



NEWS

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Rail Labor to resume bargaining with carriers

Pressure from labor forces NCCC to return to negotiations

Late on February 13, the National Carriers Conference Committee (NCCC) withdrew its request for release from mediation, representing a victory for BLET members and all of Rail Labor.

Withdrawing the request means that the NCCC has agreed to continue bargaining with Rail Labor as opposed to seeking a forced agreement through Congress via a Presidential Emergency Board.

"It was a hard-earned victory for our members and Rail Labor," said BLET National President Don Hahs. "Countless telephone calls, e-mails and faxes from BLET members helped persuade the National Mediation Board to keep the NCCC in mediation, and pressured the NCCC to continue bargaining."

As part of a joint campaign, BLET and UTU members bombarded the National Mediation Board (NMB) with letters, faxes, e-mails and telephone calls in an effort to make

a point: Rail Labor wants a negotiated settlement during this round of collective bargaining.

Since February 7, the NMB switchboard has received an average of one telephone call per minute requesting that the Board keep the parties at the bargaining table.

Substantial support for the campaign came from the Rail Labor Bargaining Coalition (RLBC), Change to Win Federation, the AFL-CIO, and the International Brotherhood of Teamsters.

Labor's campaign influenced two key Republican leaders in Congress, who issued stern warnings to the carriers not to seek the assistance of Congress in imposing a forced contract on Rail Labor through a Presidential Emergency Board.

Representative Don Young (R-Alaska), Chairman of the House Transportation & Infrastructure Committee, issued his warning on January 23. Representative Steven

LaTourette (R-Ohio), chairman of the House Subcommittee on Railroads, issued his warning on February 6.

"Congressional intervention in any transportation labor dispute should always be a very last resort," Rep. Young wrote. "My additional concern is that we may be headed for conflict among the branches of government. I therefore recommend that the Board carefully consider whether it would be prudent to release the parties from mediation before the courts have resolved the pending litigation."

Rep. LaTourette echoed Rep. Young's warning.

"Congressional intervention is neither assured nor guaranteed for either party if resolution is left to the Congress," Rep. LaTourette wrote. "Again, I encourage both parties to redouble their efforts to reach an agreement."

The rail carriers asked the NMB for a release from mediation on Dec. 14, 2005, less than

Protecting jobs, safety & Railroad Retirement

BLET and UTU work together to oppose crew size reductions sought by carriers

Setting past differences aside, the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the United Transportation Union (UTU) have agreed to work together on a joint campaign to ensure a successful outcome to the current round of collective bargaining.

During negotiations, the major rail carriers have attempted to use past differences between the BLET and the UTU as a wedge to reduce crew size. Reducing crew size puts the lives of all rail workers and the general public in danger. It also seriously threatens the finan-

cial security of the Railroad Retirement system.

BLET President Don M. Hahs and UTU President Paul C. Thompson announced the joint campaign in a letter dated Jan. 27, 2006.

"Our two organizations have had their differences, but when it comes to protecting our members' jobs and safety, we must stand together against the hostile attacks of the carriers' expressed intent on eliminating jobs," the presidents said.

A copy of the joint letter is available on Page 5 of this issue. •

**Read joint letter
on Page 5**

See Congress, Page 3

BLET, labor wins first round in FMLA court battle

Carriers '99 percent likely' to appeal ruling on Family and Medical Leave Act; Won't change policy for now

Rail Labor secured a major court victory for its members in a decision released by the U.S. District Court in Chicago on January 3 regarding the Family and Medical Leave Act (FMLA).

The unions challenged a decision made by the major rail carriers to force their employees to exhaust their vacation and personal leave days for FMLA purposes before taking the unpaid leave they are entitled to under federal law. U.S. District Judge Wayne R. Andersen sided with the unions, ruling that the FMLA does not allow carriers to force employees to substitute paid vacation and personal leave for unpaid leave when existing collective bargaining agreements give the employees — not the carriers — the right to decide

when to use their paid leave. The court held that "if a CBA gives employees the right to determine when, or in what manner, they take accrued vacation and/or personal leave, an employer cannot force employees covered by that CBA to use such vacation and/or personal leave at a time of the employer's choosing."

Judge Andersen further noted that, pursuant to the Railway Labor Act (RLA), (a) the parties must "maintain" collective bargaining agreements, (b) carriers are not permitted to change CBA provisions other than through the Section 6 process, and (c) any disputes regarding the interpretation of an existing CBA must be submitted to binding arbitration. The court held, against

the carriers, that the FMLA did not in any way override these basic RLA requirements.

"Sometimes, an employee who resorts to the Family and Medical Leave Act has a family member who is very sick," said Don Hahs, National President of the Brotherhood of Locomotive Engineers and Trainmen (BLET). "For the carriers to bully employees in that situation is just wrong. I am proud we were able to work with other Rail Labor unions who felt the same way in order to rectify this situation."

Shortly after announcing the decision, however, the BLET National Division learned that it is 99 percent likely that the carriers will appeal the District Court's order to the U.S. Court of Appeals for the Seventh Circuit. Therefore, the carriers will not be changing their policies until the Court of Appeals upholds the lower court's ruling, at the

very least.

Per agreements made during the litigation, claims should continue to be filed, and stating that they are without prejudice to the position that this is a major dispute; the carriers previously agreed to hold such claims in abeyance after on-property handling pending the court rulings.

The BLET joined with five other unions in obtaining this result: the International Brotherhood of Electrical Workers, the American Train Dispatchers Association, the Brotherhood of Railroad Signalmen, National Conference of Firemen and Oilers (SEIU), and the Sheet Metal Workers International Association. Michael Wolly and Marge Pave of Zwerdling, Paul, Kahn, & Wolly, P.C., represented the organizations. The other rail unions also participated in the litigation and were separately represented. •

2006 BLET DELEGATE LIST

Here is the list of official BLET delegates to the First National Convention of the Brotherhood of Locomotive Engineers and Trainmen, as reported by BLET divisions at press time.

The convention is scheduled for June 19-22 at Bally’s in Las Vegas.

Reservation and travel information will be mailed to delegates shortly.

