



NEWS

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Hours of Service survey underway

Members urged to participate; Deadline is July 15

On Friday, May 9, hundreds of surveys were mailed to randomly-selected BLET and UTU members working in engine service or train service. The FRA-sponsored scientific and confidential survey, conducted by Foster-Miller, Inc., is designed to develop detailed information on hours of service and work/rest schedules, and is similar to previous studies involving train dispatchers, maintenance of way employees and signalmen.

Those selected have been asked to fill out work/sleep diaries for a two-week period. Participants will complete a brief background survey and keep a daily

log for 14 consecutive days of sleep and work times along with self-assessments of their level of alertness five times per day.

The purpose of the study is to develop a better understanding of the work/rest schedules and sleep patterns of operating crews and to evaluate the relationship between these schedules and fatigue. In a letter to those selected, National President Ed Rodziewicz stated that "Your participation is critical to the success of this study. The data will allow us to identify any fatigue-related problems specific to our crafts."

"Once we have the data, we will be able to work toward reducing the risk of fatigue-related accidents and incidents and improving the quality of life for our members," Rodziewicz added.

Completing the background survey should take less than 15 minutes, and making entries in the daily log should require no more than a total of 10 minutes per day. As a reward for participation in this study, those who provide 14 consecutive days of data and a completed background survey will receive a \$75 gift certificate to either Home Depot or Sears.

BLET members who have been selected for participation and received a survey packet are reminded that the deadline for returning the materials is July 15. Any questions or problems should be referred to the Foster-Miller contact identified in the packet. •

Twombly joins Advisory Board

New Vice President assigned to various short line duties

BLET National President Ed Rodziewicz on May 22 welcomed Vice President Michael D. Twombly as the newest member of the BLET's Advisory Board.

"I welcome Brother Twombly to the Advisory Board and know that our Brotherhood will benefit from his years of experience and dedication to the membership," President Rodziewicz said.

A General Chairman from the Delaware & Hudson/Springfield Terminal Combined General Committee of Adjustment for 11 and a half years, Twombly was elected to the position of Second Alternate Vice President at the First Quadrennial Convention in 2006. He is a member of BLET Division 191 in Lunenburg, Mass.

"I truly consider it an honor and a privilege to assume the office of National Vice President and to serve the membership," Vice President Twombly said.

He fills the vacancy created by National Vice President Dale McPherson, who resigned from the Advisory



Mike Twombly

Board effective May 21 due to personal reasons.

As General Chairman, Twombly represented approximately 300 members on four different railroads — the Delaware & Hudson, Springfield Terminal, St. Lawrence & Atlantic, and the Montreal, Maine & Atlantic (MM&A). During his tenure, he led negotiations for 10 separate contracts that greatly increased membership pay and improved working conditions and quality of life for the locomotive engineers and trainmen he represented. He is currently negotiating a first contract for members on the MM&A.

As Vice President, Twombly is assigned to a num-

ber of short line railroads, including: Delaware & Hudson; Springfield Terminal, St. Lawrence & Atlantic, Montreal, Maine & Atlantic; Union Railroad; Birmingham Southern; New York, Susquehanna & Western; New England Central; South Buffalo; Iowa, Chicago & Eastern; Indiana & Ohio; Indiana Southern; Louisville & Indiana; Meridian Southern; Talleyrand Terminal Railroad; and the newly organized Connecticut Southern. Vice President Twombly is also assigned to the RSAC committee for positive train control.

He began his professional railroad career at the age of 18 on June 30, 1971, as a locomotive fireman for the Boston & Maine Railroad. He quickly learned the profession and became a qualified locomotive engineer one year later, being set up and set back until eventually being promoted full time locomotive engineer in 1977. He joined the Brotherhood on November 1, 1971, and has held con-

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Hedge fund investors plot takeover at CSX

BLET warns: Don't put profits ahead of safety

There is a proxy fight underway at CSX. At stake is the direction the company will take in the future if it fails to fight off efforts by a hedge fund called The Children's Investment Fund (TCI), which is seeking to capture leadership positions on the CSX Board of Directors.

BLET members who own CSX stock will receive in the mail a white ballot from CSX, which recommends that its slate of directors be elected. TCI will be sending a blue one seeking to add five handpicked nominees to the Board.

BLET urges all union shareholders who receive these ballots to vote in favor of CSX. Supporting the hedge fund's Board of Director nominees could have negative consequences for your job.

Hedge fund investors are typically out for only one thing — money for shareholders, sometimes at the expense of the company in which they invest.

If past actions by the hedge fund are any guide, CSX employees would suffer as a result of the fund's drive to increase stock prices. TCI is on record saying that their goal of



increasing shareholder returns would be achieved by disinvestment in capital improvements. In other

words, no investments in track and infrastructure would lead to derailments, injuries and — in severe cases — fatalities. TCI is also on record saying they would seek to achieve their goal by aggressively introducing labor-eliminating technologies. In other words, the hedge fund would try to make money for its investors by eliminating your job.

For example, the *Florida Times-Union* newspaper reported on August 12, 2007, that pressure from TCI led to the breakup and sale of the Dutch banking firm ABN Amro, which at the time had offices all over the world. While TCI made

See Hedge Fund, Page 2

BLET NEWS

FRA rules on Part 218 reconsideration petitions

On June 16, the Federal Railroad Administration (FRA) responded to several Petitions for Reconsideration of its February 13 Final Rule, which federalized railroad operating practices pertaining to point protection for shoving movements, operating switches and fixed derails, and leaving equipment in the foul. The revised Final Rule is effective immediately.

The Petitions for Reconsideration were filed by the Association of American Railroads (AAR); the American Public Transportation Association (APTA); and jointly by the American Train Dispatchers Association, the Brotherhood of Locomotive Engineers and Trainmen, the Brotherhood of Maintenance of Way Employees Division, the Brotherhood of Railway Carmen, the Brotherhood of Railroad Signalmen, and the United Transportation Union.

The APTA Petition, and one section of the AAR Petition, requested a 6-month extension of the deadline for completion of training on the regulation and associated railroad operating rules, because publication of the original Final Rule occurred too late for the industry to amend its training programs in time to comply with the original training deadline. FRA granted this request, and training now must be completed by July 1, 2009.

The Joint Labor Petition, which was supported by the AFL-CIO's Transportation Trades Division, questioned the need for civil penalties in cases of willful violation of the regulation. The unions pointed out that human factor accident rates by last year had declined to levels not seen since the mid-1990s, and that the potential for individual li-

ability would suppress self-reporting of inadvertent violations.

FRA termed Labor's argument "a model of railroad safety scholarship, describing in broad strokes the major changes in the industry that, in the view of the writers, may have influenced safety trends." In the end, however, FRA denied the request, stating that "civil penalty sanctions are a statutorily-imposed consequence of regulatory non-compliance," and not driven by accident data. FRA also disagreed that its power to disqualify someone from a safety-sensitive position pursuant to 49 CFR Part 209 was an appropriate alternative to a civil penalty, and reasserted its published position that "FRA would consider self-reporting a strong reason for mitigation of the civil penalty, disqualification order, or other enforcement remedy."

