will be held February 25-28 in Madison, Wisc. (see related article below).

As most S-Ts know, the BLET National Division implemented an internet-based system for dues reporting and collection on January 1, 2005. The workshops will include a demonstration of this system.

During the four-day session, members will learn proper recordkeeping techniques, computer applications, and recording of minutes. They will also learn methods for filing various Department of Labor and Railroad Retirement reports, as well as Federal tax returns. A representative from the Department of Labor will be on hand to answer S-T questions and have tips regarding the preparation of LM reports.

2007 Secretary-Treasurer Workshops & Registration Info

- **Chicago, Illinois** — Sunday, February 18 through Wednesday, February 21, at the Chicago City Center Holiday Inn Hotel (Registration is closed for this workshop).
- **Kansas City, Missouri** — Monday, March 12 through Thursday, March 15, at the Holiday Inn on the Plaza
- **Denver, Colorado** — Monday, April 9 through Thursday, April 12, at the Four Points by Sheraton Denver Cherry Creek
- **Registration** — <http://www.ble-t.org/st>

Presenters will include Bill Walpert, BLET National Secretary-Treasurer; Ken Kroeger, BLET Special Representative & Coordinator of the Education & Training Department; Dr. Elaine Reese, Director of Compliance; Bob Broka, Director of Records; and Walt Schmidt, BLET Webmaster.

The BLET National Division will pay the costs of books and equipment, while Secretary-Treasurers who attend are responsible for their transportation costs as well as their room and board.

Upon successful completion of the course, attendees will qualify for a \$99 per day stipend from the North American Railway Foundation (NARF). The stipends will be paid directly to the Division.

NARF is a non-profit operating foundation formed by the Brotherhood's Relief and Compensation Fund (BR&CF) to support rail history, education, safety and technology in the United States and Canada. With initial funding and continued Board of Directors stewardship coming from the BR&CF, NARF has supported many non-political projects throughout the United States and Canada over the past 10 years. The primary focus of these

efforts has been in support of organized rail labor - giving back to all of the men and women of the railroad community across North America.

S-Ts must register for the workshop online through the BLET website at: <http://www.ble-t.org/st>.

The workshops will take place from February 18-21 at the Holiday Inn City Centre in Chicago.; March 12-15 at the Holiday Inn on the Plaza in Kansas City, Mo.; and April 9-12 at the Four Points Denver Cherry Creek, Denver Colo.

The workshops will start at 7 p.m. on the first day and conclude at noon on the last day. Registration for the 2007 workshops is on a first-come, first-served basis, with class size limited to the first 30 who register. The Chicago workshop already has 21 members registered.

Members are responsible for making their reservations at the workshops. They will be given hotel contact information and special room rate information when they receive their confirmation after registering online.

For more information, please contact Ken Kroeger of the BLET Education & Training Dept. at (216) 272-0986 or kroeger@ble.org.

Workshop for GCofA S-Ts who file LM-2s

On February 25-28, 2007, the BLET Education and Training Department will conduct a workshop for all Secretary-Treasurers who file an LM-2 Report for their General Committee of Adjustment. The workshop will be held at the School for Workers, University of Wisconsin-Extension, Pyle Center, Madison, Wisc.

The class will start at 7 p.m. on Sunday, February 25, and conclude at 5 p.m. on Wednesday, February 28.

During the four-day session, GCA S-Ts will review LM-2 reporting, membership reporting, and filing reporting requirements, bond requirements, computer applications, and changes for 2007. A representative from the Department of Labor will be on hand to answer questions and to help with the electronic sig-

nature that is now required.

Included in the training will be a session called "Tips, Tricks and Traps." It will feature examples of problem areas on the LM-2 to help filers avoid mistakes and misunderstandings. Instructors will guide attendees through the LM-2, item-by-item and schedule-by-schedule, to help them understand and avoid the pitfalls of the LM-2.

A special segment of this workshop will focus on the records that must be kept to comply with the new LM-2 form, including itemization of certain expenses as well as estimates of time spent by officers and employees in five "functional activity" categories.

Register for the class at <http://www.ble-t.org/gcast>

Passenger Rail News

BLET continues defense of member after NTSB report on 2005 Metra accident

The Brotherhood of Locomotive Engineers and Trainmen (BLET) is continuing to defend Metra Locomotive Engineer and BLET Member Michael Smith in light of a post-accident report issued by the National Transportation Safety Board (NTSB) in mid-December.