This list is published in the *Locomotive Engineer & Trainmen News* as required by Section 20, Paragraph (g) of the BLET By-laws.

All BLET divisions are listed below in numerical order, followed by the delegate’s name.

1. F A Battaglia
2. D T Fernald
3. M W Fitzgerald
4. C F Kopf
5. J R Saunders
6. K T Christians
7. R L Casad
8. J S Early
9. D W Klaus
10. R W Marshall, Jr
11. J J Raia
12. D Raptis
13. C E Sheets
14. C S Dort
15. D M Vawter
17. S J Tuck
18. R M Smith
19. R P Novasky
20. C R Glick
22. A S Ortiz, Jr
23. J D Howell
24. M D Whitchurch
25. T B Dawson
26. J V Pedro
27. M J Gaab
28. J H Booth
29. W C Smith
30. D R Neal
31. D W Johnson
32. A W Walker
33. T R Vaughn
34. J D Scott
35. D E King
36. D R Morehead
37. G W McReynolds
38. W L Hardbarger
39. T E Biedenbender
40. R Campbell
41. W M Pulley
42. D W Grimes
44. T R Jones
45. W D Stewart
46. C W Otten, Jr
47. C A Mc Dowell
48. R S Durham
49. J W Hinely
50. E F Doorley
51. D H Hansen
52. F M Cox
53. J P Chappelle
55. T S Holden
56. D W Hannah
57. G J Newman
58. J P Allen
59. C A Leisey
60. D P Estes
62. W D Phillips
63. R E Bernash
64. R G Roth
65. G E Welker
69. J P Regan
71. S J Bruno
72. J D Brown
73. G A Bradberry
74. J C Rupp
75. W F Paalhar
77. J D Carlson
78. M A Wofford
79. E L Bright
80. T T Holt
81. R S Schneider
83. T J Buyan
84. M G Parks
85. O N Edmunds
86. C W Davis
87. R W Guard
88. W P Elliott
90. T L Biehler
92. C R Rosenthal
94. L F Kemper
95. R L Koch, Jr
96. D W Davidson
97. J M Shifflett
98. J C Jensen
99. J R Wood
100. M P Huber

101. R E Pate
103. R A Turner
104. R D Holton
106. K B Barker
107. R A Gebauer
108. T L Ostruh
109. C E Browning
110. J G Sturdivant
112. N V Yelin
113. P T Lee
114. D D Harken
115. J A Thompson
116. H W Flippin
117. D J Heichel
118. W A Taylor
120. J S Elmore
121. F E Parks
122. J W Tibble
123. J J Fender
124. D A Edwards
125. M L Elsberry
126. B L Loudermilk
127. M A Donch
129. L R Sanders
130. R A Lyon
131. H A Balough
133. D L Geisler
134. E Sanchez
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139. R J Sikorski
140. E W Rice, Jr
141. M R Lane
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143. R T Dunnigan
144. R E Barnes
147. R L Canon
150. D A Browning
152. A L Tinney
153. M L Barse
154. B S DuBois
155. J F Kresse
156. T E Hudson
157. R J Chapter
158. T J Carter
160. S J Randolph
163. R E DeLano
164. J M Norlen
165. D R Hays
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184. D S Cook
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187. J L Carroll
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190. P D Henry
191. M D Twombly
192. J T Brown
193. G L Gore
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195. L R Fitterer
196. J L Dickerson
197. R R Elley
198. P L Wingo
199. J A Miller
200. T L Bengtson
201. M L Bonn
202. T E Finnegan
203. M S Strange
204. D A Floyd
205. R D Carter
206. T E Hawk
207. K E Kriegh
208. S W Beamon
209. J W Reynolds
210. L Horton
211. T J Jenkins
212. T M Foster
213. B L Merriman
214. A C Meza
215. L H Fraser
216. D S Lavery
217. M O Armentrout
219. J C Wainwright
221. C T Hamilton
222. J P Benich
223. D W Martin
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226. B P Simon
227. A J Chick, Jr
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229. K H Sorensen
230. D W Mixon

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232. J J Zawada
234. B D Davis
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236. J L Dayton
237. R F Conrad
238. M K Ricci
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242. J W Hollingsworth
244. J Garza, Jr
245. D T Newey
246. D R Woods
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250. R L Smith
251. R R Martin, Jr
253. J J Schesny
255. G R Murray
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259. G S Brown
260. R H Anderson
261. G L Rucker, Jr
262. R D Smith
263. J A Lenahan
264. J R Gomez
265. O K Creel
266. T A Mangler
267. M L Wallace
269. G M Maccarone, Jr
270. M R Shields, Jr
271. T J Braden
272. T A Schurger
273. E P Roliczek
274. M P Lemieux
275. L Moore
276. J A Sanchez
278. C R Gartman
279. D R Hartill
280. J M Askew
281. W C Hill
282. W J Baumiller
283. A G Ray
284. L R James, II
285. J R Toomey
286. S J Hockin
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292. A J Stock
294. E T Huart, Jr
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301. D L Young
302. W E Hook
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309. J H Rodgers
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312. M F Finn
314. C R Hyde
315. K K Howry
316. H L Sawyer, Jr
321. G C Baldwin, Jr
323. W S Mauldin, Jr
325. R T Woodruff
326. S C Sit
328. D J Stone, Jr
332. D A Bowen
333. M L Mercier
335. J M Regan, Jr
336. C R Brand
343. D M Beloat
344. B S Goodman
348. M D Schaffer
349. R B Jeppson
350. R Gutierrez
353. D G Simons
354. D A Senft
357. J B Ruth
362. M S Nelson
364. R C Burke
365. G L Abell
366. L R Jean Louis
369. S M Alberg
370. D M Caniff
373. R J Darcy
374. C S Gallagher
375. R D Wagner
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383. G N Harper
385. R K Cutlip
386. G A Hartley
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391. K L Yocum
392. E G Laprath
393. F W Rick
394. J E Kaulins
398. R P Kleinsorge
400. B J Botone
401. R G Preece
402. K T Solheim
403. N E Davis
405. S M McGovern
409. N C Neill, Jr
415. N C Carstenson

