



NEWS

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What has the BLET done for me lately?

Often overlooked, fringe benefits an important part of compensation BLET provides its members

It's a familiar refrain: "What has the BLET done for me lately?" The answer is quite a lot.

BLET collective bargaining agreements provide our members with some of the highest blue collar wages in the United States, and also include important work rules that ensure our members' safety on duty.

Often overlooked — but just as important — are the fringe benefits provided to BLET members as part of the Brotherhood's collective bargaining agreements.

In 2008, BLET members on average will receive more than \$31,000 in fringe benefits, according to the BLET's 2008 Fringe Benefit Study.

The rail carriers will pay an average of \$12,919.32 toward membership health care benefits — that's \$12,919.32 per member working under the National Contract.

This does not include what the carriers' contribute toward the retirees' health care plan, which is an additional \$1,331.76 per member, per year. It also does not include benefits of \$548.64 per member, per year

toward the dental plan, and \$121.92 per member, per year for the vision plan.

"Our medical benefits are among the best in the country," BLET President Don Hahs said. "Our members deserve every penny of this fringe benefit."

These fringe benefits also extend to Railroad Retirement payments. In fact, nearly half of the \$31,282.02 that BLET members receive each year in fringe benefits goes toward Railroad Retirement payments.

For each Class 1 railroad worker covered by the National Contract, rail carriers will contribute \$6,324 per year in Railroad Retirement Tier 1 taxes and an additional \$9,183.90 per year in Railroad Retirement Tier 2 taxes. That's a total of \$15,507.90. (As a side note, the same railroad workers will each pay \$6,324 per year in Tier 1 taxes and \$2,960.10 in Tier 2 taxes.)

"Our Railroad Retirement system is strong and healthy, and I hope it'll be that way for generations to come," President Hahs said. "As economists provide a dire forecast for Social Security, it is good to know that our members can depend on the reliability of Railroad Retirement."

The money values set forth in this study are computed on costs actually known as of January 2008, and the estimated value of fringe benefits accruing to operating employees is based on annual wages of \$75,900 to \$102,000, which are the maximum Tier 2 and Tier 1 Railroad Retirement taxes, respectively.

It should also be noted that the study does not take in to consideration vacations, holidays and other time off benefits, which vary by railroad, class of service and seniority.

"I am proud of the contracts negotiated by the BLET," President Hahs said. "Railroad jobs are good jobs — the kind of jobs you can depend on to raise a family. The wages and work rules are just as important as the fringe benefits. So the next time someone asks, 'What has the union done for me lately?', you can point them to this study and show what the BLET is doing every day to provide its hard working members with decent jobs and decent benefits."

Members may download the 2008 Fringe Benefits report from the BLET website at: <http://www.ble-t.org/FringeBenefits2008.pdf> •

Members at Huron & Eastern short line ratify first BLET agreement

Members of the Brotherhood of Locomotive Engineers and Trainmen have ratified their first-ever collective bargaining agreement with the Huron & Eastern Railroad, a RailAmerica short line headquartered in Vassar, Mich.

The four-year agreement was ratified on Dec. 17, 2007, and went into effect on January 1. The agreement covers approximately 25 members and provides general wage increases of 2% per year (8% over the life of the contract) in addition to bonuses earned through the company's profit sharing program. The agreement provided a 3% wage increase from December 17 to December 31, along with the annual 2% wage increase that went into effect on January 1.

Prior to selecting the BLET as their designated collective bargaining repre-

sentative on May 11, 2006, workers at the Huron & Eastern were non-union "at will" employees.

Dan Lorenz, Local Chairman of Division 327, said the new contract provides security for members.

"The big reason we organized and wanted to get in a union was to create a policy, structure and guidelines to hold management accountable," Lorenz said. "The new contract gives us those protections."

The contract contains a "work safe" provision that allows members to earn quarterly bonuses for avoiding workplace injuries. Payments under the work safe program are awarded on an individual basis and could be as high as \$780 per quarter.

In terms of profit sharing, members have the right to opt out of the program if it does not meet their expectations. In lieu of profit sharing, members would earn a general wage in-

crease of 3% per year instead of 2%.

Members also will receive back pay in the form of profit sharing payments that were withheld during negotiations. Lorenz said the negotiating process lasted between 18 and 24 months, and during that time management withheld profit sharing to use as a bargaining chip at the negotiating table. Lorenz said members will receive profit sharing payments from six previous quarters, which will total several thousand dollars for some members.

Midway through the negotiating process, Rail America was sold. The transaction threw a monkey wrench into the negotiating process and delayed the final outcome.

"This property took longer than normal for us to

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Teamsters endorse Barack Obama for President

Teamsters General President Jim Hoffa announced on February 20 that the union is endorsing Sen. Barack Obama for president. The endorsement is the first step in mobilizing the union's 1.4 million members and their families to elect Obama.

"Senator Obama understands the challenges working people face every day," Hoffa said. "He is the candidate in the best position to lead our movement to restore the American dream for working people in this country. Senator Obama will fight for better wages, real health care reform, stronger retirement security, fair trade and an end to the outsourcing of good jobs. He understands the importance of giving workers a voice at work and will fight for strong unions to help rebuild America's middle class."

The endorsement decision follows a meeting in Austin, Texas, between Hoffa and Obama, and completes a months-long process that included scientific polling of Teamster members, surveys of

local union and joint council leaders and deliberations by the union's democratically elected General Executive Board.

"We have been fortunate to have candidates throughout the Democratic primary who are friends of working families and the Teamsters Union," Hoffa said. "We are pleased that all of the Democratic candidates have focused on issues of importance to working people, including wages, health care, retirement security, fair trade and outsourcing."

The union's endorsement immediately activates the union's 50-state election program, with special emphasis on swing states.

"Senator Obama will stand with the Teamsters when it comes to fighting for working families," Hoffa said. "This endorsement begins a partnership to change America. Together we will reinvent the political process and give a voice to those who have been ignored

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LAST RUNS

Division 34's John Claytor championed safety at CSX

Brother John T. Claytor, a member of BLET Division 34 (Columbus, Ohio), ended his long and safety-conscious railroad career when he made his Last Run on December 27, 2007.

Brother Claytor's Last Run came as a Locomotive Engineer for CSX Transportation on a trip between Willard, Ohio and Marion, Ohio, operating a MAC 70 engine on mixed manifest train No. Q349. He then worked third trick on yard job Y301 at Parson Yard in Columbus, Ohio, until his retirement became effective on January 3, 2008.

Claytor hired out in Chillicothe, Ohio, as an operator-clerk for the Baltimore & Ohio Railroad in 1967. He went firing for the Chessie System on June 6, 1977, and earned promotion to Locomotive Engineer for the Chessie in September of 1977. Throughout his railroad career, he worked out of Newark, Ohio, from 1987 to 1988, and then on the Columbus Sub/Huntington Division from September 1988 until his retirement.

