**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 of this 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 aggressiveorganizing 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 organized railroads. 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 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. Burf. 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 BMEWED and BLET national conventions. During that convention, delegates voted on changes to:

See 2006 Review, Page 7

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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 Act. The Surface Transportation and Rail Security Act of 2007 (STARS Act).

The bill would require railroads 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.

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**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 week guarantee amount.

The tentative agreement is currently out for ratification. If ratified, the new agreement will amend the 2003 Engineer’s Guaranteed Extra Board 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 $80,000.00 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.

“LCTS 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...
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 craft 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 provided 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 more information about the MWRCSF, please visit their website: http://www.mwrres.org. •

BRCF scholarships
BRCF sets March 1 deadline for Luther G. Smith scholarships

The Brotherhood’s Relief and Compensation Fund (BRCF) sponsors the Luther G. Smith Scholarship Program. Applications are available to the children, stepchildren and adopted children, age 27 and younger, of active BRCF members who are “In Good and Regular Standing” as defined by the BRCF 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 provided to awardees for the period in which they would normally be expected to complete their degree, not to exceed four years.

BRCF 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 Saulitz of the BRCF at (800) 233-7890. For more details, you can visit the BRCF website at www.brcf.org; or write:

Brotherhood’s Relief & Compensation Fund
The 10 Linglestown Road
Harrisburg, PA 17110
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 Auxiliary 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 the 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 Internationa l Fraternal Order of the Union (IWO). This covers Divisions, Auxiliaries and Members-at-Large in the following states and provinces: Arizona, California, Colorado, Idaho, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New York, Ohio, Pennsylvania, Vermont, Washington, D.C., and West Virginia.

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

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Applications must be post marked by April 1, 2007. The deadline for the Auxiliary-IWC-EUMA scholarship must be submitted by April 1, 2007.

The Auxiliary Scholarship application forms are available on the Auxiliary website: http://www.bletauxiliary.net, or you can link from the BLET Web site 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 3314 S. 112th Street Omaha, NE 68144-4799 For questions call Sister Caruso at: (402) 330-6314 or send her an e-mail at: Bunzij guest@cox.net.

BNSF, NS offer financial aid to children of employees

The Burlington Northern Santa Fe Foundation Scholarship Program began in 2003, and applications for applica tions on Jan. 1, 2007, and applications must be post marked by April 1, 2007.

The program will award 33 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 em ployees 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 elec tronically fill out an application re quest. 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”.

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) 320-3131 E-mail: info@scholarshipadministrators.com

Nort hwestern Southern established the Northwestern Southern Scholarship Program for sons and daughters of current, retired or deceased employees. The annual scholarship is conducted through the National Merit Scholarship Corp., an independent, nonprofit group.

All high school students who are sons and daughters of current, retired or deceased NS employees or its affiliates can compete for these scholarships. Some students must also meet all requirements for participation in the National Merit Scholarship Program that are published in the Official Stu dent 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 Application 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/ NBHLSFDC

The amount of the awards for each scholarship winner is determined indi vidually 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 Columbus Place Norfolk, VA 23510

Members can also call the NS Hu man Resources help desk: (800) 257- 3313.

2007 SCHOLARSHIP DIRECTORY

SMA Scholarships

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

Check with your division secretary-treas urer 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’s 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 additional information, contact division officers or write: Ronald L. Perkins SMA Sec-Treas. 2912 East Paint 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 scholarship applications can be filled out on your computer screen with the interactive PDF form available on the SWCM website. Deadline is August 30, 2007. Divisions must have paid their annual SWCM convention dues for applicants from their Division to be eligible.


EUMA Scholarships

The Eastern Union Meeting Association awards one $2,000 Robert Pentland Memorial Scholarship and several other $1,000 scholar ship awards 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. Applications must be submitted by April 1, 2007.

The rates in effect on some properties differ slightly from the published rates because of the effect of different system agreements. Your general chairman’s office should have the rates in effect on your property.

### TABLE I — LOCOMOTIVE ENGINEERS — PASSENGER SERVICE

<table>
<thead>
<tr>
<th>WEIGHT ON DRIVERS</th>
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<th>Rate Under Art. VIII</th>
<th>Straight Time</th>
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The rate tables effective January 1, 2007, reflect a 15¢ per hour; $1.20 to the basic daily rate and $0.0120 per mile, Cost of Living Allowance. It should be noted that these figures are derived from the BLET National Agreement.
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 and you roll over, look at the clock — it’s 3:21 a.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 “sherriff?” You ask again, and you still can’t understand clearly. Your heart skips another beat. You吸 a deep breath and crack the door.

