



NEWS

MAY
2006

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BLET organizes MMA shortline

Maine, Montreal & Atlantic is second shortline organized in 2006; 70 new members

The Brotherhood of Locomotive Engineers and Trainmen won its second shortline organizing victory of 2006 today as approximately 70 workers at the Maine, Montreal & Atlantic Railway (MMA) voted in favor of BLET representation.

The BLET announced its first organizing victory of the year on January 20 as workers at the Panhandle Northern Railroad in Borger, Texas, voted to join the Brotherhood.

BLET Organizing Director Tommy Miller said the organizing campaign began nearly six months ago when General Chairman Mike Twombly began talking to MMA workers about the benefits of union representation. Twombly represents members at the Springfield Terminal/Delaware & Hudson lines.

"I want to thank Mike Twombly, Vice General Chairman John Brown, and Special Representative Gene Imler for their hard, hard work," Miller said.

Miller said Twombly and Brown worked the property for approximately

two months before the BLET National Division's Organizing Department began lending assistance in January.

"The work they did made our jobs a whole lot easier," Miller said.

Previously non-union, the workers at the MMA are now looking forward to their first union contract.

"Congratulations to Mike Twombly, John Brown, Gene Imler and Tommy Miller for bringing this organizing drive to a successful conclusion," BLET National President Don M. Hahs. "We will now begin the process of negotiating the first-ever collective bargaining agreement for our newest members. We are proud to welcome them to our Brotherhood."

Located in Hermon, Maine, MMA is a 750-mile regional railway operating in the Maine and Vermont, and in the Canadian provinces of Quebec and New Brunswick.

On January 8, 2003, Rail World purchased the former Bangor & Aroostook Railway and renamed it Montreal,

Maine & Atlantic Railway (MMA). Rail World, Inc. is a railway management, consulting and investment corporation specializing in privatization and restructuring.

Forest products generate approximately 60 percent of MMA's business. Commodities handled by the railway include: automobiles, chemicals, clay, fertilizer, frozen food and food products, fuel oil, grain, gypsum wallboard, lumber, OSB (oriented strand board), paper, propane, round wood, scrap paper, stone and sand, starch, woodchips, wood pulp, and intermodal shipments. The railroad handles an estimated 55,000 revenue units annually and serves approximately 300 customers. MMA has connections with nine Class I, regional and local railroads (including CN and CP) and provides the shortest, most-direct rail link between Northern Maine, Saint John, New Brunswick and Montreal. In addition, MMA offers access to port facilities on the Atlantic at Saint John and Searsport, Maine. •

Huron & Eastern workers vote BLET

Approximately 30 operating employees at the Huron & Eastern Railroad, a subsidiary of RailAmerica, selected the Brotherhood of Locomotive Engineers and Trainmen as their designated collective bargaining representative on May 11.

It is the third organizing victory for the BLET thus far in 2006.

"I appreciate all the help I received from the workers at the Huron & Eastern, and I welcome them into our organization," said BLET Organizing Director Tommy Miller.

The BLET organized the Panhandle Northern (PNR) on January 20 and the Montreal, Maine & Atlantic (MMA) on April 19. The victories are part of an aggressive organizing campaign launched by the BLET and the Teamsters Rail Conference.

"Our goal is aggressive organizing on short line railroads in 2006," Miller said. "We will target different companies."

A different company owns each short line organized by the BLET this year: RailAmerica owns the Huron & Eastern; OmniTRAX owns the PNR; and Rail World, Inc., owns the MMA.

The three organizing victories have brought more than 100 new members into the BLET.

There was a great deal of interest in joining the BLET among the Huron & Eastern workers.

"Large groups of members attended our organizing meetings," Miller said. "I thank Special Representative Gene Imler for his assistance in making those meetings a success."

RailAmerica is one of the largest short line owners in the United States. It operates 42 railroads that service approximately 7,800 miles of track.

"I congratulate Tommy Miller for his continued success in organizing," said BLET National President Don Hahs. "The Brotherhood welcomes our new Huron & Eastern members, who are anticipating their first contract."