He first joined the Brotherhood on June 5, 1977, and transferred to Division 34 in September of 1988. He served Division 34 as Local Chairman from Jan. 1, 2001 to Jan. 1, 2004, and has served as the District SENSE Coordinator of the Columbus/Marysville District from Feb. 2001 through his retirement on January 3. Structured Employee Network for Safety Empowerment, or SENSE, is the system wide safety program at CSX.

As District Coordinator for SENSE,

Brother Claytor established SENSE teams with team captains. "Team members could then feel freer to contact their team captain with any SENSE issues," he said.

Brother Claytor has been actively involved in the BLE's transformation to the BLET through his Local Chairman responsibilities and as District SENSE Coordinator. As Local Chairman, Brother Claytor started a newsletter for his members to keep them informed of important news and changes within the Brotherhood.

Upon his retirement, he was awarded a 40-year service pin from CSX and was recognized for his contributions to safety. He has also received a 30-year honor pin from the BLET.

He served four years in the United States Navy. His home port was Jacksonville, Fla., and he served on the aircraft carrier USS Shangri-la. He also received special military citations for his Vietnam service.

Brother Claytor and his wife Linda were married on March 22, 1968. The couple has two sons, Christopher and Scott, and three granddaughters: Cameron, 9, Sheridan, 4; and Lorelei, 8 months.

He has a special interest in his church and do-it-yourself projects. During his retirement, he plans to start playing golf while catching up on home improvement projects. He is also looking forward to spending more time at home and enjoying time with his family.



"Being able to make a difference these last eight years by active involvement in the BLET as a Local Chairman and a SENSE District Coordinator helped make the job more rewarding," he said. "I was able to see the union grow and also see safety become an im-

portant part of railroading. I am proud to have been a part of implementing good ideas from fellow railroaders who cared enough to make everyone's job better and safer. I hope it continues."

Claytor lives at: 321 Fairway Ave., Chillicothe, Ohio 45601-1218. •

Former NJ legislative chairman Ken Michel retires

Ken G. Michel, former Chairman of the New Jersey State Legislative Board, retired effective January 1, 2007.

Brother Michel hired out as a fireman on the former Penn Central in Weehawken, N.J., in 1974.

"I was reluctant to hire out sooner as I had watched my father, a former New York Central Engineer and BLE member, work many long hours and be subject to call on the extra list," Michel said. "Since there were still firemen on several assignments, after being hired, I was able to hold a position as fireman on a regular run between North Bergen, N.J. and Selkirk, N.Y."

He earned promotion to Locomotive Engineer in 1976 after completing Engineer Training School in New Haven, Conn. For a period of about three years he worked as a hostler in Selkirk before being promoted as needed to Engineer.

Brother Michel became a member of BLE Division 235 (Union City, N.J.) on December 1, 1975. In 1986, he was elected Secretary-Treasurer and Legislative Representative of Division

235. In a special election in 1988, he was elected Local Chairman and held that position until 1999, when he did not seek reelection.

In 2000, as 1st Vice Chairman for the New Jersey State Legislative Board, he assumed the position of State Chairman upon the resignation of James P. Chappelle. Brother Michel was subsequently elected Chairman later in 2000.

"While my commitment was always to my members as Local Chairman, by far, my most satisfying position was that of State Legislative Chairman," Brother Michel said. "I only served the Brothers and Sisters of New Jersey for six years as Chairman, but felt that the Legislative Branch of our Brotherhood would prove to play an important role in the future of our organization."

"The position provided the opportunity to address issues legislatively which were meeting opposition at the negotiat-

ing table. I credit our National Division leadership and affiliation with the International Brotherhood of Teamsters for expanding the involvement and activities of our State Legislative Boards. We have achieved many small advances, not the least of which is the recently passed Rail Security Act."

Since the NJ Legislative Chairman's position was a part time position, Brother Michel had to maintain a regular assignment.

"Fortunately, I was able to hold a day yard assignment, the YY-120 in North Bergen, where I began my career," Brother Michel said. "By this time, Penn Central had become Conrail, which was then purchased by CSX."

An unexpected illness in September 2006 forced him to stop work to recover. Subsequently, he was advised that he should consider ending his career and did so effective January 1, 2007.

"I have been a proud active member of the BLET for 32



years," Brother Michel said. "During that time I served as Division Delegate to three Quadrennial Conventions, and as a staff member for a fourth."

He graduated from William Paterson State College in New Jersey with a Bachelor of Arts degree in secondary education. He and his wife Margaret (Mitch) were married in 1974. They have three daughters, Terri Lynn, Janette and Jacqueline (twins) and one son Ken. The couple has been blessed with five grandchildren ranging in age from four to 16.

Brother Michel's father hired out on the New York Central in 1944 as a fireman. He was promoted to Engineer in the late 50's and worked until his retirement in 1980. My son Ken hired out as a trainman with Conrail in 1998 and was promoted to Engineer in 1999. He is currently employed by NJ Transit as an Engineer in training.

"So far, retirement has been very good," Brother Michel said. "We sold our home in Northern New Jersey and moved to a home and a few acres in Cooperstown, N.Y.

This is close to Lake Otsego where I spend a lot of time fishing. I have also taken up golf and spend as much non-fishing time as possible on the golf course. We also enjoy traveling to visit our kids and grandchildren on both coasts.

"Membership in the BLET has provided me many friends over the years. Active participation in our Organization provided immense knowledge of our industry and the difficult task of achieving hard fought benefits. I only hope that new Brothers and Sisters will not sit on the sidelines allowing others to do all the work. Participation as an officer in your Division can be a very rewarding job. I also urge all members to participate in the BLET PAC program. Help your Union level the playing field with the carriers by contributing and supporting our battles in Washington D.C. and State Legislatures.

"I wish all as rewarding a career as I have enjoyed," he concluded.

