Tentative national contract reached

BLET reaches agreement with NCCC through RLBC; 17 percent wage increase

On February 28, the Rail Labor Bargaining Coalition (RLBC), comprised of the members of seven rail labor unions, reached a tentative agreement on a national contract with the National Carriers’ Conference Committee (NCCC), which represents the interests of America’s freight rail corporations.

The tentative agreement’s five-year term includes wage increases of 17 percent and ensures controls on health care expenditures. In the next month, benefit materials will be mailed to employees for ratification.

“I congratulate the Rail Labor Bargaining Coalition for standing tall in these negotiations,” said Jim Hoffa, Teamsters General President. “This is a rallying day for rail labor. After 30 years, it’s a sign of labor’s strength that union members from seven rail unions were able to effect a pro-worker agreement from the rail corporations. Being an essential link in the global supply chain, we knew all along that railroads were profitable, and now our members can benefit from their prosperity.”

The NCCC represents the interests of CSX, Norfolk Southern, Union Pacific, Burlington Northern Santa Fe and Kansas City Southern.

“This agreement is a good example of the power of unity and solidarity,” said Fred Simpson, President of the BLET, a division of the International Brotherhood of Teamsters. “As to communication-based train controls — and as you know — a major victory in November when we helped to pass the Rail Security Act.”

“Rail Labor has taken every opportunity since 9/11 to advocate for strong whistleblower protections, hazardous material controls — and as you know — a major victory in November when we helped to pass the Rail Security Act.”

“I congratulate the Rail Labor Bargaining Coalition for standing tall in these negotiations,” said Jim Hoffa, Teamsters General President. “This is a rallying day for rail labor. After 30 years, it’s a sign of labor’s strength that union members from seven rail unions were able to effect a pro-worker agreement from the rail corporations. Being an essential link in the global supply chain, we knew all along that railroads were profitable, and now our members can benefit from their prosperity.”

The BLET held a meeting on March 20 in Kansas City, Mo., providing detailed information to the Advisory Board, General Chairmen and State Legislative Board Chairmen. Additionally, a packet of information explaining the tentative agreement in detail will be sent to each member as part of his or her ratification ballot. It is expected that the agreement will become effective June 1, 2007, if ratified by the membership.

The RLBC’s members include the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Brotherhood of Maintenance of Way Employes Division (BMWED), divisions of the Teamsters Rail Conference. The RLBC also includes members of the National Conference of Firemen and Oilers, the Brotherhood of Railroad Signalmen, the Sheet Metal Workers, the International Brotherhood of Boilermakers and the American Train Dispatchers Association.

“We reached a positive outcome because of our unity,” said Don Hahn, BLET National President. “It was a team effort with all RLBC unions working together toward one goal — negotiating a strong contract for our members.”

The Tentative National Agreement (TNA), which will be sent to each member as part of his or her ratification ballot, includes a wage increase of 17 percent over five years, beginning July 1, 2007. It is expected that the agreement will become effective June 1, 2007, if ratified by the membership.

The following is an outline summary of the major elements of the tentative agreement reached on February 28, 2007, between the Rail Labor Bargaining Coalition (RLBC) and the National Carriers’ Conference Committee (NCCC). This outline is not intended to provide a comprehensive description or analysis of the Agreement.

The BLET will hold a meeting the week of March 19, 2007, to provide detailed information to the General Chairmen. Additionally, a packet of information explaining the tentative agreement in detail will be sent to each member as part of his or her ratification ballot. It is expected that the agreement will become effective June 1, 2007, if ratified by the membership.

WAGES

- General wage increases on the following schedule:
  - July 1, 2005 — 2.5%
  - July 1, 2006 — 3.0%
  - July 1, 2007 — 3.0%
  - July 1, 2008 — 4.5%
  - July 1, 2009 — 4.5%

HEALTH & WELFARE

- Expansion of in-network benefits and co-pays to employees who cannot obtain them today effective on July 1, 2007.

- Mail order — $20 generic, $30 brand name
- Retail — $10 generic, $20 brand name
- ER visit (when not admitted as patient) from $15 to $20.

- Changes to in-network co-pays to pay for enhanced network coverage.
- Employee cost sharing on January 1, 2010 will be capped at $200 per month, or 15% of the January 1, 2009 rate whichever is greater. There will be no increase during the period unions and railroads bargain over next contract.
- Elimination of the “Harris COLA.”
- Carriers will withdraw all work rules proposals regarding staffing/full-time, member utilization and productivity improvements, and job actions.