"As a member of the Change to Win coalition, we believe that unions must devote more time, energy and resources to organiz-

New England Central members OK first BLET contract

BLET members have approved a new four-year collective bargaining agreement with the New England Central Railroad (NECR).

The agreement provides wage increases of 12 percent over the life of the contract and improved work rules and discipline procedures. About 50 members approved the new contract by a 2-to-1 margin.

"It's the first BLET contract on the property, and I consider it to be an impressive improvement over the old one," said Ben Martin, General Chairman at NECR.

In addition to wage and work rule improvements, the agreement clarifies language to better protect workers' rights.

"We consider the work rule improvements to be a successful victory over a previous agreement, which was riddled with carrier escape clauses," said BLET Vice President Paul Wingo, who helped negotiate the deal.

NECR members had rejected a previous contract proposal in 2005. Negotiations on the latest deal began on Feb. 7, 2006.

"We went back to the table and we were able to improve the wage schedule and certain other benefits," Vice President Wingo said. "We then pre-

sented the improved agreement to the membership for a second ratification vote and it was ratified by a 2-to-1 margin."

Joining Vice President Wingo on the negotiating team were NECR General Chairman Ben Martin, Larry LaRocque and Scott Holbrook, who are members of BLET Division 521 (Hawthorne, N.J.).

"I consider it to be an impressive improvement over the old agreement."

— NECR General Chairman Ben Martin

As part of the agreement, the term "Transportation Specialist" was eliminated and the crafts of Locomotive Engineer and Conductor were identified. The title change was important to BLET members.

"It was a matter of pride," General Chairman Ben Martin said. He noted that the locomotive engineer and conductor crafts were properly named for years until RailTex purchased the railroad in 1995.

The new agreement contains a

scope rule that protects the work of locomotive engineers and conductors.

"The new agreement provides protection from remote control," Martin said. "If the carrier ever introduces new technology, then we hold the rights to the work."

The scope rule also prevents the carrier from using contractors and other outside laborers.

"Under the old contract, the carrier got around the closed shop agreement because they had the right to use anyone off the street," Martin said. "They used a lot of contractors, season help and part time help."

Martin said the newly negotiated discipline rule is a vast improvement over the former agreement.

"It spells out the process and establishes rules for appeals and the use of First Division, Public Law Board or Special Board of Adjustment," he said. "The time claim handling rule now spells out the appeals process. It allows for concrete documentation for disputes instead of just word of mouth testimony."

Language regarding the discipline rule was vague in the old contract.

"The phrase, 'but not limited to' ap-

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See Huron & Eastern, Page 8

BLET NEWS

BROTHERHOOD OBITUARIES

Jim Ong, Ohio State Legislative Board Chairman

BLET Ohio State Legislative Board Chairman J.F. "Jim" Ong died on April 15 after a four month battle with cancer. Brother Ong was 62 years old.

He is survived by his wife, Carol; three children, J.J. Ong, Jennifer Ong and Heather Lutz; three grandchildren, Harris Ong, Mallory Ong and Ben Worley; two brothers, John Ong and Joe Ong; various in-laws; and numerous nieces and nephews.



Brother Ong was just re-elected Chairman of Ohio State Legislative Board on April 11. He joined the Brotherhood on Dec. 1, 1975, and was a member of Division 292 in Beach City, Ohio. He began serving on the Ohio State Legislative Board in 1978.

"On the behalf of the officers, staff

and members of the BLET, I extend our deepest condolences to Jim's family," said BLET National President Don M. Hahs. "His proximity to our headquarters in Cleveland allowed him to visit us often. The staff and officers enjoyed his visits and remain grateful for his hard work and devotion to the Brotherhood. Brother Ong was a valuable asset to our organization and he will be greatly missed.

"Jim was loved by all who knew him. He worked tirelessly for the members in the state of Ohio. He was involved in all of the major legislative and election campaigns that the Brotherhood worked on."