Old friends may write to Brother Michel at: 1803 Margerum Ave., Lake Como, NJ 07719. •

FOURTH QUARTER 2007

Burlington Northern Santa Fe



Burlington Northern Santa Fe Corporation reported quarterly earnings of \$1.46 per diluted share, compared with

fourth-quarter 2006 earnings of \$1.42 per share. Highlights included:

- Quarterly earnings were \$1.46 per diluted share, compared with fourth-quarter 2006 earnings of \$1.42 per diluted share.
- Freight revenues increased \$352 million, or 9 percent, to \$4.12 billion compared with \$3.77 billion in the fourth quarter of 2006, principally due to strong yields and an increase in fuel surcharges of approximately \$120 million.
- Operating income was \$950 million, compared to \$943 million in the fourth quarter of 2006. Operating income reflects a \$257 million increase in fuel expense, principally resulting from higher fuel prices.
- Full-year 2007 earnings per diluted share were \$5.10. This compared to earnings per diluted share of \$5.11 for 2006.
- For 2007, BNSF exceeded \$1 billion in free cash flow before dividends and achieved \$738 million in free cash flow after dividends. For the full year of 2007, operating revenues reached a record \$15.8 billion, a 5 % increase over 2006. •

Canadian National Railway



CN posted a 67% jump in fourth-quarter net income, aided by gains from a tax adjustment and the sales of its Montreal station complex and stake in the English Welsh & Scottish Railway. Net income for the fourth quarter of 2007 was C\$833 mil-

lion, including a deferred income tax recovery of C\$284 million resulting from the enactment of corporate income tax rate changes in Canada, and the after-tax gains on the sale of the CSC of C\$64 million and the Company's investment in EWS of C\$41 million. Excluding the three items, CN reported adjusted diluted EPS of C\$0.90.

The operating ratio, defined as operating expenses as a percentage of revenues, was 62.1 percent during the quarter, compared with 62.2 percent for the fourth quarter of 2006, a 0.1-point decrease.

In 2008, CN also plans to invest approximately C\$1.5 billion in capital programs, of which more than C\$1 billion will be targeted on track infrastructure to maintain a safe railway and improve the productivity and fluidity of the network. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Fourth quarter net income at Canadian Pacific Railway increased to \$342 million in 2007 compared with \$146 million in 2006 primarily due to lower future Canadian income tax rates. For the full year 2007,

net income improved 19 per cent to \$946 million compared with \$796 million in 2006. This improvement was driven by an increase in operating income and a foreign exchange gain on long-term debt. In 2007, CP recorded a full year future tax benefit of \$163 million compared with a tax benefit in 2006 of \$176 million, both due to lower future Canadian income tax rates. Diluted earnings per share was \$2.21 in fourth-quarter 2007 compared with \$0.92 in fourth-quarter 2006 and \$6.08 for the full year 2007 and \$5.02 in 2006.

For the fourth quarter 2007, the railway's operating ratio was 74.3 percompared to the same quarter of 200 compared with 73.1 percent compared to the same quarter of 2006.

Freight revenue, excluding the impact of foreign exchange, grew in the fourth quarter by five per cent. •

CSX Corporation



CSX Corporation reported fourth quarter 2007 net earnings of \$365 million, or 86 cents per share, including a penny per share from insurance gains. In the fourth quarter of last year, the company reported earnings of \$347 million, or 75 cents per share, including 18 cents per share from insurance gains, a gain

on Conrail property and the resolution of certain tax matters. On a reported basis, earnings per share increased 15% percent on a year-over- year basis.

CSX's surface transportation businesses produced record fourth quarter operating income of \$609 million versus \$505 million in the same quarter last year. These results included insurance gains of \$8 million and \$27 million, respectively. On a comparable basis, excluding the insurance gains, operating income rose 26 percent on a year-over-year basis. Improvements in CSX's safety record resulted in a favorable personal injury reserve adjustment for the quarter.

Earnings growth in 2007 was supported by surface transportation revenues that exceeded \$10 billion for the first time in CSX's history, and record surface transportation operating income of more than \$2.2 billion. The company's operating ratio for the full year improved to its best level in a decade. •

Kansas City Southern



Kansas City Southern reported record fourth quarter 2007 revenues of \$460.3 million, a 4.0% increase over the corresponding 2006 period. Revenue growth was primarily the result of a continued strong pricing environment as well as volume growth in some key commodity segments. Fourth quarter 2007 highlights:

- Record revenues of \$460.3 million, a 4.0 % increase;
- Operating expenses of \$351.6, a decrease of 0.7%;
- Record operating income of \$108.7 million, a 23.2% increase;
- Operating ratio of 76.4%, a 3.7 point improvement; and
- Diluted EPS of \$0.56, a 36.6% increase.

For the full-year 2007, highlights included:

- Record annual revenues of \$1.74 billion, a 5.0% increase;
- Record operating income of \$362.4 million, a 19.1% increase; and
- Operating ratio of 79.2%, compares favorably with 81.7% in 2006.

For the quarter, new business was a significant contributor to a 12.0% revenue increase in chemical & petroleum. Led by increased volumes in Mexico, intermodal revenues grew by 11.6%. •

Norfolk Southern



Norfolk Southern reported record fourth-quarter 2007 net income

of \$399 million, an increase of 4 percent, compared with \$385 million for fourth-quarter 2006. Diluted earnings per share were \$1.02 compared with the \$0.95 per diluted share earned in the fourth quarter of 2006. Net income for 2007 was \$1.5 billion, down 1 percent, compared with record net income for 2006. Diluted earnings per share increased 3 percent, or 11 cents, to \$3.68.

NS set the following fourth-quarter records: Operating revenues reached \$2.5 billion; Income from rail operations rose 12 percent to \$686 million; Net income increased 4 percent to \$399 million; and Diluted earnings per share climbed 7 percent to \$1.02. NS set the following records for the year: Operating revenues increased \$25 million to \$9.4 billion; Income from rail operations rose \$28 million to \$2.6 billion; and Diluted earnings per share increased 3 percent to \$3.68.

The fourth-quarter operating ratio improved by 1.5 percentage points to 72.0 percent, compared with the same quarter of 2006. For the year, the operating ratio was 72.6, down slightly from the year before. •

Union Pacific Corp.



Union Pacific Corporation reported 2007 fourth quarter net income of \$491 million, or \$1.86 per diluted share, compared to \$485 million, or \$1.78 per diluted share in the fourth quarter of 2006.

In the fourth quarter of 2007, Union Pacific reported operating income of \$864 million compared to \$810 million in fourth quarter 2006, a 7 percent improvement.

UP's operating ratio improved to 79.4 percent versus 79.6 percent in 2006.

UP's commodity revenue grew 6 percent in 2007 to a fourth quarter best of \$4.0 billion. All six business groups posted record fourth quarter revenue, and Agricultural revenue set an all-time mark. The main component of the growth was a 6 percent increase in average revenue per car (ARC), which reached an all-time quarterly record of \$1,638 per car in the fourth quarter 2007, driven primarily by yield gains.

Business volumes in fourth quarter 2007, as measured by total revenue carloads, were flat at 2.4 million. UP's 2007 average quarterly fuel price, including transportation and taxes, was up 34 percent to \$2.59 per gallon compared to \$1.94 in 2006.

UP's fuel consumption rate, as measured by gallons per thousand gross ton-miles, was a fourth quarter-best rate of 1.25 versus 1.27 in the fourth quarter 2006. UP repurchased nearly 2.4 million common shares at an average share price of \$127.35 in the fourth quarter of 2007.