A Metra derailment in August 2005 resulted in two passenger fatalities and 117 injuries. The NTSB placed the largest part of the blame on Engineer Smith and concluded that he had been inattentive to signals directing his train through 10 mph crossovers between 70 mph main line tracks.

BLET Vice President Richard Radek is defending Engineer Smith. He said that the NTSB's find-

ings were heavily based upon post-incident tests and downloads from the dispatching and signal systems that showed no apparent malfunctions of the systems prior to the derailment.

"By Metra's own admissions during Engineer Smith's disciplinary investigation, he was the finest engineer they had ever seen come out of the training program. He was not prone to being inattentive," Radek said. "As many engineers know, post-accident tests do not always turn up the problem or glitch that caused a false positive signal indication. We are convinced this is the case here."

BLET's Metra General Chairman Michael Taylor and Vice President Radek are handling the appeal of

Engineer Smith's dismissal.

"We are hopeful that an arbitrator will give consideration to the evidence presented at the disciplinary hearing of the more than 70 documented false positive signal indications, including two on the Metra system, that occurred on the nation's railroads in the 12 months immediately prior to the Metra derailment," Radek said. "We believe NTSB should not have ruled out a signal malfunction as a possible proximate cause of the derailment."

Engineer Smith's case is expected to be heard by a federally-appointed arbitrator in the Spring of 2007.

TSA introduces new railroad security rules; BLET calls them 'inadequate'

Proposed railroad security rules issued by the Transportation Security Administration (TSA) in December ignore necessary employee training and lack whistleblower protections for employees — major reasons why the BLET has called the new rules inadequate.

"Training and whistleblower protections are among our most wanted components of any rail security legislation or rule," said BLET National President Don Hahs. "Unfortu-

nately, both are missing from the proposed rulemaking. The BLET will once again raise these issues in our comments on the proposed rule and they will, hopefully, be included in the final rulemaking."

The TSA published a Notice of Proposed Rulemaking concerning rail security in the Federal Register on Dec. 21, 2006. The DOT's Pipeline and Hazardous Materials Safety Administration also proposed a companion rule covering

hazardous materials security.

In the TSA's proposed rulemaking, is no mandate concerning the training, much less the qualification, of those workers who will be required to carry out the requirements of the proposed rule. Second, no whistleblower provisions are included to protect workers who report security breaches to the authorities.

"These two rulemakings are a first step in making our railroads safer and more se-

cure," Hahs said. "But they are simply that — a first step. Many more issues must be addressed before the railroads are truly safe and secure."

The proposed TSA rule will cover — among others — all commuter, freight, and passenger railroads. Each carrier will be required to appoint a Rail Security Coordinator, and report certain incidents, potential threats, and significant security concerns to TSA on a timely basis. Moreover, rail-

roads must allow TSA and DHS officials working with TSA to enter and conduct inspections, tests, and other duties to carry out TSA's statutory responsibilities, including the copying of records.

The PHMSA rule would require carriers that carry certain quantities of specified hazardous materials to compile routing data for those commodities, and perform a risk-based analysis of the primary

BLET, GTW reach five year tentative pact

GTW Agreement

Continued from Page 1

row, the entire National Division, all the Local Chairmen and the entire membership for their patience, understanding and support. It is all of this, every little bit, which gave us the much needed leverage, confidence and strength to successfully push forward, as a united team, in order to complete this agreement.”

President Hahs commended General Chairman Karakian and Vice President Sorrow for their efforts in reaching this agreement which he feels is the very best that could be achieved in this round of bargaining. •

BLET gets IC&E arbitration win

The BLET recently brought a claim for reinstatement to a successful conclusion on the Iowa, Chicago & Eastern short line railroad.

The victory before the First Division of the National Railroad Adjustment Board (Award No. 26329) involved an engineer who was suspended for 60 days without pay for being 60 minutes late to work on two separate occasions (25 minutes one day and then 35 minutes a week later).

The BLET successfully argued that the discipline was excessive, giving the BLET a decisive victory for its IC&E members. BLET National Vice President Rick Radek and Vice President Marcus Ruef represented the BLET during the Arbitration case.

VP Radek also held a special meeting with IC&E members in late 2006. As the new Vice President assigned to the IC&E, Radek met with IC&E leaders to assess their priorities and to strengthen the organization on the property. The top two concerns for



From left: Jeff Kurtz, Iowa State Legislative Board Chairman; Al Mehlhouse, Division 200; Tracy Jensen, Secretary-Treasurer of Division 200; Rick Radek, BLET National Vice President; John Sexon, Local Chairman of Division 200; Dustin Hykel, IC&E General Chairman; Cory Carroll, Secretary-Treasurer of the IC&E General Committee; and Fred Rick, Local Chairman of Division 393.