FRA also denied AAR's request for repeal of the Good Faith Challenge (GFC) requirements or, alternatively, replacing the requirements with those in effect for roadway workers. FRA reiterated its finding that "there is a need for the good faith challenge regulation." Moreover, FRA ruled, a more robust process was necessary for these operating procedures because "roadway workers generally share a more cooperative working relationship with their supervisors than operating employees do with yardmasters, trainmasters and their other railroad officer supervisors."

In this regard, FRA also addressed the issue of GFC procedures in joint operations territory, which was not included in the original Final Rule. It is FRA's position that "railroads who operate in joint operations will need to

ensure that its employees know which railroad's procedures apply and what those procedures require," and "unless otherwise specified in a railroad's procedures, the host railroad's procedures will apply and it will be the host railroad's obligation to provide review of the alleged non-complying order and to maintain a record when necessary."

The Final Rule also addressed two other issues raised in the AAR's Petition. The industry's request for a broader use of shove lights without point protection, which Labor opposed, was granted in part and denied in part by FRA. Prior to reaching its decision, FRA reviewed procedures and accident/injury data, and observed operations on departure tracks with shove light systems throughout the country. Ultimately, FRA concluded that, under certain circumstances, shove light systems can maintain an acceptable degree of safety, and posed less of a risk of personal injury than someone riding the point.

The revised Final Rule will permit shoving movements without point protection when made in the direction of the circuited end of a designated departure track equipped with a shove light system under certain specified conditions. Section 218.99(e)(5) permits such movements when:

- the shove light system is demonstrated to be failsafe;
- the shove light system is arranged to display a less favorable aspect when the circuited section of the track is occupied;
- written procedures are adopted and complied with that provide for a reliable means of determining track occupancy prior to commencing a shov-

ing or pushing movement;

- the track is designated in writing;
- the track is under the exclusive and continuous control of a yardmaster or other qualified employee;
- the train crewmember or other qualified employee directing the shoving or pushing movement complies with the general movement requirements contained in paragraphs (b)(1) and (b)(2) of this section;
- all remote control shoving or pushing movements comply with the requirements contained in paragraph (c)(1) of this section; and
- the shove light system is continuously illuminated when the circuited section of the track is unoccupied.

However, FRA denied that portion of AAR's petition that requested the inclusion of shove warning systems that rely solely on radio signal warnings because radio signals offer a lower level of safety than a shove light system.

Lastly, FRA addressed the issue raised in AAR's Petition concerning the point protection technology standard for remote control zones (RCZ). Clarifying Preamble language that AAR thought was vague, FRA noted that the citation to 49 CFR Part 236, Subpart H — FRA's standards for processor-based signal and train control systems — was advisory, and declined to modify the Final Rule in the manner proposed by AAR. FRA also denied Labor's request to modify the language to apply 236-H to all RCZ point protection technology not currently in service, holding that this rulemaking was not the appropriate forum for determining the formal applicability of Part 236.

Locomotive Engineers & Conductors Mutual Protective Association

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Hedge Fund

Continued from Page 1

money for its investors, the fallout caused 550 ABN Amro workers to lose their jobs in Jacksonville, Fla.

The Times-Union reported that hedge funds like TCI "often look to break up companies they own and sell the pieces,

cashing out as the profits from the sale are distributed to shareholders. Another strategy: pressuring management to take cash a company had been planning to use for other purposes and instead distributing it to shareholders."

Rail Labor has certainly had its differences with CSX on a variety of issues. However, the BLET supports CSX in

closing the gate on TCIs "Trojan Horse" in order to better protect the welfare of the railroad and its hard working employees.

Again, the BLET believes it is in the best interest of our members and all of Rail Labor to use the white ballot and vote in favor of the CSX slate of directors. •

Mike Twombly promoted to Vice President

Twombly

Continued from Page 1

tinuous membership since 1973.

His service to the Brotherhood began in 1987 when he volunteered for the position of Vice Local Chairman. Shortly thereafter, he was promoted to the Local Chairman's position.

Twombly served as Vice General Chairman under Charlie Klimek, his long time friend and mentor, from 1989 thru 1996, and became General Chairman after Brother

Klimek left office in 1997.

Vice President Twombly comes from a family with a rich tradition of railroading. His father, Wilbur M. Twombly, hired out on the Boston & Maine as a fireman on February 15, 1948, in North Conway, N.H. Wilbur earned promotion to locomotive engineer and became both steam and diesel qualified, retiring in 1990 with 42 years service. His great grandfather Arthur Seavey and great uncle Willis Twombly were both locomotive engineers on the northern division of the B&M with hire

dates in the late 1890s.

He enjoys skiing, fishing, golf, photography and especially baseball — he played amateur ball in the Merrimac Valley "Lawrence - Lowell Mens League" for a decade, picking the glove up again at the age 34 and serving as his team's third baseman and emergency catcher.

Vice President Twombly and his wife Roxane were married April 8, 1972. The couple lives in Andover, Mass., and has one son, Jason (wife Jennifer), and two grandchildren, Jameson and Julia. •

SAFETY TASK FORCE HOTLINE

(800) 306-5414

Flexible Benefits program allows members to use pre-tax dollars to save on health care expenses

An important benefit regarding health care expenses obtained by the Brotherhood of Locomotive Engineers and Trainmen during the most recent national contract will soon begin accepting members for enrollment.

In much the same way that a 401k program allows individuals to use pre-tax dollars to save for retirement, the Railroad Employees Flexible Benefits Program allows members to use pre-tax dollars to pay for certain medical expenses or dependent care expenses. The current 2008 plan allows members to save anywhere from \$120 to \$5,000 per year for dependent care expenses, or \$120 to \$3,600 per year for medical expenses. It is expected the dollar

amounts will change under the upcoming 2009 plan year.

However, the program is in danger of falling by the wayside unless membership participation increases. Side Letter #8 of the National Contract specifies that at least 5 percent of eligible BLET members must participate in the plan or it will be terminated as of December 31, 2009. Current participation levels are below the 5 percent threshold, and the BLET is encouraging all members to contact United HealthCare for details when open enrollment begins.

Open enrollment for the plan will begin in the near future. Details on how to enroll will be provided on the BLET

website and in the BLET newsletter once open enrollment begins.

Members will be able to choose to participate in one of two programs:

- The first program, Health Flexible Spending Arrangement (Health FSA), allows members to use tax-free dollars to pay for health care benefits such as the following: doctor co-pays; drug co-pays; dental co-pays or other dental expenses not covered in our dental plan; vision co-pays or additional eye care not covered under the national plan; and over-the-counter medications (cold medicine, decongestant medicine, aspirin, Tylenol or their generic equivalent, etc...). The 2008 program offers savings of \$120 to \$3,600 per year, but

the savings will probably change in the upcoming benefit year.