Fourth quarter 2007 commodity revenue summary versus 2006: Chemicals up 12 percent; Energy up 8 percent; Agricultural up 7 percent; Automotive and Intermodal each up 4 percent; and Industrial Products up 1 percent

Full year 2007 net income was \$1.86 billion, or \$6.91 per diluted share, versus \$1.6 billion, or \$5.91 per diluted share reported in 2006. Full year operating ratio improved 2.2 points to 79.3 percent in 2007 versus 81.5 percent in 2006.

Business volumes in 2007, as measured by total revenue carloads, decreased 1 percent to 9.7 million. Operating income was a record \$3.4 billion in 2007, a 17 percent increase from \$2.9 billion in 2006. UP's fuel consumption rate was a full-year best at 1.26 versus 1.28 in 2006. •

LAST RUNS

Division 404's Paul Fessenbecker retires

Brother Paul G. Fessenbecker, former Local Chairman of Division 404 in Chicago, retired on February 1, 2007.

He completed his Last Run as a Union Pacific Locomotive Engineer on job PRCBA on January 30, 2007, a through freight assignment between Proviso and Clinton, Iowa. He deadheaded home the next day.

"As UP bought the Chicago & NorthWestern, it was nice to make the trip on two repainted C&NW SD40s," he said.

Brother Fessenbecker hired out on the C&NW in Milwaukee, Wisc., as a brakeman on August 6, 1966, and was promoted to conductor in June of 1970. He worked local way freight, through passenger, commuter passenger and through freight.

He transferred to Chicago on the Galena Division and had a fireman's date of May 6, 1971. Brother Fessenbecker earned promotion to Locomotive Engineer on May 30, 1972. He worked local and way freight, switch runs, through freight, switch engine, through passenger and commuter passenger.

He joined BLE Division 404 on December 13, 1990, and was elected local chairman in December of 1991. He held that position until December 31, 2006.

"I loved railroading, but even more, I loved being a local chairman," Brother

Fessenbecker said. "Serving as local chairman was the most personally fulfilling and exhilarating experience of my life."

He and his wife, Margie, were married on August 27, 1966. The couple has two children, Kim and Steve, and two grandchildren Stacie and Emily.

Brother Fessenbecker reports that his only hobby at the present time is hot rodding.

"I am currently hot rodding a 1934 Oldsmobile that has a Corvette engine and suspension and I plan to tour it when completed," he said. "Plans are also in the works for a V8 powered Miata."

He plans to continue building cars and traveling during his retirement.

"I have met some outstanding union people over the last 15 years that have helped me accomplish many fine things," Fessenbecker said.

During his long and distinguished railroad career, Brother Fessenbecker helped with the development of a safety program for the UP's Chicago Service Unit; joined in the BLE's mobilization fight with the UTU over the single craft issue; developed student engineer and engineer training programs; and trained local chairmen.

"I am proudest of my representation of engineers on certification issues," he said. "With the help of my union brothers we accomplished a



Just because former Local Chairman Paul Fessenbecker (left) officially retired, don't think for a moment that he's not still participating in BLET activities with Division 404. Incoming Local Chairman Dick Crow (right) says Paul's 40 years on the railroad, with 15 of those as Local Chairman, "makes him a great source of information, ideas, and advice." And that's not limited to union topics, either. Paul's former position supervising the locomotive simulator makes him still much sought-after by young engineers looking for help on rules compliance and safe train handling. BLET National Vice President and Director of Arbitration Rick Radek (center) said, "Paul Fessenbecker will remain a great resource for years to come." For all of us who have had the chance to work with him, and will do so in the future, we say, "Thanks, Paul!" (Photo and caption submitted by Brother Dave Hawley, a member of BLET Division 404 in Chicago.)

lot. It is disheartening that the BLET has not reaped the full benefits and leverage of our Locomotive Engineer Certificates.

"Some meaningful words of wisdom passed on to me that I will pass on are: the job of the union is to lead in the struggle for control of the work place; an injury to one is an injury to

all; all union officers work for the membership; and we, the BLET, are governed and organized from the bottom up and not from the top down. It's all about the membership. Too many union officers forget who they work for.

"When I decided to run for local chairman all I wanted was to make the railroad a bet-

ter place to work. Unfortunately, change is slow, but with the help of many fine union people we may have made a start. The work is never done and the struggle will never end."

Friends may write to Brother Fessenbecker at: 393 Grandview, Glen Ellyn, Ill., 60137. •

Retirees honored at annual LIRR Dinner-Dance

Members of BLET Division 269/Long Island Rail Road honored 13 retirees at their annual Dinner-Dance in late 2007.

With more than 430 members, Division 269 is the largest single division in the BLET.

The 13 retirees (and the date of their retirement) are as follows:

- Ray Spagnuolo, 2-1-07;
- Joseph Erland, 6-1-07;
- Robert Wargas, 6-1-07;
- Brian Eletti, 7-1-07;
- Jack Marsala, 7-1-07;
- Stephen Hurst, 7-1-07;
- Christopher Merkle, 7-1-07;
- William Knotte, 9-1-07;
- Vicki Allen-Hughes, 12-1-07;
- Shaun Byrne, 11-1-07;
- Matthew Fuller, 11-1-07;
- Peter Conrad, 11-1-07; and
- Paul Stewart, 12-1-07.

Mickey Quinn, LIRR General Chairman, said the BLET is proud of its membership pension plan at LIRR. When BLET members retire, they receive pension benefits from the LIRR in addition to their Railroad Retirement benefits. •



Front row, from left: John Bove, Division 269 Secretary-Treasurer; and Scott Decker, Division 269 President.

Second row: James Brown, LIRR GCA S-T; BLET National President Don Hahs; Bob Olsen, Division 269; Mickey Quinn, LIRR General Chairman; Ed Rodzicz, BLET First Vice President; and John Tolman, BLET Vice President and National Legislative Representative.

Div. 375's Rowell enjoys retirement

Brother Frank E. Rowell of BLET Division 375 (Spencer, N.C.) made his last run on March 28, 2004 as a locomotive engineer for Norfolk Southern.

Brother Rowell began his railroad career in 1968 as a trainman on the eastern division of the Southern Railway. He earned promotion to locomotive engineer on July 5, 1973, and joined

the Brotherhood on June 1, 1973. From 1978-1981, Brother Rowell served as the Local Chairman of BLE Division 375 (Danville District).

Brother Rowell and his wife Elma have one son, Danny and a granddaughter. He enjoys fishing.

Rowell lives at: 414 South Fulton Street, Salisbury, N.C. 28144. •



Brother Frank E. Rowell has enjoyed fishing and spending time with his family during retirement.