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423. T R Thompson
425. D A Bednarczyk
426. T E Loebig
428. G L Strebeck
430. T R Williamson
435. C D Driggers
439. M T Nichols
442. B C Thompson
443. S A Myers
444. J E Russell
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629. J O Frier
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804. S W Hammons
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812. J M Karakian
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827. O L Smith
829. W E Singleton
830. T R Kidd
831. R A Couch
834. J E Ussery
839. R B Frank
842. S G Palmer
846. F J Huff
848. S P R Wilcox
849. W B Hall, III
850. B S Peacock
851. R E Smale
857. J E Hanson
858. R H Lindsey
861. R B Behrends
863. R L Moore
867. G B Durocher
869. D R Hanson
871. C A Mosser
882. T T Rauman
886. J S Blodis
888. R C Saccomanno
892. D M Clark
894. R L Scholl
895. H W Kaack
899. D R Roberts
910. M S Allen
914. T A Street
915. N D Krig
918. J D Tindol
919. P Barrett
920. G D Powell
932. A A Fountain
934. W C Ingram, II
937. B B Clemmons
940. M E Moyano
944. D Compton, Jr •

Labor helps beat back asbestos bill

Legislation would have created a trust fund too small; BLET State Chairmen lead the way

Organized labor successfully lobbied for the defeat of a controversial \$140 billion asbestos bill in the Senate on February 14 by a vote of 58-41.

Labor, including the Change to Win Federation, opposed the bill for various reasons.

The BLET put out a call to its members on February 8, asking them to urge their Senators to vote no on the measure. The Brotherhood's State Legislative Board Chairmen also spent a great

deal of time and effort lobbying against the bill.

"Their efforts were successful as the bill was ultimately defeated by two votes," said John Tolman, the BLET's Political and Legislative Director. "With the exception of three unions, all of Labor wanted to see this bill to fail."

For various reasons, numerous special interest groups joined labor to lobby against the bill. From labor's perspective, the trust fund for resolving claims was too small. In addition, the

legislation did not resolve the issues of claims already filed against existing bankruptcy trusts, claims from individuals suffering from both asbestos and silica-related disease, and it did not contain an orderly sunset process that would have allowed for matters to be resolved before the fund was shut down.

The bill was introduced by Senator Arlen Specter (R-Pa.) and sought to create a \$140 billion trust fund to compensate victims for asbestos-related

medical problems. Asbestos manufacturers and their insurers would have financed the trust fund. In exchange, those organizations could no longer have been sued if the bill had been passed.

Senator Specter has already pledged to continue the pursuit of similar legislation. However, with the Senate's attention turning to Patriot Act issues for the rest of the week, then recess next week, it may be some time before the issue resurfaces.

Congress

Continued from Page 1

so in writing. Escalating pressure from Rail Labor, as part of the BLET-UTU campaign, led to the carriers' February 13 letter formally withdrawing their request for release.

The BLET and UTU have worked jointly on the campaign, putting past differences aside. Driving the two unions together is the threat of reduced crew size, a dangerous idea put forth by the NCCC. Reducing crew size puts the lives of all rail workers and the general public in danger. It also seriously threatens the financial security of the Railroad Retirement system.

The carriers claim that experimental positive train control (PTC) will permit crew-size reduction and the permanent elimination of thousands of jobs. In fact, the carriers' attempt to reduce crew size has nothing to do with new technology and everything to do with increasing corporate profits and executive bonuses.

The carriers have told the National Transportation Safety Board that implementation of PTC is many years away. Moreover, the Federal Railroad Administration has not conducted a study into the safety and reliability of reduced crew size, nor its impact on an already highly fatigued workforce operating trains through congested areas carrying highly toxic hazmat during this era of heightened terrorist threats to the security of our nation's railroads.

As a show of good faith during the current campaign, the UTU has withdrawn its request for a single-craft representation election at the Union Pacific Railroad while the BLET has pledged to refrain from conducting organizing drives at UTU-represented properties. •

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BLET NEWS

GIA Dialogue

Mobilization — A plan that works!

By Sereena Hogan
 3rd International Vice-President
 Grand International Auxiliary

Surely by now most of us have at least heard the term “mobilization” used in connection with the BLET, and are aware that the GIA has a Mobilization Program as well. But do you really know what mobilization is? Quite simply, mobilization is the grassroots involvement of the membership in worksite issues, and in broader issues that affect not only our daily lives, but also our communities. At the heart of mobilization is the recognition that a union’s strength lies with its members. It’s about creating a movement to work together and demonstrate our unity. If we are mobilized, we can take action on a moment’s notice.

The GIA Mobilization network was started in 1997 when a few forward-thinking BLE and GIA officers realized the potential impact that spouses and families could have in effecting changes in working conditions for our engineers and trainmen. A group of GIA members and officers met with BLE educators in Shreveport, La., to learn the concept of mobilization, its power, and how to establish a plan for the GIA. Not long after that meeting, a flyer was distributed

inviting spouses and family members to join the GIA’s Mobilization Network. In September 2001, at the Seventh Quinquennial Convention in Miami Beach, Fla., a resolution was enacted to add the position of Mobilization Coordinator to the list of local auxiliary officers.

Auxiliary Mobilization Coordinators are responsible for creating and maintaining a current list of members, including names, addresses, phone numbers and e-mail addresses. These lists are forwarded to the GIA International Mobilization Coordinator, a position currently held by International Vice President Mabel Grotzinger.

This network is the most efficient way we have to communicate with our members on important issues. When an issue arises that impacts all of us, we can contact our members quickly to notify them regarding the issue, why we need to support it, and instructions regarding what action needs to be taken. With e-mail becoming a widely used form of communication in almost every household, we can use it to expeditiously contact our members in a very cost-effective manner.

During the Railroad Retirement Reform fight in 2001, and more recently, during the National Mediation Board

MOBILIZATION

= Organization

Setting in place the internal local structures to effectively communicate with each member, face-to-face, one-on-one.

= Education

Once the structure is in place, the next step is communication with the members and educating members one-on-one on the issues.

= Action

Once the members understand the issues, the Union can ask them to become actively involved in solidarity actions.