Brother Ong was the last fireman ever hired by the Penn Central Rail-

road. He later earned promotion to locomotive engineer at the Penn Central. Later, as a Conrail engineer, he worked in terminals throughout the system, ranging from Grand Central Terminal in New York to Indianapolis in the West. He later worked for the Wheeling & Lake Erie in Ohio.

As Chairman of the BLET's Ohio State Legislative Board, Brother Ong served as chief lobbyist in the state, with his office located in Columbus. He was a member of the BLET's National Association of State Legislative Board Chairmen and served as vice chairman for the 17-state Northeast Region. He was responsible for coordinating legislative efforts among the states in that region.

In addition to his work for the BLET, he was involved in the National

Association of Veteran Railroad Employees and the Masons. For the past 25 years, he and his wife have operated the Northview Residential Care facility in Dennison. In 2005, Brother Ong was honored to serve as the Grand Marshal for the annual Dennison Railroad Festival parade in Dennison, Ohio.

According to his family, Jim will be remembered as a loving husband, father and grandfather. His knack to solve problems and make everyone laugh will be missed. He was well-known for his storytelling ability and was always quick with a joke and willing to lend a helping hand.

Donations in memory of Brother Ong can be made to the American Diabetes Association, Northeast Ohio Office (1815 W. Market Street, Suite 108, Akron, Ohio 44313). •

Dorothy Cassidy, wife of former BLET International VP Joe Cassidy

Dorothy Cassidy, the wife of former BLE International Vice-President Joe Cassidy Jr., passed away suddenly and unexpectedly on May 11.

Dorothy Cassidy is also the mother of New York State Legislative Board Secretary Kelly Cassidy.

"On behalf of the entire Brotherhood, I extend deepest condolences to Joe and Kelly Cassidy, as well as their entire family," said BLET National President Don M. Hahs. "This is particularly sad news considering the suddenness of Dorothy's passing, which comes so soon after their retirement."

Dorothy retired in August of 2002 while Joe retired in November of 2002.

The couple married in 1972, the year before Joe won his first elected office with the BLE. Joe hired out with

the Long Island Railroad in 1970 and served as General Chairman of the LIRR General Committee of Adjustment from 1982-1991. He was elected International Vice-President of the BLE in 1991, winning reelection in 1996 and 2001.

In addition to Kelly, the couple has two other children, Joe III and John.

Cards of condolence may be sent to:

Brother Joseph Cassidy
24 Pell Terrace
Garden City, NY 11530

and

Sister Kelly Cassidy
745 South Sixth Street
Lindenhurst, NY 11757 •

- As of February 28, 2006**
- 1 — A. C. Widby
 - 28 — R. Kimmel
 - 63 — M. B. Brooks
 - 63 — A. F. Janisieski
 - 63 — C. J. Mezger
 - 63 — C. F. O'Connell
 - 63 — P. L. Spaulding
 - 63 — C. R. Walker
 - 150 — E. L. Peoples
 - 190 — A. Lezu Jr.
 - 236 — S. P. Bautista
 - 244 — G. E. Dabdoub III
 - 280 — J. J. Carter
 - 435 — T. L. Rollins
 - 484 — J. C. Morris Sr.
 - 537 — D. L. Scribner
 - 553 — D. K. Tate
 - 672 — P. G. Smoot
 - 682 — R. J. Janik
- As of March 31, 2006**
- 11 — M. Masiello
 - 28 — W. L. Edwards
 - 42 — G. W. Lindemann
 - 83 — J. P. Dyer
 - 136 — D. T. Smith
 - 269 — A. J. Giacalone
- 269 — C. P. Hammerslag
 - 269 — L. D. Havens
 - 357 — M. L. Reeve
 - 365 — J. I. Holt
 - 435 — H. R. Brunson Jr.
 - 446 — M. W. Brown
 - 448 — A. F. Slade
 - 511 — G. E. Potter
 - 517 — W. J. Pearson
 - 592 — R. J. Barta
 - 602 — K. H. Breecher
 - 623 — P. Monzon
- As of April 30, 2006**
- 114 — D. M. Dunn
 - 171 — L. F. Giles
 - 194 — J. P. Huddleston
 - 202 — J. J. Spier
 - 215 — K. L. Waterman
 - 269 — R. S. Jacques
 - 292 — J. F. Ong
 - 383 — S. P. Marshall
 - 473 — H. F. Cross
 - 473 — J. W. Hooper
 - 473 — H. Z. Wantland
 - 937 — R. A. Cousino
 - 937 — C. A. Kaczorowski •