Archival BLET photos used in art exhibit

Four photographs from the Brotherhood of Locomotive Engineers and Trainmen (BLET) archives are currently on display in an art and photography exhibit at the Carnegie Arts Center in Alliance, Neb.

The exhibition, sponsored by the Center for Railroad Photography & Art, is titled "It's Work: 150 Years of Railroad Workers at Work." The show runs from January 8-March 2.

The BLET photographs are by the late Richard J. Cook, former Director of Public Relations for the union, and were taken on September 26, 1983. They were originally published in the October 21, 1983, issue of "The Locomotive Engineer," at the time the Brotherhood's official monthly newspaper. The photos feature members of BLET Division 622 in Alliance, Neb.

One of the photos used in the exhibit, a 1983 photograph of Joel and Barbara Schafer, is on the Center's Internet archive, railroadheritage.org. Joel is a member of Division 622 and retired on July 1, 2006; she is working as a BNSF locomotive engineer. The images were made available courtesy of John Bentley of the BLET Public Relations Department in Cleveland, Ohio.

The Center exhibit is a part of "Railroad Art," which includes paintings by Greg Garnett of Alliance. Mike and Medelice Wirtz are co-sponsoring "Railroad Art" with the Burlington Northern Santa Fe Foundation at the Carnegie Center, located at 204 West 4th Street, Alliance.

Appropriately, the photographs are on display in a busy railroad community that serves the Powder River Basin coalmines. Alliance is the county seat for Box Butte County, which had 1,209 railroad employees in 2005, according to the Railroad Retirement Board.

For this exhibit, the center presents 38 photographs from across North America, beginning with a copy of a daguerreotype of the crew and locomotive Tioga, built for the Philadelphia & Columbia railroad in 1848. The images trace some of the changes in the railroad work environment, from the age of steam to the age of microchips. This exhibit highlights the human face of an industry that is dominated by machines and hardware. Technology has made the machines more powerful and the equipment more sophisticated, but behind technology are people who toil in an environment that is a world apart from most



Above: Barbara and Joel Schafer in a photo published October 21, 1983, in "The Locomotive Engineer," the Brotherhood's monthly newsletter. Below: Nearly 25 years later, the happy couple at Joel's retirement party in July of 2007. Barbara is still a working engineer.



another who is a conductor. Two of Barb's brothers are railroaders — one a conductor and the other an engineer. Joel has a nephew who is a conductor, too, and both of their sons-in-law are the sons of engineers.

other industries. The exhibit had its origins in a three-year program, "Representations of Railroad Work," funded by the North American Railway Foundation (NARF).

From its beginnings in 1997, the Center for Railroad Photography & Art, a nonprofit arts organization based in Madison, Wisc., has grown into a nationally recognized organization, the foremost group in America for promoting an understanding of the place of railroading in America's visual culture. It is committed to preserving Railroad Heritage in all its facets, and works with photographers, writers, and

historians across the country to interpret the intersection of railroads, art, and culture. While maintaining its focus on exhibits, publications, conferences, and a web site (www.railphoto-art.org), the Center has expanded to include an ambitious Internet archive, railroadheritage.org, an initiative funded by the North American Railway Foundation and private gifts.

Some of the Alliance photos may be seen at railroadheritage.org.

The Center is located at 1914 Monroe St., P.O. Box 259330, Madison, WI 53725-9330, phone 608-513-5291. •

"Barb and I had been married about a year at the time the photo was taken," Joel recalls. "We combined two families for a total of seven children. That first year we had one in every grade from six through 12. Those seven have given us 21 grandchildren. It really was a shock to see what we looked like back at the beginning of our careers. I had been railroading six years and Barb four at the time the picture was taken.

"When we lost the brakemen jobs, Barb became an Engineer," Joel continues. "Within just a few years she had enough seniority that we were able to hold consecutive turns in our Alliance/Ravenna blueprint pool, which we continued to hold until my retirement in July 2007. It was a nice way to work until I reached retirement age. Barb has about a year and a half until her retirement. She never complains, but I know it must be tough when she has to go to work in the middle of the night and I don't.

"It has been a rough lifestyle the past 30 years. Not everyone can do it," Joel concludes. "On the other hand, the railroad has provided us with a better living than any of the other jobs available in this area. We have been able travel quite a lot, something I'm sure we couldn't have done otherwise. Looking back, Barb and I are both sure we made the right decision to make the railroad our careers."

Brother Schafer also noted that he and Barb have quite a few family members who railroad. They have a son-in-law who is an engineer and



This photo of Jack L. Scott, a retired member of BLET Division 622 in Alliance, Neb., was also used in the Center For Railroad Photograph & Art's exhibit. Brother Scott retired on January 22, 1998.

The BLET's Pennsylvania Legislative Board has launched "VOTE Change '08," a program that encourages its members to register and vote in the upcoming presidential primary and general elections.

“We expect to have a more organized impact on the 2008 elections,” said Ken Kertesz, Chairman of the BLET’s Pennsylvania Legislative Board.

The BLET Pennsylvania Legislative Board plans to organize a similar movement in the weeks leading up to the April 22 Pennsylvania primary and the November 4 general election. The goal for “VOTE Change ‘08” is to register transportation workers living in Pennsylvania, their families, friends and co-workers.

The BLET Pennsylvania Legislative Board is organized into 21 Divisions across the Commonwealth. Kertesz said the Pa. Board plans to train division representatives on how to make sure all labor union members are registered to vote. Their webpage, www.pslb-blet.org, has a link to the official state voting website so that members can easily register others.

“We plan to work with other Pennsylvania labor unions to make this effort a success,” he said. “By deploying new strategies to use their money, unions have regained their position as the single-strongest force in elections.”

the amount of money that unions spent to increase voter turnout rose by 50 percent, according to the Center for Responsive Politics. A recent story in the *Wall Street Journal* reported that union officials' efforts may be paying off by the recent successful endeavors conducted in the primary states.

A get out the vote program is one of the fastest-growing elements of the labor spending. Unions spent \$70 million getting members to vote in 2004 and 2006. That's up 145 percent from \$28.8 million in the two previous elections, according to the center's figures. The money is spent to persuade members to back the union's candidates and then make sure they vote.

A man with a mustache, wearing a black polo shirt with red trim and a lanyard, is seated at a table. He is looking towards the camera with a slight smile. On the table in front of him is a yellow disposable cup and a green plastic bottle. A blue and gold medal is pinned to his shirt. In the background, another person in a camouflage shirt is partially visible.

SEPTA).

General Chairmen, Legislative Chairmen to hold joint meeting

The meeting comes on the heels of meetings of the National Association of State Legislative Board Chairmen (NASLBC) and the Western General Chairmen's Association (WGCA).