IC&E workers are fatigue and safety, Radek said. The BLET is also seeking ways to halt the high turnover rate among IC&E operating employees. At

start up just a few years ago, the railroad (the former IMRR) had 500 operating employees; today, that number has dropped to about 225. •

BLET dismisses new TSA rail security rules as 'inadequate'

TSA Rules

Continued from Page 6

and an alternative route for these shipments. The carriers also would be required to conduct an annual review and utilize the practicable route posing the least overall safety and security risk.

Absent a specific waiver from PHMSA, states, local governments and Indian tribes would be prohibited from restricting routing of these shipments. Carriers also would be required to develop and implement a safety and security plan that minimizes stor-

age time and delays in transit for these commodities, and would be required to conduct a security inspection of each car accepted for transportation for the following:

- Required markings, labels, placards, securement of closures, and leakage; and
- Signs of tampering, including closures and seals, for suspicious items or items that do not belong, and for other signs that the security of the car may have been compromised, including the presence of an improvised explosive device.

Currently, rail carriers and shippers lack positive chain of custody and control procedures for rail

cars as they move through the transportation system (e.g., as entities load the rail cars at originating facilities, as carriers transport the cars over the tracks, and as entities unload the cars at receiving facilities). This can present a significant vulnerability. Whenever entities stop rail cars in transit and interchange them without appropriate security measures, their practices can create security vulnerabilities. Freight trains transporting hazardous materials are of even more concern, because an attack on those trains (e.g., through the use of improvised explosive devices (IEDs) could result in the release of hazardous materials. •

Contract negotiations, working with new Congress top goals of 2007

2006 Review

Continued from Page 1

the Rail Conference bylaws, which set the foundation for the BLET and BMWED to work together more closely, and they elected leaders for the next four years. They are: Ed Rodzwicz, First Vice President of the BLET, is the new President of the Rail Conference; Bill Walpert, National Secretary-Treasurer of the BLET, is Vice President of the Rail Conference; and Perry Geller, National Secretary-Treasurer of the BMWED, is Secretary-Treasurer of the Rail Conference. In addition, Brother Fred Simpson, President of the BMWED, won election to the office of At-Large Vice-President of the IBT and will represent the Rail Conference on the Teamsters General Executive Board. I congratulate these Brothers, all of whom won their elections unanimously, and know they will do a fantastic job of taking the Rail Conference into the 21st Century.

Brother Walpert has also done a tremendous job leading the change over from old fashioned paper reporting of dues to a streamlined, Internet-based reporting system. Under his leadership, the BLET stands as one of the most technologically advanced national unions in the country. He and his team deserve praise and thanks for the hard work they have done to keep the BLET to the cutting edge of advancing technology.

The leaders of the BLET and all of labor had cause to celebrate in the November elections. We hope that the shift in power will be a shift towards the interests of the working men and women of this country and away from corporate special interests. With more than 40 percent of eligible voters casting their ballots, the November 7 elections put the Democrats into power in the U.S. House of Representatives and the U.S. Senate. The Democrats also made their mark in many state races and now hold 28 govern-

norships across the country. The new Congressional majority has created an ambitious legislative agenda largely geared toward reforms — and working men and women.

This new focus will help us to continue to make gains in the legislative arena. In 2006, the BLET worked on myriad pieces of legislation related to health and welfare, railroad security and safety and Amtrak, among other things, and we scored a big victory for disabled railroad workers at the end of the year, with the passage of H.R. 5483, Railroad Retirement Disability Earnings Act.

One of our major legislative goals for 2006 is the full funding of Amtrak. For its entire history, our nation's passenger railroad has received just enough funding to limp along on a year to year basis — creating an unfair situation for our members. Amtrak needs multi-year funding at a level consistent with its needs. BLET members who work for Amtrak have been without a

contract for more than seven years, and we hope to achieve this legislative goal and many others in the next year.