• In-network availability for over 90% of all employees, up from 75% today.
• Changes to in-network co-pays to pay for network expansion as follows:
  - Visit to family doctor from $15 to $20.
  - Visit to specialist from $15 to $35.
  - ER visit (when not admitted as patient) from $30 to $50.
- Prescription drugs:
  - Retail — $10 generic, $20 brand name; $30 non-formulary.
  - Mail order — $20 generic, $30 brand name; $60 non-formulary.

• Employee cost-sharing payments are 15% of monthly premium (employees currently pay about 14-15% through employee contributions starting on January 1, 2007 to pay for enhanced network coverage.
• Cost share adjustments will be made on January 1, 2008, January 1, 2009 and January 1, 2010.
• Employee cost sharing on January 1, 2010 will be capped at $200 per month, or 15% of the January 1, 2009 rate whichever is greater. There will be no increase during the period unions and railroads bargain over next contract.

On February 28, 2007, between the Rail Labor Bargaining Coalition (RLBC) and the National Carriers’ Conference Committee (NCCC). This outline is not intended to provide a comprehensive description or analysis of the Agreement.

Outlook summary of proposed national contract
In a unanimous judgment, the United States Supreme Court issued a favorable decision in Norfolk Southern vs. Timothy Sorrell on January 10, 2007. In this case, the carrier attempted to use the nation’s highest court to gut the Federal Employees Liability Act.

The carriers’ actions stem from a U.S. Supreme Court case, Norfolk Southern vs. Timothy Sorrell. Lower courts awarded a $1.5 million FELA settlement to Sorrell, a trackman for the Norfolk Southern who was injured in 1999 when the company vehicle he was driving was run off the road by another company vehicle.

Sorrell suffered ruptured disks in his back and other permanent injuries that prevented him from returning to his railroad job. Sorrell, whose wife has multiple sclerosis, lost his job and health insurance as a result of the accident, and still suffers debilitating back pain during most everyday activities.

After losing cases in lower courts as well as appeals courts, Norfolk Southern argued the case all the way to the U.S. Supreme Court. Sorrell’s case was argued by Jerry Schlichter of Schlichter, Bogard & Denton in St. Louis.

NS advanced the case to the Supreme Court based on the railroad’s argument that the negligence standards for railroads under FELA should also be used to determine employee negligence under FELA.

However, once before the Supreme Court, NS argued that the Court should modify FELA by ruling that a higher standard for accident causation should be employed — completely ignoring their original arguments for getting to the Supreme Court in the first place.

The Chief Justice John Roberts rejected this attempt in writing: “Norfolk’s attempt to expand the question presented to encompass what the FELA causation standard should be, is not simply whether the standard should be the same for railroad negligence and employee contributory negligence, is rejected. This Court is typically reluctant to permit parties to smuggle additional questions into a case after the grant of certiorari. Although the Court could consider the question of what standard applies as anterior to the question whether the standards may differ, the substantive content of the causation standard is a significant enough issue that the Court prefers not to address it when it has not been fully presented.”

Weakening the causation standards for rail accidents would make it easier for rail carriers virtually blameless for accidents, rendering the FELA powerless.

It is extremely rare to appear in front of the U.S. Supreme Court and argue your organization has provided all the protections in the world and has the most experienced workers in the world. But that is exactly what the BLET did.

Sorrell’s case was just one example of the extensive lobbying by the railroad industry to abolish or weaken FELA.

In addition, FELA was intended by Congress to be a way to facilitate compensation of workers injured or killed in the course of their railroad employment.
The Brotherhood of Locomotive Engineers and Trainmen and CSX Transportation reached a tentative on-property, single system agreement in late February. Contract information and ballots were mailed to more than 5,500 BLET members on February 28, and tabulation of the ballots will begin after the April 15 due date. It is called a single system agreement because it would unify work rules and pay across three of the four BLET general committees at CSX.

“An incredible amount of work that went into the CSX single system agreement, and I applaud the three General Chairmen and Vice President Paul Sorrow for their work,” said Don Hahs, BLET National President. “They did an outstanding job of tailoring the agreement to their specific General Commit-tees on CSX.”

The agreement offers many unique provisions, many of which should pay off handsomely for BLET members. For example, BLET negotiators opted for a Performance Bonus Program instead of traditional general wage increases. While engineers will receive a 3 percent increase in pay and in-service, they will be paid company turnpike. If CSX Corp. reaches its financial goals, then engineers will receive a 6 percent bonus of their 2007 earnings, an 8 percent bonus of their 2008 earnings, and a 10 percent bonus of their 2009 earnings.