- The second program, Dependent Care Assistance Program (DCAP), allows members to use pre-tax dollars for certain dependent care expenses, such as out-of-pocket dependent care expenses for childcare or care for physically or mentally handicapped dependants. The 2008 program offers savings of \$120 to \$5,000 per year, but the savings will probably change in the upcoming benefit year.

More details will be provided when open enrollment begins. BLET members are encouraged to monitor the BLET website for details regarding this money-saving plan. •

Audit of BLET members' eligible dependents continues

Over the past several months, Aetna has been conducting an audit of eligible dependents and requiring employees to submit proof of eligibility for their dependents to continue uninterrupted health-care benefits. As of April 14, 2008, the dependent eligibility audit has been passed on to United HealthCare to finish the final stages of the audit.

Those employees who failed to respond to the Aetna portion of the audit have had all of their dependents' coverage terminated (medical, dental, mental health and substance abuse, vision and prescription drug), effective April 15, 2008. Any employee who made a recorded attempt to supply some documentation for dependent verification, but were unable to provide all needed documents to clear their dependents' eligibility, have had the incomplete dependents' dental-only benefits terminated, effective April 15, 2008. Among the documents members may have to provide as part of the audit include a mar-

riage certificate, children's birth certificates, or proof of enrollment for dependents attending college.

All employees who fall into either of the above categories should have received a letter in the mail from United Healthcare documenting their dependent's current loss of benefits status. Dependents who have had just their dental benefits terminated due to the fact that they were partial responders will have until June 30, 2008, to provide the remaining proof of eligibility in order to have their dependent's dental benefits restored. If they fail to provide sufficient documentation by the end of the 60-day time period allotted, then their dependents will not only continue to not have dental coverage but all other coverages will be terminated as well (medical, mental health and substance abuse, vision and prescription drug).

The other part of the audit that UHC is working on is to audit any dependent who was not included in

the first phase of the audit performed by Aetna. The snap shot date for the information used by Aetna, in the beginning stages of the audit, was all dependents who had coverage as of April 2007. United HealthCare is following the audit up by auditing any dependent who was added to the policy between April 2007 and the present. Any employee who has a dependent in this category should have received a mailing from United HealthCare asking for documentation for proof of eligibility of their dependents and will be given until October 31, 2008, to comply with the notice or have all dependents' benefit coverage terminated.

If you have received notification that dependent coverage has been terminated or if you have had recent problems with your dependents' coverage, immediately call United HealthCare at (800) 753-2692 in order to obtain information about reinstating those eligible dependents. •

Enhanced life insurance benefit now available to BLET members

Working in conjunction with all of Rail Labor, the Brotherhood of Locomotive Engineers and Trainmen has obtained an improved life insurance benefit for its members.

Effective immediately, MetLife will offer an "Accelerated Benefit Option" (ABO) to active employees who are eligible for the life insurance coverage provided through the Railroad Employees National Health and Welfare Plan (GA-23000). There is no charge for this benefit enhancement.

Under the ABO, a participant diagnosed as terminally ill as a result of injury or sickness, with no more than 12 months to live, will be able to receive an immediate payment of up to 50 percent of their life insurance amount. The payment may be used for any purpose.

A request for ABO payment is subject to independent medical review and approval by MetLife. Payment will generally be made in a

lump sum. The remaining insurance benefit payable at death will be reduced by the amount of the accelerated benefit payment.

ABO is not available to retirees. The option is limited to benefit amounts of \$20,000 or more.

The BLET obtained this improved benefit for its members by working with other unions through the Cooperating Railway Labor Organizations, or CRLO. Over the past several years, rail labor unions have bargained jointly for health and welfare benefits under the auspices of the CRLO. The BLET is one of 12 unions that comprise the CRLO.

Please note that this benefit is automatically available to all members covered by the plan, therefore, there is no need to take any action at this time. If you wish to submit a claim for consideration of this benefit, please contact MetLife at (800) 310-7770. •

DOT warns against anti-smoking drug Chantix

On June 5, the U.S. Department of Transportation warned the Federal Railroad Administration about the possible dangers of rail workers in safety sensitive positions using an anti-smoking drug known as Chantix.

The Federal Aviation Administration has banned the use of Chantix by pilots and air traffic controllers, and the Federal Motor Carrier Safety Administration has urged medical examiners not to certify a commercial driver who uses this drug.

In a memo from the DOT's Office of Drug and Alcohol Policy and Compliance to the FRA's Office of Safety, the DOT warned that the drug may be linked to more than 100 accidents, as well as seizures, dizziness, heart irregularity, heart attacks, loss of consciousness, vision problems and diabetes.

A complete copy of the study is available at: <http://www.ismp.org/docs/vareniclineStudy.asp>

Accordingly, the DOT has asked BLET to disseminate the following statement to its membership:

"The U.S. Department of Transporta-

tation reminds all transportation industries of the potential threat to public safety caused by the use of the anti-smoking drug Chantix. A recent independent study spoke of possible links to seizures, dizziness, heart irregularity, loss of consciousness, vision problems, diabetes, and more than 100 accidents. As a result, we strongly urge all transportation industry employers to include in their employee training materials appropriate information to address this issue. We also encourage employers to reiterate with their employees the need to report use of such medications when required by applicable DOT regulations or by company policies."

BLET members are urged to be aware of the side effects of this medication and should make sure their doctors are aware of the safety-critical nature of their work if prescribed Chantix.

The BLET National Division is asking its General Chairmen and State Legislative Board Chairmen to make the following memo available to their membership: <http://www.ble-t.org/pr/pdf/ChantixFRAMemo.pdf> •

BLET NEWS

BLET JOB BANK

BLET National Legislative Office seeks Director of Regulatory Affairs

The Brotherhood of Locomotive Engineers and Trainmen is seeking to hire a Director of Regulatory Affairs to work full time out of the BLET's National Legislative Office in Washington, D.C.

The successful candidate will be responsible for a number of varied regulatory, political and legislative duties, including but not limited to:

- Accumulate/disseminate data and research for the BLET's position on all present/future rulemakings on all 49 CFR. This will involve corresponding with the BLET National Division, General Committees of Adjustment, State Legislative Boards and other interested parties.

- Assist in representing the BLET at FRA rulemakings, Rail Safety Advisory Committee meetings, and other forums that may result from FRA-labor-management cooperative efforts.

- Prepare executive summaries and progress reports on correspondence from FRA, and develop educational material on regulations for publication to members.

- Assist in developing and processing legislative issues.

- Assist in lobbying Congress on legislative issues.

- Assist in preparing strategic plans and participating in changing/adding safety regulations and legislative issues.

- Prepare and/or present hearing testimony regarding federal and state legislation, and/or regarding regulatory issues.

- Develop a uniform safety regulation process in coordination with General Committees and State Legislative Boards.