(NMB) Campaign, our Mobilization Network provided the ability to contact GIA members to urge them to write letters and make telephone calls regarding these issues. During the Railroad Retirement Reform fight, those of us (both GIA and BLET) who had provided our e-mail addresses to our National Legislative Rep, Becky Schneider, were continually updated with detailed instructions on who to contact and even how to word our requests. We believe this movement had a profound effect in the final hours of the voting process on this legislation, resulting in a victory that will impact railroad families for years to come.

The NMB Campaign was another

success. The mass of e-mails, phone calls, and letters that the NMB received from BLET and GIA members on a daily basis persuaded the Board not to release the carriers from national negotiations with the BLET and UTU.

We must work to strengthen the GIA so that we have coverage across the country when issues arise that impact the livelihood of us all. It is imperative that we have accurate information on all of our members in order to be successful during times when we must mobilize quickly. If you have not already done so, please be sure that Mabel Grotzinger or Becky Schneider has your contact information for our Mobilization Program. If you are not currently a GIA member, please consider joining so that you can help make a difference in the lives of our railroad families. Send your information to:

- Mabel Grotzinger at: mmgrotzinger@comcast.net, or;
- Becky Schneider at: beckygia1@earthlink.net; or
- Phone Becky at (915) 581-1373. •

Full house for ST Workshop in Cleveland



Several BLET officers from across the United States successfully completed a Secretary-Treasurer training workshop put on by the BLET’s Education and Training Department in downtown Cleveland in early December.

Seated, from left: Lawrence Mosley, Division 22 S-T (El Paso, Texas); Tracy Jensen, Division 200 S-T (Davenport, Iowa); Chris Handley, Division 203 S-T (Jackson, Miss.); Ken Kroeger, Coordinator, Education & Training Dept.; Ed Rodzicz, First Vice-President; Bill Walpert, National Secretary-Treasurer; Monty Murphy, Division 24 S-T (Centralia, Ill.); Dan Cook III, Division 1 Local Chairman (Detroit, Mich.); William Johnson, Division 754 Local Chairman (Terre Haute, Ind.); and Chad Colucci, Division 292 S-T (Beach City, Ohio).

Standing, from left: Richard Edmunds, Retired; Russell Bates, Washington State Legislative Board S-T; Walt Schmidt, BLET Webmaster; Tommy Butler, Division 647 S-T (Phoenix, Ariz.); Mike Crawford, Division 511 S-T (Portsmouth, Ohio); Douglas Myers, Division 447 S-T (Bellevue, Ohio); Mark Anderson, Minnesota State Legislative Board S-T; Paul Finch, Division 2 S-T (Jackson, Mich.); Gene Imler, BLET Special Representative; Michael Goebel, Division 234 Legislative Representative (Columbus, Ohio); Rusty Jones, Division 239 S-T and Vice-Local Chairman (Knoxville, Tenn.); Karl Mattingly, Division 548 S-T (Peru, Ind.); Gary Zahorchak, Division 757 S-T (New Castle, Pa.); Daniel Maynard, Division 271 S-T (Russell, Ky.); Bernard Schmitt, Division 481 S-T (Parkersburg, W.Va.); Nick Johnson, Division 28 (Tucson, Ariz.) S-T; Kevin Peek, Division 456 S-T and Local Chairman (Norfolk, Va.); Michael Huber, Division 100 S-T (Danville, Ill.); Bob Broka, BLET Director of Record Dept.; and Richard Conner, Division 578 S-T (Tulsa, Okla.).

Present but not pictured: Dave Fernald, Division 2 Local Chairman (Jackson, Mich.).

ATDA files to represent UP dispatchers

The American Train Dispatchers Association (ATDA) has launched a representation election to organize approximately 550 train dispatchers at Union Pacific Railroad.

“For many years, UP’s train dispatchers have not had a say in their terms and conditions of employment. There is no better time to change that than now,” ATDA President Leo McCann said.

“On behalf of the Brotherhood of Locomotive Engineers and Trainmen, I wish the ATDA the best of luck in this campaign,” BLET National President Don Hahs said. “I urge all other Rail Labor unions to support the ATDA in their organizing campaign.”

Along with the BLET, the ATDA is a member of the Rail Labor Bargaining Coalition (RLBC), an alliance of seven Rail Labor unions currently engaged in collective bargaining with the National Carriers Conference Committee (NCCC). •

BLET, UTU warn of rail safety concerns

Brotherhood of Locomotive Engineers and Trainmen (BLET) President Don M. Hahs and United Transportation Union (UTU) President Paul C. Thompson issued the following outline describing joint concerns over railroad attempts to compromise public safety and security by reducing crew size on the nation's railroads:


Railroading is one of the most dangerous occupations in North America

- Rail-related injuries typically result in amputations, other career-ending injuries and death.
- Over past three years, train collisions increased by more than 42 percent, according to Federal Railroad Administration data
- Also over past three years, employee fatalities are up by 17 percent.
- For period January-September 2005 (9 months), the FRA says there were more than 2,200 train accidents, some 1,200 yard accidents, 1,655 train derailments and 21 rail-employee fatalities.
- Additionally, more than 350 private citizens die annually in accidents at highway-rail grade crossings.
- This deterioration in safety statistics is NOT the result of more business on the rails, because the FRA "normalizes" these data based on millions of train miles.
- Every major railroad — BNSF, CSX, KCS, NS and UP — has posted an increased in train accidents over past three years.


Railroads haul some of the most deadly of hazardous materials

- Railroads haul deadly chemicals such as chlorine, nuclear weapons and nuclear waste — all targets of terrorists and all deadly to large areas of every community through which these chemicals travel on trains.
- Terrorists have targeted railroads in foreign countries (bombings in Madrid, Spain) and have threatened to do so in the United States. Having at least two people on the train enhances the number of eyes and ears on the front lines for the benefit of homeland security.
- Positive Train Control may or may not be effective in improving rail safety.
- We don't know because PTC is in the experimental stage.