All meetings will be held in Reno at the Grand Sierra Resort & Casino. The goal of the joint meeting is to facilitate a closer working relationship between the BLET's legislative and protective bodies and to

focus on an agenda that provides maximum benefits to all BLET members.

Tim Smith, Chairman of the NASLBC, said the group will conduct three days of business meetings, which includes training for officers in the legislative arena. Also, the NASLBC will discuss strategies regarding the upcoming elections in November, the BLET-PAC fund, as well as a host of other legislative, political and regulatory issues that impact the lives and working conditions of BLET members.

The WGCA meeting is designed for the collective

sharing of information and planning for the future of the BLET. Its members are the General Chairmen who represent railroads in the western U.S. As in years past, the WGCA members will participate in roundtable discussions on the many serious issues facing the BLET, according to WGCA Chairman Mike Priester, General Chairman CP Rail-US/Metra North/ISRR. "This format allows for open, serious and frank discussions and provides for the kind of education that can only strengthen the Association and the BLET as we move forward," Priester said. •

Health care advisory regarding GA-23111

WELCOME TO GA-23111 PLAN F

If you or your dependents are covered by Medicare and become confined in a hospital, Medicare Part A and Part B pay a large portion of your hospital and physician charges. However, you will still owe the hospital the Part A Medicare deductible. In addition, you will also be responsible for the Part B Medicare deductible and generally 20% of the amount Medicare approves as covered for physician charges. Depending on the nature of the medical/surgical treatment you receive, you or your dependents could be responsible for hundreds or even thousands of dollars. Through UnitedHealthcare, you can secure coverage for a substantial portion of these expenses by enrolling in **Group Policy GA-23111 Plan F regardless of your current health status**.

Take A Look At The Potential Savings!

Services - Medicare Part A	Medicare Pays	You Pay without Plan F	Plan F Pays	You Pay with Plan F
Hospitalization First 60 days 61 st to 90 th day 91 st to 150 th day Once reserve days are used	All but deductible All but coinsurance All but coinsurance Nothing	Deductible Coinsurance Coinsurance All costs	Deductible Coinsurance Coinsurance 100% of covered expenses for 365 days. Nothing over 365 days.	Nothing Nothing Nothing Only non-covered charges for 365 days. All costs after 365 days.
Skilled Nursing Facility Care First 20 days Next 80 days Beyond 100 days	100% All but coinsurance Nothing	Nothing Coinsurance All costs	Nothing Coinsurance Nothing	Nothing Nothing All costs
Blood - First three pints	Nothing	All costs	100%	Nothing
Medicare Part A deductibles and coinsurance are set each year and may change. Plan F automatically changes to match Medicare.				
Services - Medicare Part B	Medicare Pays	You Pay without Plan F	Plan F Pays	You Pay with Plan F
Part B Deductible	Nothing	100%	100%	Nothing
Charges after deductible	80% of approved charges	20% of approved charges	20% of approved charges	Nothing
Charges in excess of the approved charge by a physician or supplier who does not accept assignment.	Nothing	Up to maximum amount allowed by Medicare or state law	Up to maximum amount allowed by Medicare or state law	Nothing
Blood - First three pints	Nothing	All costs	100%	Nothing
Other Covered Services	Medicare Pays	Plan F Pays		
Emergency medical care in a foreign country	Nothing	80% covered expenses for medical emergency that occurs during first 60 days of a trip, after a \$250 calendar year deductible, up to \$50,000 lifetime maximum.		
Preventative Medical Care	Baseline mammogram with annual follow-ups; annual pap smear or when determined by doctor that it is necessary	100% of covered expenses up to \$120 each calendar year.		
At-home Recovery Care	Nothing	Up to \$40 per visit, for up to 7 visits per week and up to \$1,600 per calendar year, for home assistance with activities of daily living. Visits must occur while receiving Medicare Home Health benefits or during an additional 8 weeks that follow the last approved Medicare visit.		

Who May Enroll ?

Railroad Employees & Dependents

GA-23111 Plan F is available to Railroad employees and their dependents (spouse and/or students and incapacitated children eligible for Medicare) formerly covered under one of the following Railroad health plans:

- Health and Welfare Plan;
- NRC/UTU Plan;
- GA-107300;
- GA-46000;
- Any other health and welfare plan established pursuant to an agreement between one or more railroads and one or more labor organizations.

Parents and Parents-in-Law of Railroad Employees

In addition, when a Railroad employee first becomes covered under GA-23111 Plan F, they can also offer coverage under Plan F to their parents and/or their parents-in-law if they enroll during the three month period of when they become covered. **GA-23111, Plan F is also available to any *active employee's* parents and/or parents-in-law who become eligible for Medicare.**

When Should You Enroll ?

There are several opportunities to enroll once you become eligible for Medicare.

- Within three months from the date your active employee coverage ends, or
- Within three months of the month you first become eligible for Medicare, or
- If you do not enroll during either of these two periods, you may enroll during an Open Enrollment Period. Open Enrollment Periods are currently held in May of each even calendar year (2008, 2010, etc.). Enrollment in May provides coverage effective the following month, June 1st.

Want To Enroll ?

Simply pick up the phone and call us! We would love to hear from you!

- Call UnitedHealthcare at our toll-free number, 1-800-809-0453, and request an enrollment form and a plan booklet for GA-23111 Plan F.
- This information will provide you with the monthly premium amounts as well as detailed information on the benefits provided under Plan F.
- Our Customer Care Professionals will be happy to answer any additional questions you may have.

How Much Does it Cost?

- The current price is \$150.00 per individual per month. Prices are subject to change annually on June 1 of any year.

The benefits under Plan F do not cover prescription drugs. To obtain prescription drug coverage, you can purchase a Medicare Part D plan separately. Plan F does not replace Medicare. All individuals enrolling in Plan F must also be enrolled in Original Medicare Coverage (Medicare Parts A and B).

United Healthcare®
Healing health care. Together.™

Enhanced plans for BLET members under GA-23111

The Cooperating Railway Labor Organizations (CRLO) have worked with United Healthcare to develop a new set of benefit plans under GA-23111, which offer more comprehensive coverage and more choices for eligible persons who are of Medicare age but have spouses that are not yet covered under Medicare. As a result, three new benefit plans were recently approved, with availability set for the upcoming open enrollment in 2008.

These new benefit plans, called Plans A, B and C, will provide three new options with different costs and plan designs, allowing members to select the plan best suited for their needs. The current Plans B and C will be replaced

by these three new options.

Individuals who are not yet eligible for Medicare and need coverage will find these plans helpful. Because of these changes, the open enrollment period, which is the time to sign up for these new plans, will start early by one month for this year. In 2008, open enrollment will begin in April and continue through May. Anyone selecting one of the new plans will be covered effective June 1, 2008.