Change to Win's 'Make Work Pay!' campaign to target overpaid CEOs

Did you know that while the average CEO is earning \$5,430 an hour, a hard-working janitor makes as little as \$7 an hour?

Change to Win is starting a national movement to change that.

Millions of Americans are working their hearts out every day but still falling short of the basics of the American Dream — a paycheck that can support a family, affordable health care, retirement security, a voice on the job and a chance to give their kids an education and a better future.

In early May, Change to Win launched Make Work Pay!, the nation's biggest effort ever

to unite the more than 50 million workers providing the vital services that our communities depend on. These are the



people who heal the sick and comfort our elderly, harvest and serve our food, and clean and protect our offices and homes.

Change to Win, a federation of seven unions representing six million working people, is working with community groups, people of faith and public officials to build an unprecedented movement to ensure that our lowest-paid

workers join the middle-class and share in the American Dream.

In the weeks and months ahead, Change to Win will provide simple and exciting opportunities to make a difference. Together, we can pressure overpaid CEOs and unaccountable corporations, and force changes to working conditions, laws and policies in every corner of the country.

Change to Win has also made available its CEO pay calculator — the results may shock you!

To learn more about this campaign go to: <http://www.changetowin.org/MWP/index.htm> •

Locomotive Engineers & Conductors Mutual Protective Association

535 Griswold • Suite 1210 • Detroit, MI 48226-3689
(800) 514-0010 • (313) 962-1512
FAX: (877) 633-1910 • E-MAIL: lecempa1910@lecempa.org •
WEB: www.lecempa.org



Job Protection Headquarters for Transportation Employees Since 1910

BLET NEWS

Hanely new Ohio Legislative Chairman

The Ohio State Legislative Board held its 13th Quadrennial Convention and celebrated its 50th anniversary the week of April 10. Many will remember the meeting with sadness as it was the last one attended by the late Jim Ong. At the meeting, Brother Ong was re-elected to the position of Chairman. However, he died of cancer just four days later.

Tim R. Hanely was elected Vice-Chairman and will succeed Brother Ong as Chairman. Also elected were: Timothy T. Price, 2nd Vice Chairman; Michael J. Goebel, Secretary-Treasurer; and Randy Stewart, Alternate Secretary-Treasurer.

In addition to celebrating the Board's 50 years of tradition, the delegates viewed presentations titled, "The Possible Future of Positive Train Control," "FRA Underreporting," "Safe Rails Secure America," "Remote Control Operations," "Lodging Concerns," and "Family and Medical Leave Act and Railroad Retirement." John Tolman, BLET National Division Chief of Staff, Greg Powell, Michigan State Legislative Board Chairman, and Ken Kertesz, Pennsylvania State Legislative Board Chairman, conducted the presentations. •

Michel reelected Legislative Chairman in NJ

Ken Michel was re-elected to the position of Chairman of the New Jersey State Legislative Board at its Quadrennial Meeting on March 29 at the Newark Sheraton Airport Hotel in Newark, N.J.

The Honorable John Wisniewski, Chairman of the New Jersey Assembly Transportation Committee, spoke to the BLET delegates regarding current transportation issues impacting the state.

Other guests included: John Collins, New York State Legislative Board Chairman; George Newman, Massachusetts State Legislative Board Chairman; and John Tolman, BLET National Division Chief of Staff.

In addition to Chairman Michel, other election results are as follows; Jim Chappelle (Division 53) was elected 1st Vice Chairman; Brian Baginski (Division 157) was elected 2nd Vice Chairman; and Mike Luteran (Division 601) was elected Secretary-Treasurer.