- PTC is operating under special waivers from the FRA over just a few hundred miles of track. There are about 1700,000 miles of rail track in the U.S.
 - Not only is PTC experimental, but there are thousands of miles of track in the United States today that are considered "dark territory," which is no more technologically advanced than railroad tracks were in the 1800s.
 - Where PTC is being tested, such as BNSF's Beardstown subdivision in Illinois, the technology's failure rate is significant. One third of tests of PTC there have resulted in an unintentional application of brakes indicating a system failure of some sort.
 - Carrier operating officers have told the National Transportation Safety Board that implementation of PTC on any wide-scale is 7 to 10 years away. The costs are enormous — some \$7 billion — and no railroad has indicated to its stockholders that it is embarking on such a capital expense in the near future. PTC remains an experimental technology.
- Railroads want to reduce train crews without adding new technology**
- Railroads have told Wall Street analysts that they want to take advantage of a sudden and sharp increase in retirements by not hiring replacements for these train & engine service employees.
 - Railroads predict tens of millions of dollars in savings by not hiring and reducing crew size to one person, who would not have benefit of PTC and who would also be required to leave the train to operate remote control in switching operations and tend to unexpected mechanical problems.
- The danger of reduced crews is primarily from fatigue**
- Noted sleep scientist Dr. William Dement, director of Stanford University's Sleep Disorders Research Center, compared going to work fatigued with going to work drunk. Fatigue impairs the motor skills, concentration, and response time of train crew members.
 - Fatigue already is a severe problem in the railroad industry. Insufficient train crews require railroads to demand employees work up to 30 days without rest periods. It is not uncommon for train & engine



1370 ONTARIO STREET
MEZZANINE
CLEVELAND, OHIO 44113
DON M. HAHS
National President



14800 DETROIT AVENUE
CLEVELAND, OHIO 44107-4250
PAUL C. THOMPSON
International President

January 27, 2006

Dear Sisters and Brothers:

In a demonstration of good faith and with an eye toward the job security and safety of the members of both organizations, the UTU has retracted its application for a single-craft representation election at the Union Pacific Railroad, while the BLET has agreed to refrain from organizing UTU-represented properties.

Our two organizations have had their differences, but when it comes to protecting our members' job security and safety, we must stand together against the hostile attacks of the carriers' expressed intent on eliminating jobs.

It is clear that the major railroads in national negotiations are pursuing a strategy to use past differences between the BLET and the UTU as a wedge to reduce crew size, thereby putting the lives of all rail workers and the public in danger and also seriously threatening the financial security of the Railroad Retirement system.


Carriers claim that experimental positive train control (PTC) will permit crew-size reduction and permanent elimination of thousands of jobs. In fact, the carriers' attempt to reduce crew size has nothing to do with new technology and everything to do with increasing corporate profits and executive bonuses.

Indeed, carriers have told the National Transportation Safety Board that implementation of PTC is many years away. Moreover, the Federal Railroad Administration has not conducted a study into the safety and reliability of reduced crew size, nor its impact on an already highly fatigued workforce operating trains through congested areas carrying highly toxic hazmat during this era of heightened terrorist threats to the security of our nation's railroads.


Over the next week, you will be receiving communications from officers of our organizations asking your cooperation in a joint strategy that has as its purpose a successful outcome to this round of bargaining. For this to work, it is essential that every member of both organizations cooperate and participate in this effort.

This is a job security and safety issue to the members of both our organizations, and also a threat to financial solvency of the Railroad Retirement system. Every member, members of their family, and railroad retiree will soon be given instructions regarding this united effort.

In solidarity,



Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen



Paul C. Thompson
President
United Transportation Union

service employees not to receive even six hours of uninterrupted sleep daily.

- Fatigue is most often cited by the National Transportation Safety Board as a contributing factor in railroad accidents.

One person crews sought by the carriers are a prescription for disaster

- Trains operating through populated areas and carrying deadly hazmat and considered a target of terrorists should not be permitted to

operate with only a single person aboard.

- Medical emergencies, the need for restroom breaks and meal periods all put trains, their contents and communities at risk when there is but a single person aboard to operate and monitor the train and remain in radio contact with dispatchers and nearby emergency responders.
- Railroads transport deadly hazmat on tracks that are within blocks of Capitol Hill in Washington, D.C. Train tracks are located in the heart

of major population centers and trains carrying hazmat travel next to hospitals and schools.

A Federal Railroad Administration study of reduced crews is needed

- Before Congress allows carriers to turn current labor negotiations into a congressional plebiscite on reduced-crew size, a Federal Railroad Administration study into the safety concerns of reduced crews is essential.

BLET NEWS

Meany Center announces 2006 hazmat workshops

The Rail Workers Hazardous Materials Training Program will conduct hazardous materials transportation/chemical emergency response training programs at the George Meany Campus in Silver Spring, Md., on the following dates:

May 7-12, 2006
 June 4-9, 2006
 July 16-21, 2006

The training, eligible for three academic credits from the National Labor College, addresses OSHA and DOT required procedures and different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, the incident command system, as well as components required to

complete OSHA 10-Hour Outreach Training. Training includes advanced classroom instruction, small group activities, intensive hands-on drills and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program is funded to provide this training by various sources, including the North American Railway Foundation (NARF) and a federal grant from the National Institute of Environmental Health Sciences (NIEHS). This funding will provide transportation, lodging, and meals for training participants. In addition, participants who are unable to secure regular pay through the railroad to attend training are eligible for a stipend

of \$550.00.

In Fall 2005, the Rail Workers Hazardous Materials Training Program was refunded for another five years in partnership with the International Brotherhood of Teamsters as a Hazmat Transportation Consortium. As of August 31, 2005, the Rail Program completed 14 years of training provided to more than 19,500 rail workers.

The BLET Education & Training Department encourages all BLET members to consider taking advantage of these educational opportunities. Even those who have completed hazmat workshops in the past will benefit from new programming that will be offered this year.

The Program's curriculum has

been expanded to include two new training program areas — Hazmat Disaster Worker and U.S. Department of Energy (DOE) Radiation Worker Training. The Disaster Training can encompass anything from security and terrorism to natural disasters, such as working in the aftermath of Hurricane Katrina. The DOE training will provide radiation awareness training to rail workers involved with the transportation of radioactive materials shipments.