More information about these plan choices will be available on the BLET website in March, and will subsequently be published in the March 2008 issue of the Locomotive Engineers and Trainmen News. •

Important income tax update from BLET Tax Compliance Department

Internal Revenue Service regulations require that the BLET National Division inform its members that a certain portion of your National Division dues are not tax deductible as a miscellaneous itemized deduction on your personal tax returns.

Specifically, 5 percent of your \$34 monthly dues to the National Division are not tax deductible.

That 5 percent reflects expenses associated with political lobbying efforts by the union, which are not tax deductible. •

General Chairman Rightnowar re-elected

Charlie Rightnowar was re-elected to the office of General Chairman at the Union Pacific-Central Region General Committee's quadrennial meetings in St. Louis on January 8.

Brother Rightnowar is a member of BLET Division 724 (Salem, Ill.), and joined the Brotherhood of July 1, 1974. This is his third term as General Chairman of the UP-Central Region General Committee.

Also elected were: 1st Vice Chairman Ronnie Rhodes, Division 915 (Alexandria, La.); 2nd Vice Chairman Bob Law, Division 491 (Kansas City, Mo.); 3rd Vice Chairman Chuck Jones, Division 724 (Salem, Ill.); and 4th Vice Chairman Dave Grimes, Division 42 (St. Louis).

Kevin Leyerle of Division 81 (Kansas City, Kan.) was elected to the office of Secretary-Treasurer of the GCofA, while Norman Baker of Division 585 (North Little Rock, Ark.) was elected as Alternate Secretary-Treasurer. Nate Krig of Division 915 (Alexandria, La.) and Wes Taylor of Division 118 (Belleville, Ill.) were elected to the additional General Committee Executive Committee positions.

In attendance were: BLET Vice President Lee Pruitt; Union Pacific-Southern Region General Chairmen Gil Gore; Union Pacific-Western Lines General Chairman Bill Hannah; Teamsters representative David Cameron; Arkansas State Legislative Chairman Terry Todd; and former UP-Central Region General Chairman Dennis Penning.

Designated attorneys from the firms of Yaeger, Jungbauer & Barczak, Schlichter, Bogard & Denton, and Bauer & Baebler addressed the delegates.

The BLET's UP-Central Region General Committee of Adjustment encompasses 22 BLET Divisions in six different states (Arkansas, Louisiana, Missouri, Illinois, Kansas and Iowa), and represents approximately 1,400 members. •

Members at Huron & Eastern, a RailAmerica shortline ratify first contract

Huron & Eastern

Continued from Page 1

get the first contract due to RailAmerica being bought by Fortress Inc.," said John Mullen, the BLET's Director of Shortlines. "We actually went several months not knowing who we were going to be dealing with."

The new contract also maintains a 401k program and includes a company match.

On January 1, BLET members were switched from an hourly rate of pay to a basic day. The daily rate of pay is for 10 hours of work, and overtime is paid at a rate of time and a half for work over and above 10 hours per day.

In terms of health and welfare, the new contract maintains medical benefits, but they are now under Blue Cross/Blue Shield. Members will also receive dental benefits and vision benefits.

Lorenz said the creation of a guaranteed extra board was a huge benefit for members and a main reason the contract was ratified.

"Now we have an assigned day off per week," he said. "That is huge."

The agreement also establishes work rules, a scope rule and a seniority system.

Joining Brother Lorenz on the BLET negotiating team were; Justin Brandt, Alternate Local Chairman; and John Mullen, BLET Director of Shortlines. When health reasons prevented Mullen from attending a negotiating session, BLET National Vice President Merle Geiger stepped up to the plate.

"I want to give a big thanks to John Mullen and Merle Geiger," Lorenz said. "We were at a stalemate, but Merle and John came in with a lot of optimism and enthusiasm. Before it was all said and done, we made a lot of progress and got

a contract in principle."

"I want to thank Justin Brandt, who assisted Dan and I during the contract process, and the membership for having the patience and sticking together through this lengthy process," Mullen said. "I also thank Vice President Geiger who helped us close the deal."

In terms of BLET organizational structure, the Huron & Eastern membership now belong to Division 327 and they are a part of the new Regional and Shortline General Committee of Adjustment, which was formed in early 2007.

RailAmerica is one of the largest short line owners in the United States and Canada. It operates 41 railroads that service approximately 7,800 miles of track.

In 1986, RailAmerica purchased the Huron & Eastern, which represented its first rail acquisition. The short line, headquartered in Vassar, Mich., operates 174 miles of

rail line. In January 2004, RailAmerica purchased the Central Michigan Railway and combined it with the Huron & Eastern, creating a combined railroad with approximately 250 miles of track.

It interchanges with Saginaw Bay Southern (formerly CSX lines) in Saginaw, Mich., the Lake State Railway in Bay City, Mich., the Canadian National Railway in Durand, Mich., and the Great Lakes Central Railway in Durand, Mich. Its lines service

massive grain elevators about every 20 miles and its major customers include Consumer Energy in Essexville and four Pioneer Sugar plants.

BLET members operate locomotives hauling goods such as grain, coal, lumber, sugar beets, molasses, and various other agricultural items.

The railroad also serves Dow Chemical in Midland, Mich., which boasts one of the largest chemical complexes in the United States outside of Louisiana and Texas. •

Teamsters endorse Barack Obama for President

Obama

Continued from Page 1

by the Bush administration for the past eight years."

Hoffa emphasized Obama's commitment to rebuilding and strengthening the national transportation

infrastructure, a key priority of the Teamsters Union.

"Senator Obama will fight to rebuild our transportation infrastructure," Hoffa said. "He will work with us to address critical issues from our ports to our highways, rails and airports. We need a president who is focused on rebuild-

ing America and Barack Obama will be that president."

The International Brotherhood of Teamsters represents more than 1.4 million hardworking men and women throughout the United States, Canada and Puerto Rico. •

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BLET NEWS

A message from Teamsters General President Jim Hoffa

Stimulus package must help unemployed, add jobs



It looks like hard times are ahead of us. If or when the economy bottoms out, many Americans will have lost their jobs, their homes and their savings. Recently, our political leaders made a small start to solve our economic problems.

Congress and the Bush administration cut a deal that would give at least \$300 to just about everyone who takes a paycheck home. Most wage earners would get \$600.

For those who don't have a paycheck because they don't have a job, there's no more help. The right thing to do is to extend unemployment insurance and add to it. People who don't have jobs will spend that money immediately. Any plan to stimulate the economy should aim to create more good-paying jobs. It must also protect those who have jobs that are in danger of disappearing.

Falling property values mean state and local governments have fewer tax dollars. That could mean layoffs for police officers, teachers, bus drivers and prison guards. Congress should send aid to cities and states so those employees can keep their jobs and keep spending money.