The BLET enjoyed a safe, successful and prosperous 2006 and we hope to continue this success into 2007! •

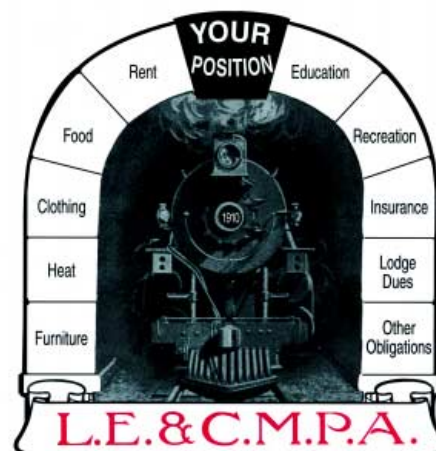
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BLET NEWS

A message from Teamsters General President Jim Hoffa

Remembering Graniteville



January 6, 2007, marked the two-year anniversary of the deadliest hazardous materials accident in years. Graniteville, S.C., had not seen the face of human tragedy in this magnitude. Similar cities and towns across America host freight trains laden with hazardous materials each and every day.

Safety training for rail employees, and rail security measures in general, have been given short shrift by the Bush Administration. For example, the Transportation Security Department's (TSA) recent proposals for rail transport of hazardous materials falls far short when it comes to the safety of its employees and the public. Although the proposed rules bring some of the dangers of hazardous materials storage to light, they do not address quality safety and emergency response training for rail employees. We want the new Congress to pass legislation that will compel rail corporations to train their employees on proper safety and evacuation procedures, the use of appropriate emergency escape apparatus, and the special handling of hazardous materials.

Engineers, trainmen and track maintenance workers are the true first responders to rail emergencies. They, like Chris Seeling, the engineer guiding the train in South Carolina in 2005, are the first on the scene, and often the last to leave. Yet, the rail corporations do not have quality safety and security training for employees in place.

Despite 9/11 occurring more than five years ago, the White House has not given rail security the importance it requires, budgetary or otherwise. Although the statistics illustrate that there are five times as many rail passengers per day than air, the airlines

have received the lion's share of security funding resources — nearly \$19 billion since 9/11, compared to \$250 million for all other modes of transportation, including rail. There is no coordinator for rail security in the TSA, nor is there a specific rail security expert assigned to the Northeast Corridor, the most heavily traversed section of the Amtrak passenger rail system. The tragedies in Mumbai, India, London and Madrid apparently weren't enough to convince the Administration that rail security and the safety of rail employees and the public is something to take seriously. Just when, we ask, will the time come?

We are encouraged by Congressman Bennie Thompson's new leadership in the House's Committee on Homeland Security. Rep. Thompson has been a strong advocate for addressing rail safety and security weaknesses, particularly in his committee's report, "Detour Ahead." Many other members of Congress have introduced rail safety legislation, too, at the urging of their constituents. The state of California was the first state, last year, to pass a comprehensive local community rail security law. In addition to requiring clear emergency response plans, the law provides "whistle-blower" protection to any rail employees who report lapses in security by the rail companies. Carriers will be subject to fines and civil damages of up to \$1 million for employees who experience any retribution by the company.

Towns and cities across America need to know what is being moved through their cities and must be prepared to respond in the event of an unimaginable tragedy on the rails. And, the men and women who work on the rails need to have quality hazmat and emergency response training to improve the likelihood that their hazardous cargoes will not impact the thousands of communities situated along the railroad right of way. The safety of everyone depends on it.

Fraternally,

James P. Hoffa
General President

JANUARY 2007 CALENDAR & EVENTS

FEBRUARY 25-28, 2007... Education & Training Dept. Workshop for GCofA S-Ts, Madison, Wisc.

The BLET Education and Training Department will conduct a workshop for all Secretary-Treasurers who file an LM-2 Report for their General Committee of Adjustment. The workshop will be held at the School for Workers, University of Wisconsin-Extension, Pyle Center, Madison, Wisc. See Page 7 of this issue for registration details.

MARCH 12-15, 2007... BLET Secretary-Treasurer Compliance Workshop, Kansas City, Mo.

At the Holiday Inn on the Plaza. See Page 6 of this issue for more details.

APRIL 9-12, 2007... BLET Secretary-Treasurer Compliance Workshop, Denver, Colo.

At the Four Points by Sheraton Denver Cherry Creek. See Page 6 of this issue for more details.

MAY 20-24, 2007... 67th International Western Convention, Tacoma, Wash.

Hosted by David Beech and the members of Division 238. More details to come!

JUNE 10-15, 2007... 80th Annual Southeastern Meeting Association, Orlando, Fla.

Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. More details to come!

AUGUST 20-23, 2007... 69th Annual Eastern Union Meeting Association, Traverse City, Mich.

Hosted by Don Zatteau and the members of Division 286, the 69th annual EUMA will be held at the Grand Traverse Resort and Spa in Acme, Mich. More details to come!

OCTOBER 7-11, 2007... 72nd Annual Southwestern Convention Meeting, Shreveport, La.