For your convenience, a registration form is available from the BLET website at:

<http://www.ble-t.org/pr/pdf/0506TrainingApplication.pdf>

Completed registration forms should be faxed, mailed or e-mailed to the Hazmat office as soon as possible. Space is limited to approximately 25 for each program. Check the Rail Workers website for schedule updates and to register online: <http://www.hazmatgmc.org>.

For more details, contact the following:

Rail Workers Hazardous Materials Training Program
 10000 New Hampshire Avenue
 Silver Spring, Maryland 20903
 Phone: (301) 439-2440
 Fax: (301) 628-0165
croddgers@nationallaborcollege

Election Supervisor's Third Report to BLET members

Delegate Nominations and Elections: – Sixteen General Committees of Adjustment have held their nominations meetings so far, with the rest scheduled through March, 2006. It's easy to find out where and when the meetings are taking place, and the results. Just go to www.ibtvote.org and follow the links:



Written Nominations Permitted: – Remember, you can nominate, second and accept a nomination in writing instead of actually attending the nomination meeting. Please consult the nomination notice you received in the mail or Article II, § 5 of the *Rules for the 2005-2006 IBT International Union Delegate and Officer Election* (“2006 Rules”), available on our website, for a complete description of how to nominate, second and accept a nomination in writing.

Correct Date for the International Convention: – The 27th IBT International Convention will take place in Las Vegas, Nevada on **June 26-30, 2006**. The Timetable of Events published in the erroneously states June 25-29, 2006 as the dates for the 27th IBT International Convention. Disregard that printed date and write the correct date for the convention in your booklet or other copy of the 2006 Rules.

International Officer Campaign Material: – Accredited candidates for IBT International Office published campaign material in the February 2006 issue of *Teamster* magazine.

Want to review that material or get another copy? Go to www.teamster.org



Click on “2006 Election Campaign Literature,” and follow the links to the campaign literature of the slates.

Do You Want Your Own Copy of the 2006 Rules? – Contact the Election Supervisor's Office in Washington, D.C. and request your copy of the *2006 Rules*. Rules booklets are available in English, Spanish and French. Call toll-free 888-IBT-2006 (888-429-2006) or send your request by email to ElectionSupervisor@IBTvot.org

Richard W. Mark
 Election Supervisor

Heath Retirement

Continued from Page 7

my family and enjoy my grandchildren.” He also enjoys fishing and old cars.

“I’ve met good people and bad during my career,” said Brother Heath. “I started out on a 6:30 a.m. job and ended on a 10:30 p.m. job. All and all, 30 years at 55 years of age should be enough for those in train service. I’ve worked enough hours to be 65 years old already.

“Hopefully, the BLET and Teamsters can provide rail workers with better pay, health insurance and earlier retirements.”

Upon retirement, Brother Heath was presented with two clocks. One is a standard issue CP Rail retirement clock and the other is a Stormy Kromer clock presented to him by coworkers.

The Heaths live at 5536 Alameda St., Shoreview, Minn. 55126.

Send us your Last Runs/Honor Rolls

BLET members planning to retire in coming months should contact the National Division to have their Last Run and/or Honor Roll published in the monthly Locomotive Engineers and Trainmen News. Last Runs feature recently retired members while recognize members with 40 or more years of consecutive membership. For details, contact:

BLET Public Relations Dept.
 1370 Ontario St., Mezzanine
 Cleveland, OH 44113
 E-mail: Policy@ble-t.org

LAST RUNS

Congratulations, Brother Harvey!

The Brotherhood of Locomotive Engineers and Trainmen congratulates Robert A. Harvey on his retirement after many years of dedicated and professional service to the organization. Brother Harvey retired officially on January 1, 2006.

A pioneer in the field of regulatory research for a labor organization, Brother Harvey was hired full-time after the BLE's 1996 convention. Working out of the BLET's Washington, D.C., office during the past nine years, he has spent countless hours participating in more than 15 Rail Safety Advisory Committees (RSACs), helping to develop rules and regulations that impact the working conditions of locomotive engineers and trainmen. Bob has also testified on behalf of the BLET at numerous public hearings.

"Bob has an impeccable reputation in D.C., and his integrity has been a positive reflection upon the Brother-



The BLET's Executive Committee thank Brother Bob Harvey for his many years of dedicated service to the Brotherhood. From left: First Vice President Ed Rodzwick; Brother Harvey; National President Don Hahs; and National Secretary-Treasurer Bill Walpert.

hood these past nine years," said BLET Vice President and National Legislative Representative Raymond Holmes.

Brother Harvey's work behind the scenes has been noticed by many in the BLET.

"We appreciate his accomplishments — often conducted behind the scenes without much fanfare — on issues of great importance to the jobs of locomotive engineers and trainmen, always relying on his first-hand experience as a locomotive engineer to keep the safety of BLET members at

the forefront at all times," said BLET National President Don M. Hahs. "Thank you, Bob, for your hard work and dedication over the years, and your attention to detail, which has helped make the rail industry a safer place to work."

Brother Harvey leaves behind an unparalleled legacy of hard work and devotion to the Brotherhood and the railroad industry. His history of exemplary service to the BLET will be missed by all. •

Gowan's career began in 1946

Brother T.J. Gowan of BLET Division 192 (El Paso, Texas) made his last run on November 18, 2004 on a road switcher in El Paso.

Brother Gowan followed in his father's footsteps. He began his railroad career as a clerk for the Southern Pacific Railroad on September 3, 1946 in El Paso. He went firing in August 1950 and was promoted to the position of locomotive engineer on December 16, 1960. He joined BLE Division 591 on July 1, 1958. Brother Gowan's father, William T. Gowan, hired out in 1911 as a switchman and, upon his return from service in the Army in 1920, worked as an

operator/agent for the Santa Fe Railroad.

During his years of membership in the BLE and the BLET, Brother Gowan served the organization in many capacities. He was the Secretary-Treasurer for Division 591 in the 1960s and served as Local Chairman from 1972-1991. He also served as the Sec-

retary-Treasurer of the Southern Pacific Western Lines General Committee of Adjustment.

Brother Gowan has four children, Tommy, Lisa, Greg and Debbie, and nine grandchildren.