Teamsters endorse Barack Obama for President

— See Page 1 for details

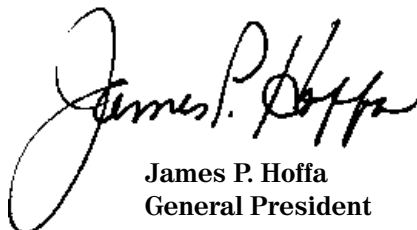
It's also past time to make a real commitment to repairing our roads and bridges. Fixing our crumbling infrastructure will create more jobs directly — and indirectly by making it more efficient to move goods.

Predatory lenders have forced some people to lose their homes. It's a good thing that the negotiators agreed to allow more borrowers facing default to refinance their sub prime loans. But we should look for more ways to keep people in their

homes if they've been victims of unscrupulous lenders.

All these are short-term solutions. What Americans really need are long-term solutions to make the economy stronger. What Americans need are good jobs with good wages.

In the long run, what Americans need is for us to fix these so-called free-trade policies that send good American jobs to China and Mexico.



James P. Hoffa
General President

Decertification Helpline

(800) 393-2716

The railroad industry's first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers and Trainmen



FEBRUARY 2008

CALENDAR & EVENTS

- MARCH 9-14... Education & Training Dept. Legislative Rep. Workshop, Washington, D.C.

The BLET Education and Training Department will conduct a workshop for Legislative Representatives at Teamster Headquarters in Washington, D.C. For details, call (202) 624-8776.
- MARCH 30-APRIL 3... Education & Training Dept. General Chairman Workshop, St. Louis

The BLET Education and Training Department will conduct a workshop for BLET General Chairmen or their designated representatives in St. Louis, Mo. For details, call Ken Kroeger at (216) 272-0986.
- APRIL 4... U.S. Railroad Retirement Board Informational Conference, Covina, Calif.

The U.S. Railroad Retirement Board will hold a free seminar at Blake's at the Radisson Suites Hotel, 1211 East Garvey St. Registration begins at 8 a.m. Program begins promptly at 8:30 a.m. and ends at 12:30 p.m. Elected BLET officers only, please!
- JUNE 15-19... 81st Annual Southeastern Meeting Association, Montgomery, Ala.

Chairman Jason Popwell of BLET Division 495 will host the 81st annual SMA at the Embassy Suites in Montgomery, Ala. Details to come soon!
- JULY 6-10... 70th Annual Eastern Union Meeting Association, Huron, Ohio

Arrangements Chairman Rodney Cutlip is planning the 2008 EUMA at Sawmill Creek Resort, which is a 45-minute drive east of BLET National Division headquarters in Cleveland, Ohio. More details to come!
- AUGUST 17-20... 68th International Western Convention, San Luis Obispo, Calif.

Chairman Mike Galvani hosts the 2008 IWC at the Embassy Suites Hotel-San Luis Obispo. Details to come soon!
- SEPTEMBER 14-18... 73rd Southwestern Convention Meeting, St. Louis, Mo.

Chairman David Grimes and the members of Division 42 host the 2008 SWCM at the St. Louis Hilton at the Ballpark (One South Broadway, St. Louis, Mo.). More details to come!

Advisory Board December Activity

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

National President Don M. Hahs—National Division office: General supervision of BLET activities; General office duties; Boggs arbitration, Charleston, W.Va.; Vacation & holidays.

First Vice-President & Alternate President Edward W. Rodziewicz— Assisted President in general operation of National Division Office; Various correspondence & phone calls; U.S.-Mexico cross border committee; Vacation & holidays.

National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations oversight; Secretary-Treasurer workshop, Cleveland; Vacation & holidays.

Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; Assist CSX-Northern Lines at mtg. w/ Division 937 and CSXT-Chicago Division officers; Assist Eastern Lines with various issues, including mtg. w/ Labor Relations; Assisted Western Lines with various issues, including but not limited to dispute resolution; Assisted Grand Trunk GCA with issues as called upon by General Chairman; Work on PLB cases, correspondence, telephone calls; Vacation & holidays.

Vice-President Richard K. Radek— ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; IC&E L/M mtgs., Mason City, Iowa; Special GCofA mtgs., CN/WC, Green Bay & Kaukauna, Wisc.; Metra L/M mtg., Chicago; EJ&E, Metra negotiations, contract, Joliet/Chicago; Routine office duties, Cleveland; CN/WC town hall mtgs., Stevens Point, Wisc., Chicago; FRA 240.409 dockets this month: EQAL 05-71, 04-28, 01-06.; Vacation & holidays.

Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmte.; National wage/rules; General office duties, correspondence, phone; UP-Edelstien ID Section 4 mtgs., Kansas City, Mo.; Mtgs. w/ UP Gen. Chairmen, re: Alt. compensation; BNSF ETMS demonstration, Texas.


Vice-President Merle W. Geiger Jr.— Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Montreal, Maine and Atlantic RR; Div. 573 Christmas dinner, Rockwall, Texas; BNSF GCofA Christmas party, Fort Worth, Texas; Preparation for PLB 7084, Tex-Mex, and session, Chicago; BNSF ETMS presentation and train ride, Fort Worth; Vacation & holidays; Research, correspondence and general office duties.

Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Wabash Hospital mtg.; Division 75 Christmas dinner, Kansas City; Wabash luncheon, mtg., Decatur; ETMS train ride, Fort Worth, Texas; Travel; Vacation & holidays.

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; Assisting GC Rightnowar, NY Dock negotiations, UPCR; Assisting GC Gore, ebb & flow negotiations, UPSR; Assisting GC Hannah, marking rest dispute, UPWL; Assisting GC Hannah & LC Loudermilk, Division 126 meeting, UPWL; Office work, paper work, filing and calls; Vacation & holidays.

Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington, D.C. office; BLET Security Officer; General office duties, telephone, correspondence; Coordinate content of NLO website; Continued coordination w/ IBT Government Affairs Dept.; Coordinated PAC contributions; SLBC conference call; JC 41; Interviews for NLO Office Administrator position; arbitration; BNSF ETMS demonstration, Fort Worth, Texas; Vacation & holidays.

Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad (URR); Allegheny Ludlum Steel Co.; and Birmingham Southern; PLB 7086 adoption, NS-S; Path general assistance; URR Article 10 submission, research, writing, exhibits; Assist Division 375, NS-S, with lading / hours of service question; Vacation and holidays; Discipline assistance, NS-N; Discipline hearing preparation, Birm. Southern; Discuss ETMS demonstration, home office; URR review UTU submission; Assist Division 77 w/ discipline hearing preparation, Amtrak.



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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Edward W. Rodziewicz, First Vice-President & Alternate President

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