- Assist in establishing a safety database.

- Develop a strategy for targeting railroads' substandard compliance.

- Monitor technology and assessing impact on Locomotive Engineer and Trainmen safety.

The Director of Regulatory Affairs will assume all of the above duties and responsibilities. He or she will work under the direction of the Vice President and National Legislative Representative.

TO APPLY: Send cover letter, along with your resume to John P. Tolman, Vice President & National Legislative Representative, Brotherhood of Locomotive Engineers and Trainmen, 25 Louisiana Avenue, N.W., Washington, D.C. 20001. •

Priester reelected at WGCA meeting

Mike Priester was reelected by acclamation to the office of Chairman of the Western General Chairmen's Association (WGCA) during the WGCA's annual meeting in Reno the week of April 28.

Brother Priester serves as General Chairman of the CP Rail System/U.S. General Committee of Adjustment. He joined the Brotherhood on Feb. 1, 1972, and is a member of BLET Division 754 (Terre Haute, Ind.). He was elected to this third term as CP Rail General Chairman in June of 2007.

"I am honored to be selected to my second term as Chairman of the WGCA and will devote myself to our membership and to the entire BLET membership in general," Brother Priester said.

Also elected were: Vice Chairman P.J. Williams (BNSF-former AT&SF General Chairman); and Secretary-Treasurer Rick Gibbons (BNSF-former STL-SF General Chairman). Brother Gibbons was reelected by acclamation. Brother Williams was elected by acclamation to the position formerly held by National Vice President Dennis Pierce.

Elected to the WGCA Executive Committee were John Koonce (CN-IC General Chairman) and Sam Parker (KCS General Chairman). Both brothers were elected by acclamation.

Speakers and Guests

There were 16 general chairmen and nine vice general chairmen in at-

tendance, and numerous guest speakers addressed the Association. Chairman Priester said that all speakers were well received and their presentations were very informative.

Delivering presentations on behalf of the BLET National Division was National President Ed Rodziewicz, First Vice President Paul Sorrow, National Secretary-Treasurer Bill Walpert, and National Vice President Pierce.

President Rodziewicz's presentation focused on moving forward and preparing for the next round of national contract negotiations.

Legal Counsel Mike Wolly, whose firm successfully handled the Family and Medical Leave Act (FMLA) litigation on behalf of the BLET, discussed ways to handle the pending claims now that the Supreme Court has ruled in favor of the BLET.

Becky Schneider, National President of the BLET Auxiliary, addressed the Association and explained how Auxiliary members lend a hand to the BLET by being politically active while their spouses are at work for the railroad.

Safety Presentations from the FRA

Safety and locomotive engineer decertification were main topics of conversation with guest speakers from the Federal Railroad Administration. They were: Associate Administrator for Safety Jo Strang; Director of Security

Bill Fagan; and Locomotive Engineer Certification Specialist John Conklin.

Chairman Priester said Conklin's presentation was most informative. Conklin spoke in depth regarding recent trends in locomotive engineer decertification, which was followed by a lengthy question and answer session.

According to Conklin, one of the top engineer decertification issues of late is occupying main track without authority.

Joint Meeting with NASLBC

Following the conclusion of the WGCA's meetings, the Association held a joint meeting with the BLET's National Association of State Legislative Board Chairmen (NASLBC).

The meeting was facilitated by Sally Payne and Bill Munger, representatives of the International Brotherhood of Teamsters' Training and Development Department. Brother Munger is a member of BLET Division 439 (Allston, Mass.) who works for the Training and Development Department. Sally Payne is the Associate Director and Western Region Training Coordinator.

The meeting was a strategic planning session between the groups and focused on improving communication in this important election year and continued cooperation between the General Chairmen and State Legislative Board Chairmen. •

Safety, politics key topics at NASLBC meeting

Leaders of the Brotherhood of Locomotive Engineers and Trainmen gathered in Reno, Nevada, the week of April 28 for the annual meeting of the National Association of State Legislative Board Chairmen (NASLBC).

They discussed the upcoming Presidential election, the BLET PAC fund and safety throughout two days of meetings. The Brotherhood itself was also a topic of discussion, and in spite of recent changes on the Advisory Board, the union itself remains financially sound as membership continues to grow on a month-by-month basis.

NASLBC Chairman Tim Smith (Chairman of the California State legislative Board) called the meeting to order and introduced six new State Legislative Board Chairmen: Vince Verna, Arizona; J.T. Little, Tennessee; Don Douglass, Oklahoma; Tim Craver, Virginia; Bryan Aldridge, Kentucky; and David Brown, Minnesota.

Elections and Politics

BLET National President Ed Rodziewicz stressed the importance of voting in the upcoming Presidential election. He said the next President will appoint the members of the Surface Transportation Board who regulate the carriers, the Federal Railroad Administrator who oversees workplace safety, and the members of the National Mediation Board who can force the railroads to bargain in good faith.

"You can exert a strong influence on your family's economic future when

casting your vote in November," he said.

BLET First Vice President Paul Sorrow address the delegates and said he hoped his grandchildren would be able to have a job and live the American dream as he has done.

"The easy solution to this country's problems is to vote," Sorrow said. "In the last Presidential election, just 46 percent of eligible voters elected the President. We have the greatest country on the face of the earth. If we want to stay great, we need to make changes."

Vice President & National Legislative Representative John Tolman then spoke to the group. He began by speaking about the importance of contributing to the BLET PAC fund. Nearly 10,000 BLET members donate to the PAC.

He then spoke about how the 2008 elections can change the direction of out country — and the BLET.

"We need change in this country, and we should demand change," Vice President Tolman said. "It is time to make a difference."

The Brotherhood

National President Rodziewicz also discussed recent changes to the BLET and the upcoming round of national contract negotiations. He urged greater cooperation between the BLET and the United Transportation Union.

"If we can work together, it will benefit both organizations," National President Rodziewicz said. "Single man opera-

tions don't work if you want to save jobs. I'm not proposing a merger. I am saying that we need to find a way to work together."

National Secretary Treasurer Bill Walpert delivered good news in his address, reporting that the BLET was financially stable and growing. NST Walpert said that active membership would soon top 39,000 members — a level not seen in many years.

Safety

Railroad safety was also a major point of discussing during the meetings.

NST Walpert discussed his role as Chairman of the BLET Safety Task Force and reported he has encountered difficulties in dealing with the National Transportation Safety Board under the Bush administration.

FRA Associate Administrator for Safety Jo Strang discussed H.R. 2095 and S. 1889, in addition to recent regulatory actions by the FRA. She also talked about a new program under development by the FRA called the Risk Reduction Program.

FRA Director of Security Bill Fagan then talked about railroad security, specifically the potential risk to trains from suicide bombers. He encouraged the Chairmen to report suspicious people who are loitering around railroad tracks.

The Auxiliary

BLET Auxiliary President Becky

Happy 100th birthday, Brother Hilger!