It’s not a sheriff. It’s your husband’s friend from work, his union buddy. You feel confused 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?”

Your whole world spins out of control. Your hands begin to shake and your heart begins to race with the 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 quickly realize that you have 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 hissing the truth.

The next words that come out of his mouth are words that you never want to hear. “G.Y. didn’t make it.”

Your world spins into darkness as your control and reasoning is washed away. You feel like you’re drowning in a sea of darkness.

You have a married friend that you knew had heart problems. His friend left behind a 37-year-old wife — one that it wasn’t ready to see her get up call for us. We have four children between us — both 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 health 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. Kennefick Safety Award. He ate, lived, slept and breathed for his family, the BLET and the railroad.

When his friend died suddenly in 2003, he stood 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 worker’s spouse would need to know if they were ever involved in an accident, whether injured or worse yet, killed.

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 claims agent called me. As a claimant, all claim agents, whether your 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 is the best way to help your loved one. Please feel free to contact me at any time. I can be contacted via email at kbbailey@sbcglobal.net, mailed at 10001 Barr Lake Dr., Houston, TX 77085 or by cell phone at (713) 298-8255. 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 and Union Carpenter.
2. Names and phone numbers of the BLET Designated Legal Counsel 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.beltauxiliary.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 or claims agent will be used against you and your spouse in order to protect the railroad’s interests. Call a BLET Designated Legal Counsel as soon as possible and be governed by their advice and instructions.

Locomotive Engineers & Trainmen News · January 2007 Page 5
The BLET’s Education and Training Department will conduct three Secretar y-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 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, Wis. (see related article below).

**Workshop for GCoFaS 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 Warriors, University of Wisconsin-Extension, Pyle Center, Madison, Wis.

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, GCoFas will review LM-2 reporting, membership reporting, and filling 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 signature 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 users avoid mistakes and misunderstandings. Instructions 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](http://www.ble-t.org/gcast).

Passenger Rail News

The Brotherhood of Locomotive Engineers and Trainmen (BLE T) 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 findings 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 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 Metra 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 who believe such trainings are a first step in making our railroads safer and more secure,” Hahs said. “But they are simple — that is 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 — many aspects concerning railroad personnel, commuter, freight, and passenger railroads. Each carrier will be required to appoint a Rail Security Coordinator and to report certain incidents, potential threats, and significant security concerns to TSA on a timely basis. Moreover, railroads 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 report certain incidents, potential threats, and significant security concerns to TSA. These efforts have been in support of organized rail labor — giving back to all of the men and women of the railroad community across North America.

Secretary-Treasurers who attend 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.

Hotel Locations:
- Kansas City, Mo. — 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](http://www.ble-t.org/st)

The workshops will be held at the School for Warriors, University of Wisconsin-Extension, Pyle Center, Madison, Wis. while Secretary-Treasurers who attend will be responsible for their transportation costs as well as their room and board. Upon successful completion of the course, attendees will qualify for a $200 per day stipend from the North American Railway Foundation (NARF).

NARF is a non-profit operating foundation formed by the Brotherhood’s Relief and Compensation Board 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 hundreds of non-political projects throughout the United States and Canada over the past 10 years. The primary focus of these workshops is to familiarize members with the 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 signature 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 users avoid mistakes and misunderstandings. Instructions 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](http://www.ble-t.org/gcast).

As most S-Ts know, the BLET National Division implemented an Internet-based system for dues reporting to the IRS on January 1, 2006. 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 to help with the preparation of LM reports.

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If the BLET calls them ‘inadequate’...
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 worked with IC&E leaders to assess their priorities and to strengthen the organization on the property. The top two concerns for 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.

From left: Jeff Kurtz, Iowa State Legislative Board Chairman; Al Melhoushe, Division 200; Tony Jensen, Secretary-Treasurer of Division 200; Rick Radek, BLET National Vice President; John Scann, 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.

The BLET enjoys a safe, successful and prosperous 2006 and we hope to continue this success into 2007!
January 6, 2007, marked the two-year anniversary of the deadliest hazar-
dards accident in history. Granvilleville, 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 trans-
port 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 dan-
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We want the new Con-
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Engineers, trainmen and track maintenance workers are the true first responders to rail emergencies. They, like Chris Seeling, the engineer guid-
ing 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 training programs in place.

Despite 9/11 occurring more than five years ago, the White House has not given rail security the importance it requires, budgetarily or otherwise. Al-
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We were encouraged by Congress-
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Towns and cities across America need to know what is being moved through their cities and must be pre-
pared to respond in the event of an un-
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James P. Hoffa
General President

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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,

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