“We believe our members will make more money under the Performance Bonus Program than general wage in-creases,” said BLET Vice President Paul Sorrow.

President Hahs said that if engi-neers are unhappy with the Perfor-mance Bonus Program, then there is a snap back provision that allows them to convert to general wage increases that are part of the tentative BLET National Agreement.

“The Performance Bonus Program is very similar to the program the BLET negotiated on Norfolk Southern a few years ago,” President Hahs said. “It has been well received by the majority of our members and we believe the case will be the same for our CSX Brothers and Sisters.”

Members will also realize increased pay thanks to a new “special pay differential.” Locomotive engi-neers, including those in pilot service, will qualify for the special pay differen-tial of $15 per basic day in freight and yard service, plus 15 cents per mile for any and all trips in such service. The special pay differential will eliminate the current $5 certification pay. How-ever, if members opt out of the Perfor-mance Bonus Program, then the special pay differential snaps back to the $5 certification pay.

Absenteeism was a major issue for CSX management throughout negotia-tions. To address this, the BLET negoti-ated a perfect attendance award pro-gram. All members will be eligible for an award of 20 shares of CSX common stock for every six months of perfect attendance on weekends. “Perfect atten-dance” means 100 percent availabil-ity on Friday, Saturday and Sunday during a calendar six month period.

“Obtaining this particular scope rule was paramount in our endeavor to protect work for the locomotive engi-neer,” Vice President Sorrow said. “The scope rule mirrors the scope rule the BLET recently obtained on the Grand Trunk Western and it is my hope that these two scope rules will be the foun-dation for a nationwide scope rule.”

Dozens of Secretary-Treasurers from across the United States completed a BLET Education & Training Department workshop in Kansas City, Mo., from March 12-15.

Seated, from left: Walt Schmidt, BLET Director of on line services; Bob Broko, Records Department Director; Bill Wolpert, National Secretary Treasurer; Ken Kroeger, Coordinator of Education and Training / Special Representative; Terry Willingham, Secretary-Treasurer Division 500; and Bryan Carter, Secretary-Treasurer Division 116.

Standing, from left: Tim Schlesener, Alternate ST Division 344; Jerry Ehman, Norfolk Southern-North Lines GCA ST; Phillip Fullerton, ST Division 336; Jim Evans, ST Division 527; Kevin Layele, ST Division 81; Robert Shandifer, ST Division 64; Ben Totto, ST Division 777; Tim Morgan, ST of the Missouri State Legislative Board and ST of Division 86; and Christopher Riley, ST Division 75.

Back row, from left: Christopher Blair, ST Division 609; John Whisler, ST Division 364; Bill Specker, ST Division 442; Timothy Foster, ST Division 173; Mike Reeves, ST Division 86; Michael Zener, ST Division 130; Brent Cross, ST Division 523; Richard Dame, ST of the Kansas State Legislative Board and ST of Division 587; Danny Dear, ST Division 918; Steve Muerhoff, ST Division 391; Dave Ditzel, Special Representative; Ron Hagan Jr., ST Division 462; David E. King, ST of the Florida State Legislative Board and ST of Division 35; Dr. Elaine Reesa, BLET Director Office of Tax Compliance, Steve Diamond, ST Division 491; and Thomas Smith, ST Division 203.

S-Is complete Education & Training workshop in Kansas City
Terry R. Jones re-elected by acclamation in Wyoming

Terry R. Jones was re-elected by acclamation to his third term as Wyoming State Legislative Board Chairman at the Board’s meetings in Cheyenne, on February 20-23.

Brother Jones is a member of BLET Division 44 in Cheyenne. He joined the BLE on January 1, 1979.

Brother Cory L. Runion of BLET Division 15 in Cheyenne was elected as the Vice Chairman. Brother Runion joined the BLE on December 1, 2000.

Brother Lawrence F. Kemper of BLET Division 84 (Gillette, Wyo.) was elected Secretary-Treasurer. Brother Kemper joined the BLE on December 1, 1979.

Guest speakers at the quadrennial meeting included Vice President and National Legislative Representative John Tolman and Oregon State Legislative Board Chairman Scott Palmer. Vice President Tolman gave a presentation on issues such as: Amtrak funding, rail security and rail safety. He also urged the delegates to help in the campaign to increase contributions to the PAC fund. Brother Palmer gave a presentation regarding the hazards of shipping spent nuclear waste by rail and the potential for radioactive contamination.