Brother E.N. Hilger, a member of BLET Division 404 in Chicago, celebrated his 100th birthday on May 16, 2008.

Active and retired members of the Brotherhood of Locomotive Engineers and Trainmen were on hand to help Brother Hilger celebrate the occasion.

Brother Hilger joined the BLE on December 14, 1956. As part of his birthday festivities, he was presented with a 50-year membership pin and certificate by BLET National Vice President Rick Radek.

Like Brother Hilger, Vice President Radek is a life long member of Division 404, having joined in 1974, so the BLET Vice President had a vested interest in honoring Brother Hilger on his birthday.

Several other members of BLET Division 404 joined Vice President Radek in recognizing Brother Hilger on his birthday, including: Paul Henk, a Division 404 retiree who helps coordinate retiree activities; Paul

Fessenbecker, recently retired Local Chairman of Division 404 who helped to locate Brother Hilger and coordinate the celebration; Dick Crowe, current Local Chairman of Division 404; and Doug Davidson, Local Chairman of Division 96 in Chicago and Assistant Director of the BLET's Arbitration Department.

Brother Hilger, still sharp of mind and lively at 100, regaled the BLET delegation with railroad stories from his career. He hired out on the former Galena Division of the Chicago & North Western Railroad. The Galena Division was formerly the C&NW predecessor, the Galena & Chicago Union Railroad. Hilger worked out of Freeport, Ill., and often ran trains between Freeport, Rockford, and Chicago, Ill. He worked in passenger and freight service throughout his career and worked both steam and diesel locomotives

Brother Hilger has outlived his children, but has several grandchildren who visit him regularly. •



Above, from left: Vice President Rick Radek presents a cake to Brother E.N. Hilger on the occasion of his 100th birthday.

Right, a group of BLET members from Chicago helped Brother Hilger celebrate his 100th birthday. Seated, from left: VP Radek and E.N. Hilger. Standing, from left: Paul Fessenbecker, retired Division 404 Local Chairman; Paul Heck, retired Division 404 member; and Dick Crowe, current Local Chairman of Division 404.



Tucson Old Timers hold reunion with Division 28 members



Active members of BLET Division 28 in Tucson, Ariz., recently met with numerous retirees at the annual Tucson Old Timers reunion. The reunion was enjoyed by all as railroaders both young and old shared stories and reminisced for several hours. Several officers of BLET Division 28 made time to attend the reunion, including President Jon Hurst and Local Chairman Jim Booth. Division 28 members Henry Zappia and Ken Kroeger were also in attendance. Brother Kroeger is a former Local Chairman of Division 28 and he currently serves the National Division as Coordinator of the Education & Training Department and Special Representative.

BLET marks 145th anniversary on May 8, 2008

The Brotherhood of Locomotive Engineers and Trainmen (BLET) marked its 145th anniversary in May — the union was founded as the Brotherhood of the Footboard on May 8, 1863 in Marshall, Mich.

In 1864, the union changed its name to Brotherhood of Locomotive Engineers (BLE), the name it retained until merging with the Teamsters on Jan. 1, 2004, when it became BLET.

The organization was formed when locomotive engineers on the Michigan Central Railroad became discouraged with pay cuts and the dismissal of their firemen. In the early 1860s, locomotive engineers at the Michigan Central were being paid at the rate of \$60 a month on the condition that they ran at least 2,500 miles each month, regardless of the time consumed. Because of complaints about this low rate of pay and inequitable way of doing it, the Michigan

Central agreed in 1862 to advance the pay of first class engineers to \$85 a month. These and other concessions by the road, however, proved to be of short duration. Runs were changed in such a way that the engineers experienced reductions in pay rather than increases.

To address their grievances, engineers from the Michigan Central and other roads gathered together and held a large meeting in Detroit in May, 1863.

This Detroit convention marked a new epoch in the organization of American railroad employees. It brought together engineers from the Michigan Central, Michigan Southern & Northern Indiana, Detroit & Milwaukee, Grand Trunk, and Michigan Southern. Together, the 12 delegates present drafted a constitution, which combined democratic control with efficient central administration, thus solving the funda-

mental problem that had wrecked many previous labor organizations. After three days of deliberations and plans for the future, the delegates on May 8 joined hands and obligated themselves to abide by the constitution, forming the pioneer division of the Brotherhood of the Footboard with W. D. Robinson as chief engineer. This division, No. 1 in Detroit, still maintains its proud position as first on the roster of over 500 divisions of the BLET.

By August 1, 1863, 10 divisions had been formed. The constitution of the new organization provided that when five divisions were organized a delegate from each should be chosen to come together to create a grand division. So on August 18th, at Detroit, the Grand National Division of the Brotherhood of the Footboard was formed. W. D. Robinson was elected grand chief engineer.

Today, with nearly 39,000 active members, the BLET is one of the largest and most influential railroad unions in the United States. •

BLET NEWS

Craig Gilchrist reelected Montana SLBC

Craig A. Gilchrist (Division 298) was re-elected by acclamation during the regular quadrennial business meeting of the Montana State Legislative Board at the conclusion of a three-day session in Billings, Mont., in mid-May. This will be his third term as Chairman.

"It is an honor to continue to serve the Brotherhood as an elected officer," he said. "We have a committed Board, with Legislative Representatives who work hard to serve the interests of the Brotherhood. All eight Montana Divisions sent delegates to the meetings, which were very productive with broad participation by all the attendees.

"The members of the Board put in three long full days of hard work and we had a very ambitious agenda each day and they discharged their duties admirably," he said.

During the meeting sessions, the Board heard from BLET National President E. W. Rodziewicz who addressed the meeting on the first day. Vice President and National Legislative Representative John P. Tolman also gave a detailed report.

Brother Gilchrist noted with pride that the first day of their business meeting coincided with the occasion of the 145th anniversary of the founding of the Brotherhood, which was on May 8, 1863. He noted



Seated, from left: First Vice Chairman, Murray Hurlburt; Chairman Craig Gilchrist; and Secretary-Treasurer David Torgerson
Standing, from left: D.B. Kenner; Dewey Stark; Barry Green; Second Vice Chairman Jim Cowan; and Mark Frickel.

that the Montana State Legislative Board was itself founded on May 17, 1904. "I was also pleased that our National President and other BLET officers chose to spend the day that marks our Brotherhood's 145th anniversary with friends and Brothers here in Montana," he said.

Also elected were Murray Hurlburt (Division 392) to the office of First Vice-Chairman; James Cowan (Division 262) as Second Vice-Chairman; and

David V. Torgerson (Division 499) who was returned to the position of Secretary-Treasurer. All were elected by acclamation. The Board also elected three auditors. All officers will serve a four-year term.

Also present at the meeting were newly elevated BLET Vice President Dennis R. Pierce and BNSF-MRL General Chairman Matt Wilson, and J. W. Partridge (Division 298), BLET Montana Division Safety

Coordinator, all of whom addressed the Board.