He lives at: 8513 Basil Ct., El Paso, Texas 79925. •



He's worked everywhere, man

Brother David A. Heath of BLET Division 357 (Minneapolis, Minn.) made his last run as a yard conductor on Dec. 21, 2004, in Canadian Pacific's St. Paul Yard.

Heath began his railroad career in 1964 as a switchman on the Rock Island lines in Ottawa, Ill. During his railroad career, he worked for several railroads due to sales and consolidations. He quotes Johnny Cash to explain the wide variety of places he has worked throughout his 40-year career: "I've been everywhere, man."

He joined the BLE in 1998 after many years as a member of other organizations. Brother Heath noted that when he hired out in 1964, he was paid \$24.64 for eight hours of work. At the time of his Last Run, he earned \$172 for eight hours of work.



Brother Heath, with his coveted Stormy Kromer clock — a retirement gift from coworkers.

Brother Heath and his wife, Cheryl, were married on Nov. 21, 1964. The couple has a son, Tracy; two daughters, Kari and Jamie; and two grandchildren.

During his retirement, Brother Heath plans to "see the sights, visit friends, be with

See Heath Retirement, Page 6

Cleveland Division 607 honors three retirees

BLET Division 607 in Cleveland recently bid a fond farewell to three members who are now enjoying retirement. At a retirement party in the Cleveland area, Division 607 President Bud Ramkey presided over a ceremony to honor the retirees and present them with farewell gifts.

Ronald T. Andolsen of Division 607 Cleveland hired on the Norfolk & Western Railway on Nov. 19, 1964, earning promotion from fireman to locomotive engineer in 1969. He officially retired on October 7, 2004.

During his 40-year career, Brother Andolsen worked various yard assignments in Cleveland and Bellevue, Ohio, and worked many locals as well. He completed his last run on traveling switcher L-24 at South Lorain Yard. He enjoyed the continuous daily challenges that railroading presents, especially his acclamation period that afforded him some unique problems and accomplishments.

Division 607 presented him with an engraved desktop model of a NW locomotive and a hat bearing the NW logo as a retirement gift.

Richard L. Hunt hired on the Akron, Canton & Youngstown Railroad on May 23, 1964. The AC&Y was absorbed by the Norfolk & Western,



From left: Division 607 President Bud Ramkey presents George J. Henry Jr. with a model of a NY Central locomotive attached to a Conrail caboose at a retirement party for Brothers Henry, Andolsen and Hunt.

which later became the Norfolk Southern.

Brother Hunt's Last Run came on the former Conrail yard assignment BF-14 at Chrysler Yard in Twinsburg, Ohio, on Jan. 2, 2004. During retirement, he has enjoyed boating, skiing, spending time with his family, and continues to improve his golf game.

As a retirement gift, he was given a desktop model of an AC&Y locomotive by the Brothers and Sisters of his division.

George J. Henry Jr. is a second-generation locomotive engineer. His father worked as an engineer on the former Big Four (Cleveland, Chicago, Cin-

cinnati & St. Louis division of the New York Central retiring from Conrail in 1981).

George Jr. worked as a lineman for a public utility until corporate downsizing took its toll. At age 56, he hired out on Conrail as a trainman on January 11, 1999, and served as a conductor on the road freight pool between Cleveland and Conway, Pa. He later earned promotion to locomotive engineer and made his last run between Cleveland and Mingo Junction, Ohio, on train 62R on March 3, 2005.

George plans to enjoy his retirement traveling with his wife, spending time with his grandsons, and maybe taking some college courses. •



Richard L. Hunt

Locomotive Engineers & Conductors Mutual Protective Association

535 Griswold • Suite 1210 • Detroit, MI 48226-3638
(800) 514-0010 • (313) 962-1515
FAX: (877) 633-1910 • E-MAIL: lecempa1910@lecempa.org •
WEB: www.lecempa.org



Job Protection Headquarters for Transportation Employees Since 1910

BLET NEWS

A message from Teamsters General President Jim Hoffa

Teamster teamwork



Teamsters are proving again and again that teamwork among unions works. When we left the AFL-CIO last year and joined the Change to Win Federation we did so because our need to organize was not being taken seriously by the AFL-CIO. Now we, and you, are part of a dynamic new labor federation composed of six other like-minded unions: Laborers, SEIU, Unite-HERE, Farmworkers, Carpenters and UFCW. In March, we will participate in an organizing conference with our Change to Win brothers and sisters. And, in June, we will host a Teamsters organizing conference prior to our International Convention. Both of these are opportunities for you to join together with progressive union brothers and sisters who have taken the call for organizing to heart.

Even though some technical jobs have been shipped overseas, the core American jobs such as locomotive engineers, warehouse workers, and truck drivers are in need of unionization. Companies are expanding, and in some cases, becoming multi-national. We, too, are expanding our alliances and partnerships so that we can compare strategies with other union negotiators.

That's why the Rail Labor Bargaining Coalition (RLBC) has been so effective. Instead of bargaining separately with rail carriers, the Brotherhood of Locomotive Engineers and Trainmen (BLET) joined with the Brotherhood of Maintenance of Way Employees, Sheet Metal Workers, Boilermakers, Firemen and Oilers, Train Dispatchers and Railroad Signalmen for the best bargaining strength. This year the RLBC showed the carriers that they were completely united against the rail corporations scheme to reduce the required crew size. The RLBC asserted that having at two crew members on board was the right and safe thing to do. I commend the RLBC for standing up and staying united. There will be more bargaining to come as part of these national negotiations, but we are confident that we will succeed.

Rail Safety Legislation

We were proud to support Rep. Steve Lynch's (D-MA) legislation for rail safety that required rail employee training that he introduced last year. For too long, the rail corporations have

kept silent on their safety and security plans. They wouldn't even give the plans to Congress. Rep. Lynch's proposal was one of the first to recognize the integral part our members perform with safety on the job. No one knows better than you that what you see daily on the rails is valuable information. And, that in order to better perform your jobs, you need the training to compliment them. As defacto first-responders to all rail accidents, you need to know how to evacuate a train, what types of suspicious packages to watch out for and how to handle accidents that may include toxic chemicals.