The delegates also heard from Ien A. Esquivel of BLET Division 115 in Cheyenne who serves as a member of the Wyoming House of Representatives.

Members of the Wyoming State Legislative Board (WSLB) met with Wyoming Governor Dave Freudenthal (center) during the Board’s meeting in February. They are, from left: Lawrence Kemper, WSLB Secretary-Treasurer and member of Division 94 (Gillette, Wyo.); Scott Luckenbill, Legislative Representative of Division 31 (Bill, Wyo.); Larry Wessel, LR of Division 103 (Cheyenne, Wyo.); Jim H. Scott, LR of Division 699 (Greybull, Wyo.); Richard Sanchez, LR of Division 147 (Rawlings, Wyo.); Wyoming Governor Dave Freudenthal; Merry Potter, member of Division 624 (Sheridan, Wyo.); Bill Coter, LR of Division 207 (Casper, Wyo.); Cory Runion, WSLB Vice Chairman and member of Division 115 (Cheyenne, Wyo.); Terry R. Jones, WSLB Chairman and member of Division 44 (Cheyenne, Wyo.); and Barry Toone, President and LR of Division 245 (Green River, Wyo.).
Rail Labor scores another win for FMLA

By Diane Shifflett
Member At Large
BLET Auxiliary

Yes we can! With hard work, BLET Auxiliary members get results

I was asked to write an article for the newsletter about my experiences while pushing for resolution relating to the expansion of remote control operations (RCOs) into my hometown, Shiflett, Va. I am writing to share my experience so that other Auxiliary members might have a better understanding of what was involved, and perhaps use the information to improve quality of life and safety in their spouse’s workplace.

I first became more involved when my husband, Danny, was involved in an accident on the railroad. He had been forced to work in unfamiliar territory, and was reassigned to a different train. He did not like his new assignment, and did not want to work the new train, but was forced to because of the railroad’s anti-stacking policies. Danny wanted to go back to his old assignment, but was not able to.

Several months later, Danny was involved in an accident on the railroad. He had been forced to work in unfamiliar territory, and was reassigned to a different train. He did not like his new assignment, and did not want to work the new train, but was forced to because of the railroad’s anti-stacking policies. Danny wanted to go back to his old assignment, but was not able to.

I then contacted Carol Lee Fischer-Streicher, my representative on the Page County Board of Supervisors, and talked to her about the RCO issue. She had already been contacted by other constituents about the coming remote controls, and believed that this issue was something that needed to be addressed because of the fact that there were no regulations governing remote controls, and because of its potential safety hazards.

With Mrs. Streicher’s help, I arranged meetings with various board members, and made sure the issue was put on the agenda, on January 16, 2007, we were finally able to get a resolution from Page County requesting the Federal Railroad Administration (FRA) to issue enforceable regulations to replace the unenforceable “guidelines” that are currently in place. The following week, the Township of Shiflett, a mother of three children and new to the remote controls, was given a similar resolution, once again thanks to the help of Mrs. Streicher. In talking to the FRA, I was told that having resolutions helps to make their case as well to implement enforceable rules governing the RCOs.

We are not done yet. We have been placed on other county agendas and we hope to obtain our goal of having a resolution calling for regulations from the State of Virginia. If anyone would like our help, feel free to contact me.

Since joining the Auxiliary in 2005, I have discovered that there is a lot that can be done, even as a member-at-large. When you join, you become part of a network of spouses who care about safety in the workplace. Not that those who are Auxiliary members don’t care, but as a member, there seems to be more information and guidance when it is needed.

Life has gotten pretty crazy for everyone these days, and I am just as busy as the rest. Even though it took some time away from my family to do these things, I am lucky to have my husband, Danny, who supports me completely.
Our union has designated attorneys who are qualified to serve as counsel for BLET members in accordance with the Federal Employers’ Liability Act (FELA) governing workplace accidents.

In the event of an injury or death and before reaching any settlement with a railroad, members or surviving families should contact an attorney listed to get competent advice concerning their legal rights under the FELA.

In addition, if you or any members of your family have questions concerning medical malpractice, product liability or other types of injury cases, please don’t hesitate to contact one of these law firms for a consultation regarding your rights and remedies.
WASHINGTON, D.C. — The Senate Committee on Commerce, Science and Transportation held a hearing on S.294, the Passenger Rail Investment and Improvement Act of 2007, on February 27. A Metra locomotive said it appears that the passenger rail security package that the Senate has already approved three times, most recently in last year’s SAFETEA-LU Act. Highlights of S. 294 include:

- Over six years, authorizes $3.9 billion for operations and $4.9 billion for capital investment.
- Defines national rail passenger system as: Northeast Corridor, designated high speed rail corridors and other long and short distance routes.
- Includes worker training and whistleblower protections in the security package.