Regional Legislative Chairman Mike Muscha, who is also Chairman of the North Dakota State Legislative Board, attended as well and addressed the Board.

The Board was briefed by members of the BLET Designated Legal Counsel firms of Rossi, Cox, Vucinovich, Bremseth, and Flaskamp; and, Ingebitson and Associates.

Three officials from the

Federal Railroad Administration district office in Billings, Mont., made a detailed presentation to the delegates as well.

In addition to approving changes in the Board Bylaws, delegates heard from candidates for state elective offices, approved candidate endorsements and authorized BLET-PAC contributions for the upcoming election cycle. The Audit Committee also reviewed the financial records of the Board. •

Former BLET General Chairman Bob Godwin, 1938-2008

Former BLET General Chairman Robert W. Godwin, 69, passed away in Buffalo, N.Y., on April 11.

Brother Godwin was a former District Chairman and General Chairman of the Conrail General Committee of Adjustment, Brotherhood of Locomotive Engineers and Trainmen. He also served as Local Chairman. He first joined the Brotherhood on September 8, 1970, and most recently was a member of Division 421 in Buffalo, N.Y.

"Brother Godwin will be remembered for his distinguished career of leadership and service to the members of the Brotherhood of Locomotive Engineers and Trainmen," said BLET National President Ed Rodziewicz. "His love for the Brotherhood was only outstripped by his love for his wonderful family. He was a great union leader who will be sorely missed. On behalf of the 55,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen, I extend my deepest condolences to Brother Godwin's family."

Born in West Seneca, N.Y., he graduated from West Seneca High School in 1957. He then worked on various railroads for 42 years.

Brother Godwin got his start in union relations at the age of 13 when he organized his fellow caddies at Orchard Park Country Club and led them in a strike. It was the beginning of a long union career.



In 1957, Brother Godwin was hired by the Erie Railroad, working his way through the union ranks. In 1971, he became local chairman of the Brotherhood of Locomotive Engineers and was later named District Chairman before becoming General Chairman in 1986.

Over the next 15 years, he was re-elected to the General Chairman's position several times until his retirement in 2001. During his leadership, the Conrail General Committee became the largest in the nation.

Brother Godwin also served the BLET as Chairman of the Eastern General Chairmen's Association for several terms. In 1986, he served as Chairman of the Constitution & Bylaws Committee at the BLET's Third Quinquennial International Convention in Cleveland.

After retirement, he was awarded a New York State Assembly Citation by Assemblyman Mark Schroeder for his dedication to unions and his community.

Brother Godwin was born August 16, 1938. He is survived by his wife, the former Margaret Helmbrecht; five daughters, Beth Maslanka, Ann Marie Shea, Patricia Aboukhaled, Robin Collins and Heather Seifert; a son Robert Jr.; four brothers, Francis, James, John and Patrick; and four sisters, Mary Ellen Kern, Joanie Wolfe, Jane Wisnier and Jean Doherty.

Flowers are gratefully declined. Memorials may be sent to the Alzheimer's Association of WNY Chapter, 2805 Werhle Drive - Suite 6, Williamsville, NY 14221.

Also, the BLET's Eastern Union Meeting Association (EUMA) has established a Scholarship Fund in his honor in recognition of his many years of dedicated service to the Brotherhood. Members who wish to contribute to this fund should make their checks payable to "EUMA" and mail them to:

R. W. Godwin EUMA Memorial Scholarship Fund
c/o Jim Louis, BLET General Committee Office
1807 Elmwood Avenue, Suite 124
Buffalo, New York 14207 •

NASLBC

Continued from Page 4

Schneider also addressed the NASLBC and explained the changes to the Auxiliary since the national convention in 2006.

BLET Auxiliary Vice President & National Legislative Representative Sereena Hogan also delivered an address, explaining how the Auxiliary works in the legislative arena.

"Auxiliary members provide a different perspective," she said. "When we walk in to a meeting, we represent the families, the spouses and the community."

Additional Speakers

Fred McLuckie, Legislative Director of the IBT, spoke about federal legislative issues, including cross border trucking and John McCain's position on it, hours of service, overtime for drivers of 10,000 lbs vehicles, and the Employee Free Choice Act.

Margo Storsteen, a member of BLET Division 57 and the BLET's representative to the Teamster's Human Rights Commission, spoke about the Human Rights Commission. •

CN-IC: John Koonce reelected by acclamation

General Chairman John R. Koonce was reelected by acclamation at the quadrennial session of the Canadian National-Illinois Central (CN-IC) Central General Committee of Adjustment in Tunica, Miss.

Brother Koonce is a member of BLET Division 512 (Belleville, Ill.) and has been a member of the Brotherhood since July 1, 1974. This is his third time winning reelection to the General Chairman position since he assumed that office on July 1, 1996.

"I thank all the Local Chairmen and members for their support," Koonce said. "They are great people and an enjoyable group to work with. They make it a pleasure to be a General Chairman."

Other officers elected were: Mark Whitchurch, 1st Vice General Chairman and GCA Secretary-Treasurer (Division 24, Centralia, Ill.); Clay Craddock, 2nd Vice Chairman (Division 762, Memphis, Tenn.); Billy Evans, 3rd Vice Chairman (Division 203, Jackson, Miss.); and Charlie Lough, 4th Vice Chairman and Alternate GCA S-T (Division 131, Chicago).

Alternate officers elected were: Gary Reno, 1st Alternate Vice Chairman (Division 577, Mattoon, Ill.); Mike Walters, 2nd Alternate Vice Chairman (Division 512, Belleville, Ill.); Steve Lott, 3rd Alternate Vice Chairman (Division 326, Bossier City, La.) and Billy Scarbrough, 4th Alternate Vice Chairman (Division 450, Columbus, Miss.).

The General Committee represents about 615 members in 21 divisions from eight different states (Iowa, Illinois, Missouri, Kentucky, Tennessee, Mississippi, Alabama and Louisiana). The GCofA also represents multiple railroads, including CN properties (Illinois Central, Chicago Central & Pacific, Cedar River Railway), Kansas City Southern properties (MidSouth Rail Corp., SouthRail Corp, Gateway & Western), and the IC Electric Division of Metra in Chicago.

BLET National Vice Presidents Richard K. Radek and Merle W. Geiger Jr. were in attendance to represent the National Division. VP Radek is assigned to the General Committee's CN-IC properties while VP Geiger is assigned to the KCS properties.



Seated, from left: Billy Evans (203); Mark Whitchurch (24); Karen Brasfield (Office secretary); John Koonce (General Chairman); and Clay Craddock (762).