In Nebraska, which boasts some of the largest freight shipments in the United States, State Sen. Matt Conneally (D-NE) just introduced legislation that calls for increased communications between the rail corporations and the police and fire officials. This is an example of local government leaders taking seriously the threat of accidents and terrorism that our rail system is open to.

We will keep fighting to bring workplace safety and public safety on the rails to the forefront of America's security agenda.

James P. Hoffa
General President

FEBRUARY 2006 CALENDAR & EVENTS

MARCH 19-23, 2006... Local Chairman Workshop, University of Illinois-Champaign, Ill.

The BLET Education & Training Department hosts this workshop on the campus of the University of Illinois-Champaign near Chicago. To register, contact Ken Kroeger at (216) 272-0986 or kroeger@ble-t.org.

JUNE 4-9, 2006... 79th Annual BLET-GIA Southeastern Meeting Association (SMA)

Hosted by SMA Chairman T.L. Reed and the members of BLET Division 205, the 79th annual SMA will be held at the Chattanooga Marriott at the Convention Center in Chattanooga, Tenn. More information to come when available.

JUNE 12-16, 2006... 68th Annual BLET-GIA Eastern Union Meeting Association (EUMA)

Hosted by EUMA Arrangements Chairman R.J. Chapter and the members of BLET Division 157, the 68th annual EUMA will be held at the Tropicana Casino & Resort on the Boardwalk in Atlantic City, N.J. More details at www.ble-t.org.

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

The First Quadrennial Convention of the BLET National Division will be held at Bally's in Las Vegas. More details to come when available.

JUNE 25-29, 2006... 27th IBT International Convention, Las Vegas, Nevada

The 27th International Convention of the International Brotherhood of Teamsters will be held at Bally's in Las Vegas. More details to come when available.

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

Hosted by S.V. Halbrook and the members of BLET Division 94, the 66th annual IWC will be held at the Holiday Inn Rapid City—Rushmore Plaza in Rapid City, S.D. Registration details at www.ble-t.org.

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

Hosted by A.L. Williams and the members of BLET Divisions 182, 278, 585, 858 and GIA Auxiliary 37, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. Contact Chairman A.L. Williams by e-mail at: ALWMS1@sbcglobal.net; or Vice Chairman Norman Baker at: (501) 835-0858.

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; BLET Wage/Rule meetings, Rail Labor Bargaining Coalition meetings with National Carriers Conference Committee, Washington, D.C.; Mtgs. w/ Gary Curry, ORBA, Sacramento, Calif.; Mtg. w/ Painters Union, Washington, D.C.; Division 192 and Division 22 mtgs.; Division 463 Christmas party (Cumberland Falls State Park, Ky.); Div. 548, Peru, Ind.; Vacation.

First Vice-President & Alternate President Edward W. Rodziewicz—Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls.

National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; S-T Workshop, Cleveland; Christmas party, Cumberland Falls, Ky.; Christmas party, Scott City, Mo.

Vice-President Paul T. Sorrow—CSX Western Lines GCofA mtg.; Mtgs. w/ CSX General Chairmen regarding dual track bargaining; Public Law Board 1063, NS; CSX Family Day event, Greenwood, S.C.; Mtg. w/ President Hahs; Assisted Grand Trunk Western GCA for planning session with upcoming negotiations and day-to-day issues; Assisted CSX, NS and GTW committees and performed general office duties.

Vice-President Richard K. Radek—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; EQAL 03-47 filings; Special Div. 114 mtgs.; CN-IC, Waterloo, Iowa, Monticello, Wisc.; L/M mtg., CN-IC, Oak Brook, Ill.; CN-WC negotiations, Schiller Park, Ill.; Metra special mtgs., 0/17/05 derailment, Chicago; Metra document production, supeona; Preliminary settlement conf., scheduling procedures, Metra, Chicago; IC agreement ratification, Cleveland; Arbitrator selection strikes, EJ&E, manning provision/remote control dispute arbitration-SBA; PLB 6881 filings, Chicago; FRA 49 CFR 240.409 dockets this month: FRA EQAL 01-16, 05-01, 03-47.

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, 6558, 6589; UP work/rest projects; RSAC positive train control cmtc.; National wage/rules; General office duties, telephone, correspondence; Arbitration, PLB 6449 and 6440, UP, Cheyenne; National wage/rule contract mtgs., Washington, D.C.; Portland & Western contract mtgs., Salem, Ore; National Association of Railroad Arbitrators mtg., Chicago.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes—BLET Washington D.C. office; General office duties, telephone, correspondence; BLET General Chairmen's mtg., Las Vegas; BLET Advisory Board mtg., Las Vegas.

Vice-President Merle W. Geiger Jr.—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Mtg. w/ GC Clark, Koonce, Parker and KCS, Shreveport, La.; Joint division Christmas dinner, Kansas City; Mtg. and Christmas dinner w/ Division 527, Pittsburg, Kan.; Conference call regarding dispute on L&I RR; NARAP website conference call; BNSF (former BN) open house, Fort Worth; Conference call w/ GC Parker and KCS; Research, correspondence and general office duties; Vacation, holidays.

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; National Wage/Rule committee; MRL conference call, Peoria, Ill; Div. 135 Christmas party, Beardstown; Div. 842 mtg., Klamath Falls, Ore.; Div. 104 mtg., Spokane, Wash.; ID meeting with carrier, Portland, Ore.; NCCC meetings, Washington, D.C.; Div. 155 mtg.; Holiday.

Vice-President E.L. "Lee" Pruitt—Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork; New Orleans Gulf Coast RR negotiations, Chicago; Crew utilization mtg., UP Southern Region GCA, Houston; Trip Rates and ID Run negotiations, UP Western Region GCofA, Portland; UP-Tacoma Belt, office duties, paper work, filing and calls.

Vice-President Paul L. Wingo Jr.—Assigned to NS-Southern Lines and Eastern Region GCofAs; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; New England Central contract ratification issues with carrier; Special issue with NYS&W; Washington, D.C., meetings, assisting Legislative Department; Special combined meeting of Divisions 239 and 782; Division 198 and 165 meetings, Christmas Party.



LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS

Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference, International Brotherhood of Teamsters

BLET Publications Committee:

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