Title IV of the Act is substantially different than it was in S.1516 - besides including the previous Amtrak security provisions, it now also includes the Surface Transportation and Rail Security Act of 2007 (STARS).

Witnesses included: Amtrak President & CEO Alexander Kummant, PA Governor Ed Rendell, FRA Administrator Boardman; Wisconsin DOT Secretary Frank Bursalechi; and Kelly Taylor, Oregon DOT’s Rail Division Administrator.

During the hearing, Amtrak President Kummant made no mention of Amtrak’s workers, according to BLET Vice President and National Legislative Representative John Tolman.

“Unfortunately, President Kummant chose not to acknowledge the needs of Amtrak’s workers and the sacrifices made by them for the past 35 years,” Tolman said. “I had hoped that he would recognize the men and women who have kept the railroad afloat, but after denying BLET members a contract more than seven years, I’m not surprised.”

Metra locomotive engineer hit by rock

CHICAGO — A rock flew through a running Metra train window on March 4, shattering glass and injuring its engineer. Metra said it appears someone threw a rock at the northbound train just before the 87th Street station, shattering a window directly near the train’s engineer about 11:40 a.m. When police arrived, they were unable to find anyone who might have been the suspected rock thrower.

The incident occurred on Metra’s Electric Line — which was running northbound on the Southeast Side from 83rd Street to the Millennium Park Station — and delayed the train for about an hour. The train was held up as a new engineer was located to operate it, while the original engineer was taken to an area hospital in an unknown condition. His injuries were non-life-threatening.

The train was only a couple minutes away from its second stop when the incident happened.

Your language. You can talk to us.
Rail Security and Safety A Priority

Now in Congress

Over the past several weeks, repre-
sentatives of the Teamsters Rail Con-
ference have provided testimony at U.S. House committee hearings on rail se-
curity and emergency preparedness training. The newly elected Democratic
majority in Congress is making a con-
cer ted effort to hear the union side of
the security story.

We’ve outlined the shortcomings of the current emergency preparedness training offered by the rail carriers at these hearings. Somehow the rail car-
riers thought that a brochure and a ten-
minute video would suffice for good training for rail workers. We’ve known
that their plans are far from adequate.

In our “High Alert” report, we’ve shown the over 50 percent of the members
surveyed said that they had not re-
ceived any or additional emergency
preparedness training since 9/11. Once
our report was published, we made
sure that every member of Congress
received a copy and we have had to re-
print the report several times due to the demand. It’s content is aimed at
only, employee-based survey in the rail
industry.

Congressman James Oberstar (D-
MN) introduced the Rail and Transit Security Bill of 2007, which we fully support. This bill in-
cludes provisions for a security train-
ing program that will include situ-
ational training exercises. When
passed, this bill will mark a huge step in providing the quality emergency pre-
paredness training that we have been advocating for.

Agreement for RLICJ

In February, union negotiations with our Rail Labor Bargaining Committee for
the National Conference (RLICJ) reached agreement
with the National Carriers’ Conference Committee (NCCC) representing the
major freight rail corporations. Negoti-
ing consistently for over two years,
your negotiators did a fine job of secur-
ing a strong agreement. An historic
agreement, this was the first time in
more than 30 years that a coalition of
rail unions was able to successfully
reach agreement with the carriers.

Although the details are specific to each craft, overall the agreement will
mean wage increases and controls on
soaring health care cost sharing over the five-year term. In addition, the car-
riers agreed to withdraw all work rules
proposals including those about train
crew staffing/consolidation and con-
trolling out of track maintenance pro-
duction work.

Our goal was to achieve an agree-
cement that recognized the dedicated hard work that our members perform on
a daily basis. We believe that this
agreement is true to that goal.

Fraternally,

James P. Hoffa
General President

Advisory Board February Activity

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

National President Don M. Hahs
—National Division officer; General supervisor of BLET activities; General officers, Rail Labor
Bargaining Committee for the National Conference; Rail Security and Safety Committee; Safety
Conferences; Preparing Balloting for BLET;

Vice President Paul T. Sorrow
—National Committee on Community Affairs; General Committee of Operations; Grassroots
Politics; Political Action Fund; BLET Political Action Committee;

Vice President R. K. Bumgarner
—General Conference of Operations; FRA/GoTech; Transportation; FRA Workers’ Assistance
Fund; BLET Political Action Committee; BLET Political Action Committee’s Independent
Expenditure Committee.