Second row, from left: Joe Hunt (guest 762); Mike Walters (512); Merle Geiger (VP guest), Dallas Harken (114), John Thompson (827), Tommy Street (914), Tony Belscamper (602), Bill Clayton (315), Shawn Early (8), Charles Lough (131), Fred Herndon (23); Rick Radek (VP and guest); Ron Marshall (10); C. Edward Way (512 & Illinois State Legislative Board Chairman); Jim McCoy (guest 762 and former BLE First Vice President); and Billy Ray Davis (326)

Back row, from left: Larry Dickerson (196); Billy Scarbrough (450); Gary Reno (577); Larry Washam (508); Charles Browning (109); Lannie Keith (593); Steve Lott (326); John Wood (99); Zeke Jourdan (guest 593); and Billy Harry (guest 450)

All of the above are members and/or former members along with being former Local Chairmen of the identified Division of the CN/IC GCA (except for Merle Geiger).

"It is a pleasure to work with Vice Presidents of their caliber," Koonce said.

Retired First Vice President Jim McCoy, a former Illinois Central General Chairman, also attended the meeting. Brother McCoy was an International Vice President of the Brotherhood of Locomotive Engineers from 1996 to 1999, and served as First Vice President — the union's second highest office — from

1999 until his retirement in 2001. Koonce assumed General Chairman duties in 1996 when McCoy won election to Vice President.

Koonce reported that in addition to McCoy, several other retired Local Chairmen and members attended the General Committee meeting. In addition to the election of officers, the delegates handled on-property business during closed meetings. •

CSX-Eastern Lines: Tony Smith reelected by acclamation

General Chairman Tony Smith was reelected by acclamation on April 23 at the regular quadrennial meeting of the CSX Eastern Lines General Committee of Adjustment in Troy, Ala.

Brother Smith is a member of BLET Division 332 (Montgomery, Ala.) and first joined the Brotherhood of July 1, 1979.

Also elected were: Vice General Chairman Warren E. Hinely (Division 903, Savannah, Ga.); 1st Vice General

Chairman Gary D. Best (Division 498, Abbeville, S.C.); 2nd Vice General Chairman David Johns (Division 648, Waycross, Ga.); 3rd Vice General Chairman Terry D. Davis (Division 717, North Augusta, S.C.); 4th Vice General Chairman Troy L. Bryant (Division 532, Richmond, Va.); Secretary-Treasurer Mike L. Tanner (Division 769, Sanford, Fla.); and Alternate Secretary-Treasurer Jeff A. Upton (Division 435, Hamlet, N.C.). BLET First Vice President Paul T.

Sorrow represented the National Division at the quadrennial session, along with Vice President Dennis R. Pierce. The CSX Eastern Lines has been one of First Vice President Sorrow's main assignments for many years, and is himself a member of Division 498 in Abbeville, S.C. Vice President Pierce is newly assigned to the CSX properties and used the meeting to acquaint himself with the officers and members of the GCA.

In addition to the election of officers, the delegates to the quadrennial session addressed key concerns of the membership and conducted business for the good of the order.

The CSX Eastern Lines General Committee of Adjustment represents approximately 1,400 members from 21 different BLET divisions who live and work in six different states — Virginia, South Carolina, North Carolina, Florida, Alabama and Georgia. •

NS-Eastern Lines: Willard Knight reelected by acclamation

General Chairman Willard Knight was reelected by acclamation at the quadrennial meeting of the Norfolk Southern-Eastern Lines General Committee of Adjustment in Roanoke, Va.

Brother Knight has been a member of BLET Division 511 (Portsmouth, Ohio) since he first joined the Brotherhood on January 1, 1974. This is his fourth term as General Chairman and was first elected to the office in 1992.

"It is a distinct honor and a privilege to serve the Brotherhood and I thank the membership for their contin-

ued support," Brother Knight said.

Other officers elected were: Kevin S. Peek, 1st Vice Chairman (Division 456, Norfolk, Va.); E.L. Bright, 2nd Vice Chairman (Division 79, Columbus, Ohio); D.L. Young, Secretary-Treasurer (Division 301, Roanoke, Va.); and R.G. Preece, Alternate S-T (Division 401, Williamson, W.Va.).

BLET National President Ed Rodziewicz attended the meetings, which were held in Roanoke, Va., from April 22-25. Also on hand to represent the National Division were: National Vice

President Marcus Ruef; National Vice President and Director of Arbitration Richard K. Radek; and Assistant Director of Arbitration Doug Davidson. Brothers Radek, Ruef and Davidson conducted an arbitration seminar for the delegates.

During the convention, Brother Knight presented a plaque to former GCofA Secretary-Treasurer Larry G. Young (Division 217, Shenandoah, Va.), thanking him for his many years of service to the Brotherhood. Brother Young retired in 2005.

The delegates also discussed the on-property agreement and handled general committee business during closed sessions.

The Norfolk Southern-Eastern Lines General Committee of Adjustment represents more than 800 members from 11 Divisions in three different states (Ohio, West Virginia and Virginia). The GCofA is comprised primarily of the former N&W territory and also includes three former Conrail Divisions. •

BLET NEWS

A message from Teamsters General President James P. Hoffa

McCain and Bush: Anti-union synergy



Although Sen. John McCain is running to be elected our next president, his proposals to help our country are stuck in the past. McCain's prescription to treat our ailing economy is standing by the job-draining North American Free Trade Agreement, or NAFTA, and adopting President Bush's failed policies.

Both McCain and Bush support anti-union laws that make it harder for workers to unionize. They want to privatize Social Security. They have no meaningful plan to deal with our country's health care crisis. And they dismiss the good-paying manufacturing jobs we lost due to NAFTA with no plans to replace them.

We need to elect a new leader who is willing to break with Bush's failed policies.

Since Bush took office, not only are we working harder for less, but 2 million more of us are out of work and 11 million more lack health care insurance. We have had slow wage growth, skyrocketing costs for gasoline and health insurance, and four straight months of job losses. Foreclosure is a looming possibility for millions of families.

Yet McCain believes we don't need to significantly change course. He credits Bush for overseeing "great progress economically," but he fails to mention that for the first time since World War II, we have experienced sustained national economic growth while personal

incomes have dropped. And, let's not forget that if President Bush had his way, Amtrak would have received zero funding.

Unlike the Democratic presidential candidates, McCain is opposed to renegotiating the so-called free trade agreements that have resulted in 3.7-million U.S. manufacturing jobs being lost in the past 10 years. These are the same pro-business policies that have helped make it so difficult for working-class Americans to make a living.

Being a union member creates opportunities for workers to build power. Our new president must recognize this and push to sign the Employee Free Choice Act which will allow workers to build a union free from an employer's anti-worker campaign.

Working-class Americans deserve elected officials who understand the American dream: to work a full-time job and earn wages and benefits that will support them and their families.

James P. Hoffa
James P. Hoffa
 General President

MAY/JUNE 2008 CALENDAR & EVENTS

JULY 6-10... 70th Annual Eastern Union Meeting Association, Huron, Ohio
 Arrangements Chairman Rodney Cutlip is planning the 2008 EUMA at Sawmill Creek Resort. Be sure to visit www.EUMA2008.com for information, or March 2008 issue for registration form.