Hosted by Bud Pickett and the members of Division 599, the 72nd annual SWCM will be held at Sam's Town in Shreveport, La. More details to come!

Advisory Board December 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; Rail Labor Bargaining Coalition; BLET National Negotiating Team; Telephone, conference calls, correspondence; Teamsters Rail Conference policy committee mtg., Cleveland; BLET National Division Christmas party, Cleveland.
First Vice-President & Alternate President Edward W. Rodziewicz—Assisted President in general operation of National Division Office; Vice President assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; President-IBT Rail Conference; South Buffalo RR; BLET-UTU-NCCC mtg.; Amtrak mtg.; Septa mtg.
National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations mtg.; Secretary-Treasurer Workshop, Cleveland; Safety Task Force Training at NTSB Academy, Washington, D.C.
Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; Attended GTW informational mtg.; Negotiations w/ CSXT and CSXT General Committee in connection with single agreement; Contract negotiations w/ CN on behalf of GTW engineers; Informational mtg., Moberly, Mo.; Division mtg., Moberly, Mo.; Attended informational mtg. CSX Western Line divisions (Greenbo State Park); Work on Public Law Board awards and general office duties.
Vice-President Richard K. Radek—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; CN/WC quarterly L/M mtg., Green Bay, Wisc.; Metra disciplinary case conference, Chicago; PLB No. 6982 prep., BRC, Chicago; NRAB admin.; Metra contract negotiations, Chicago; NMB Section 3 committee, Washington, D.C.; CN/WC contract negotiations, Green Bay, Wisc.; PLB No. 6603 Exec. Session, EJ&E, Chicago; SBA 1151 award execution and dissent, EJ&E, Chicago; FRA Part 240.409 dockets this month: EQAL 00-83 UP, 03-31 UP, 05-01 UP, 01-26 UP, 01-18 UP, 01-69 UP, 02-10 UP, 02-04 UP, 01-06 CSX, 02-01 Metra, 02-67 Amtrak.
Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; Mtgs. w/ UP and GC MacArthur, re: Guaranteed pools, Ft. Myers, Fla.; CP Rail close call reporting mtgs., Madison, Wisc.
Vice-President Merle W. Geiger Jr.—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Montreal, Maine and Atlantic RR; Mtg. w/ GC Clark and KCS, Shreveport, La.; BNSF GCofA (former BN) Christmas party, Fort Worth, Texas; Prep for SBA session on Springfield Terminal RR (GC Twombly); Research, correspondence and general office duties.
Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Division 58 mtg., Vancouver, Wash.; Division 155 mtg. and Christmas party, Decatur; Div. 64 mtg., Newton, Kan.; Div. 75 mtg., Kansas City; Div. 155 mtg.; Mtg. w/ Wabash Hospital Administrator, Decatur.
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.
Vice-President & National Legislative Representative John P. Tolman — Assigned to Washington, DC Office; BLET Security Officer; General Office Duties, telephone, correspondence; Attended Hours of Service Federal Appellate Court Case; Met with American Association of Railroads; Worked to secure passage of HR 5483 — The Railroad Retirement and Disability Earnings Act; Met with BMW partners in Teamsters Rail Conference with regards to coordinating a communications strategy; Attended RSAC meetings on Medical Standards; Continued to formulate legislative strategy for 110th Congress with IBT leadership and other railroad union allies; Attended GAO meeting with regards to TWIC (Transportation Worker Identification Card); Met with FRA Security Coordinator; Met with NMB, FRA and transportation consultants. Met with CSX, NS and US DOT.
Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad (URR); Allegheny Ludlum Steel Co.; and Birmingham Southern; URR prep and negotiations, Pittsburgh; E.L. Bright appeal, NS-E; W&LE negotiations update w/ President Hahs; Mtg. w/ all NS GC and Division 239 Christmas party, Knoxville, Tenn.; Prep for upcoming mtg., re: Septa managers running trains; Division 71 mtg. and Septa GCA mtg., Philadelphia; URR contract ratification mtg., Pittsburgh; General office duties; General assistance to various GCofAs.

Free benefit program from American Income Life

BLET members and their families are now enrolled in a free benefits program through American Income Life Insurance Company (AIL).

Through AIL, members automatically receive \$1,000 of life insurance (accidental death and dismemberment) at not cost! For a fee, members can get a health discount card that will give them up to 60 percent off of health related services, and a child safe ID kit that includes fingerprinting and photo identification. Be on the lookout for a brochure coming in the mail in February that will explain these and other benefits in more detail. •



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

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