Vice President Norman J. Bolen
—General Conference of Operations; FRA/GoTech; Transportation; BLET Political Action
Committee; BLET Political Action Committee’s Independent Expenditure Committee.

Vice President R. M. Green
—Assigned to BLET’s Denver Division; Local H-2; Local H-18; Local H-23; BLET Political
Action Committee; BLET Political Action Committee’s Independent Expenditure Committee.

Vice President James B. Scaramella
—Assigned to BLET Washington, DC office; General Division Officer; General Conference of
Operations; BLET Political Action Committee; BLET Political Action Committee’s Independent
Expenditure Committee; BLET Political Action Committee’s Independent Expenditure Committee.

Secretary-Treasurer Jack T. Bieda
—Gender Conference of Operations; FRA/GoTech; Transportation;

Assistant Secretary-Treasurer Robert R. Bond
—Gender Conference of Operations; FRA/GoTech; Transportation; BLET Political Action
Committee; BLET Political Action Committee’s Independent Expenditure Committee.

Controller R. J. O’Connell
—Gender Conference of Operations; FRA/GoTech; Transportation; BLET Political Action
Committee; BLET Political Action Committee’s Independent Expenditure Committee.

Advisory Board February Activity Calendar

MARCH 2007

CALENDAR & EVENTS

MARCH 26-28... National Association of State Legislative Board Chairmen annual meeting
At Bally’s in Las Vegas, this meeting is being held in conjunction with the Teamsters Unity Conference and the BLET Western General Chairmen’s Association annual meeting (see article on Page 8).

MARCH 29-30... International Brotherhood of Teamsters Unity Conference
At Bally’s in Las Vegas. See article below.

MAY 1-3... Western General Chairman’s Association annual meeting
At Bally’s in Las Vegas. See article below.

MAY 11... Railroad Retirement Board Informational Conference, Little Rock, Ark.
At the Hilton Little Rock River Center, Arkansas Commerce Commission, Suite 922, 901 South University Ave. Reception begins at 8 a.m., and conference starts promptly at 9:30 a.m. BLET elected officers only.

MAY 11... Railroad Retirement Board Informational Conference, Independence, Ohio
At the Holiday Inn Independence, 6001 Rookside Road (I-77 and Rookside). Registration begins at 8 a.m. and conference starts promptly at 9:30 a.m. BLET elected officers only.

MAY 20-26... 67th International Western Convention, Tacoma, Wash.
Hosted by John Zettner and the members of Division 285. Register at www.atl-btle.org today.

JUNE 10-11... 86th Annual Southeastern Meeting Association, Orlando, Fla.
Hosted by Brothers Mike Tanner and Earl Karper Sr. The 86th Annual SMA will be held at Walt Disney World in Orlando. Florida. Register online at www.2007sma.com today.

AUGUST 20-22... 69th Annual Eastern Union Convention Association, Traverse City, Mich.
Hosted by John Zettner and the members of Division 285, the 69th Annual EUC will be held at the Grand Traverse Resort and Spa in Acme, Mich. More details to come!

Fraternally,

John Zettner
General President

PERIODICALS POSTAGE PAID AT CLEVELAND, OH

LOCOMOTIVE ENGINEERS AND TRAINMEN BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRANSMEN

A Division of the Rail Conference, International Brotherhood of Teamsters

BLET making great strides

Western General Chairman to meet May 1-3

The annual meeting for the BLET’s Western General Chairmen’s Association (WGCJA) will take place May 1-3 at Bally’s in Las Vegas, reported its chair-
man, Dennis Pierce.

This meeting will be immediately preceded by the Teamsters’ Unity Con-
ference, which is at Bally’s on May 29-
30. The annual meeting of the BLET’s National Association of State Legisla-
tive Board Chairman will also take place at Bally’s from April 28-29.

Pierce said that this year’s meet-
ing will be the WGCJA’s first year meet-
ing along side the Teamster’s Unity Conference.

“As with the State Legislative Board Chairmen, we see benefits in coming together for one joint meeting with the officers of the BLET. We are looking forward to the Division and the Teamsters Interna-
tional,” Pierce said.

In addition to general committee of-
fers, there will be a number of guests including officers from the National Division of the BLET, among them, Na-
tional President Don Hahs who is ex-
pected to address the group. •