AUGUST 17-21... 68th International Western Convention, San Luis Obispo, Calif.
 Chairman Mike Galvani hosts the 2008 IWC at the Embassy Suites Hotel-San Luis Obispo.

SEPTEMBER 9... U.S. Railroad Retirement Board Informational Conference, Mesa, AZ
 The U.S. Railroad Retirement Board will a free informational conference at the Hampton Inn (1563 S. Gilbert Road) in Mesa, Ariz. Registration for the program begins promptly at 8 a.m. The conference runs from 8:30 a.m. and to 12:30 p.m. Per Railroad Retirement Board request, elected BLET officials only, please!

SEPTEMBER 9... U.S. Railroad Retirement Board Informational Conference, Fort Worth, TX
 The U.S. Railroad Retirement Board will a free informational conference at the Radisson Hotel South (100 Alta Mesa East Blvd.) in Fort Worth, Texas. Time of the meeting is the same as above.

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!

OCTOBER 3... U.S. Railroad Retirement Board Informational Conferences, Iowa & W.Va.
 The U.S. Railroad Retirement Board will two free informational conferences on October 3. The first will be held in West Des Moines, Iowa (Hampton Inn, 7060 Lake Drive) and the second will be held in Huntington, W.Va. (Ramada Limited, 3094 16th Street Road).


Advisory Board May Activity

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

- National President Edward W. Rodzwick**— National Division office: General supervision of BLET activities; General office duties; Various correspondence & phone calls; President, Teamsters Rail Conference; Western General Chairmen's (WGCA) meeting, Reno, Nevada; National Association of State Legislative Board Chairmen (NASLBC) meeting, Reno; Montana State Legislative Board mtg., Billings, Mont.; Wheeling & Lake Erie mediation mtg.
- First Vice-President and Alternate President Paul T. Sorrow**—Western General Chairmen's Assoc. mtg., Reno; NASLBC mtg., Reno; PLB 7093, Grand Trunk Western, Chicago; Assisted GTW arbitration, re: Health & Welfare payments; Teamsters Unity Conference, Las Vegas; Wheeling & Lake Erie mediation mtg. w/ National President Rodzwick & General Chairman Davis; Performed various duties as First Vice President; Performed various duties in Office Administrator capacity.
- 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; Joint meeting of the National Association of State Legislative Board Chairmen and General Chairmen, Reno, Nevada; Meeting with representatives for Canadian Pacific, Las Vegas; Teamsters Unity Conference, Las Vegas.
- 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; Bell Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; Tentative C.B.A. and agreed to Q&A's, CN/WC, Schiller Park, Ill.; Various NRAB arbitration, Chicago; Chicago Federation of Labor, re: State funding of transit, Metra, Chicago; DLC issues, grievances, mtgs. re: Progressing to arbitration, IHB, Chicago/Hammond, Ind.; Routine office duties, Cleveland; SBA 1157 arbitration, Union RR; Tentative agreement, CN/WC, Green Bay, Wisc.; Assistance, re: Under-employment and seniority issues, CN/WC, Green Bay.
- 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; Joint General Chairmen/NASLBC mtg., Reno; CN-IC GCoFA mtg., Tunica, Miss.; Mtg. w/ GC Clark (Tex Mex) and KCS, Houston, Texas; Holiday; Correspondence, research 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.; General office duties; Joint mtg. of NASLBC and General Chairmen, Reno; Public Law Board 7151, Chicago; Executive Session, PLB 6983; Wabash Hospital dinner and Board Mtg., re-elected Chairman; Holiday; Vacation.
- 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; Joint NASLBC-General Chairmen strategy mtg., Reno; PLB 7158 and PLB 7114, assisting GC Gore and GC Donnigan, San Antonio; Division 664 mtg., Assisting GC Hannah and LC Galvani, San Luis Obispo, Calif.; Strauss New Yard negotiations, UP-Western Lines, Assist GC Hannah, El Paso; Various office work, paper work, telephone.
- Vice-President & National Legislative Representative John P. Tolman** — Assigned to BLET Washington, DC office; BLET Security Officer; General Office Duties, telephone, correspondence; Coordinate content of NLO website; Continued coordination w/ IBT Government Affairs Dept.; Coordinated PAC contributions; Attended National Association of State Legislative Board Chairmen mtg., Reno; Attended Montana State Legislative Board mtg., Billings, Mont; Mtg. w/ Rep. Thad McCotter; Mtg. with John Drake, Acting Majority Staff Director, House Subcommittee on Railroads, Pipelines and Hazardous Materials; Teamsters Unity Conference; Organized and participated in State Legislative Board Chairmen conference call; Attended various fundraisers.
- 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; Joint NASLBC/WGCA mtg., Reno; Review SBA 1063 and assist GC Davis, NS-N; PLB 7079, NEC-CN interchange case, Chicago; SBA 1063 award adoption, NS-N; PLB 7159 award adoption, NS-S; Conference call w/ USWA, re: Division 108, A-L Steel; Contract mediation w/ NMB, W&LE, Cleveland; Conference call w/ NMB, re: Psgr. Rail Conf. steering cmte.; Cost out NS term sheets 1, 2 & 3, NS-All; Assist GC Quinn w/ arbitration briefs, visit Division 269, LIRR, Hicksville, NY; URR contract negotiations & prep., Pittsburgh; Paperwork, correspondence, reports, phone calls, general office duties; Holiday.
- Vice-President Dennis R. Pierce** — Newly assigned to all CSX General Committees — Eastern Lines, Western Lines, Northern Lines, Conrail (SAA/CSX-Northern District) — and Indiana Rail Road, Alabama State Docks; Special projects, BNSF GCAs; General office duties; Western General Chairmen's Assoc. mtg., Reno; Montana State Legislative Board mtg., Billings, Mont.; BLET-BNSF mtgs., Fort Worth, Texas; BLET-Alabama State Docks bargaining mtg. and BLET Division mtgs., Mobile, Ala.
- Vice-President Mike Twombly** — Assigned to Delaware & Hudson; Springfield Terminal; St. Lawrence & Atlantic; Montreal, Maine & Atlantic; Union Railroad; Birmingham Southern; New York, Susquehanna & Western; New England Central; South Buffalo Rwy.; Iowa, Chicago & Eastern; Indiana & Ohio; Indiana Southern; Louisville & Indiana; Meridian Southern; Talleyrand Terminal Railroad; Connecticut Southern; and RSAC positive train control committee; Connecticut Southern mtg., Hartford, Conn.; Springfield Terminal Rwy. mtg., Billerica, Mass.; Union Railroad mtg., Pittsburgh, Pa.; Assisting Springfield Terminal Rwy.; Mtgs. at BLET National Division, Cleveland.

Report major accidents when they happen





LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS

Brotherhood of Locomotive Engineers and Trainmen
 A Division of the Rail Conference, International Brotherhood of Teamsters

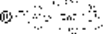
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