A special presentation was made to Ed Michael, who retired as Secretary-Treasurer after serving the Board for more than 20 years. •



Seated, from left: Brian Baginski, 2nd Vice Chairman; Ken Michel, Chairman; Jim Chappelle, 1st Vice Chairman; and Mike Luteran, S-T.
Standing, from left: Robert Stiglic, Div. 497 (PATH); Pat Norton, Div 157; Charlie Larsen, Div. 171 (NJT); Brian Simon, Div. 226 (NS); and Steve Kay, Div 272 (NJT).
Present but not pictured: Dave Hamilton, Div. 235 (CSXT); Bob Daniels, Div. 373 (NJT); Jim Godumski Div. 272 (NJT); John Perri, Div. 387 (CR); and Steve Weiss, Div. 521 (NYS&W).

Kelley elected new Missouri State Legislative Board Chairman

Brian P. Kelley of BLET Division 502 (Kansas City, Mo.) was elected Chairman of the Missouri State Legislative Board at the Board's triennial meeting in Jefferson City, Mo., on May 8.

Kelley was elected to fill the office vacated by Chairman Mickey Gage, who will retire on May 31.

Also elected were 1st Vice Chairman Ted W. Stauffer of Division 75 (Kansas City, Mo.); 2nd Vice Chairman Steve C. Gillett of Division 107 (St. Joseph, Mo.); and Alternate S-T Dan M. Schroeder, Division 48 (St. Louis, Mo.). Tim L. Morgan of Division 86 (Moberly, Mo.) was re-elected to the office of Secretary-Treasurer.

"BLET members in Missouri can rest assured that their legislative affairs will be in good hands with Chairman Kelley and the rest of the Board," said BLET National President Don Hahs. "I also wish to congratulate Mickey Gage on his upcoming retirement and to thank him for his many years of dedicated service to the Brotherhood."



A retirement celebration was held for Gage, who served as Chairman of the Missouri State Legislative Board since 1998. Brother Gage was also Secretary-Treasurer of the Board from 1990-1998. Delegates attending the meeting presented Gage with a plaque commemorating his years of service to

BLET members in Missouri.

President Hahs addressed the delegates, giving them a state of the union speech and an update on national contract negotiations. National Secretary-Treasurer Bill Walpert gave delegates a presentation on the BLET's financial situation, and National Legislative Rep-

resentative Raymond Holmes gave delegates an update on current national legislative matters. Special Representative Jim Bradford also attended the meeting.

Kelley and the other officers of the Missouri State Legislative Board will begin their terms of office on June 1. •

California State Legislative Board reelects Tim Smith as Chairman

Tim Smith of BLET Division 415 was reelected Chairman of the BLET's California State Legislative Board on May 2 at the Board's Fifth Quadrennial Session in San Diego. Smith was re-elected by acclamation.

Smith will serve a four-year term in accordance with the Board's bylaws. Also reelected by acclamation were: First Vice-Chairman Darrel N. Azarcon (Division 692); Second Vice-Chairman D.D. "Diz" Francisco (Division 739); and Secretary-Treasurer Mike G. Holt (Division 800). Alternate Secretary-Treasurer Robert B. Frank (Division 839) was elected by acclamation.

BLET National President Don M. Hahs, First Vice-President Ed Rodziewicz, and National Secretary-Treasurer Bill Walpert attended the meeting and addressed the delegates

regarding affairs of the National Division, including national contract negotiations and organizing, among other items. NST Walpert provided delegates with a report on the financial status of the Brotherhood. BLET National Vice-President Lee Pruitt addressed the delegates as well.

On hand to show support for the Brotherhood's legislative arm were leaders of the Brotherhood's protective arm: General Chairman Bill Hannah (Union Pacific-Western Lines) and General Chairman Pat Williams (BNSF-former AT&SF).

Chuck Mack, Vice President of the International Brotherhood of Teamsters, and Al Settje, Regional Administrator of the Federal Railroad Administration (Region 7), were also on hand to address the delegates.



Officers of the California State legislative Board, from left: Darrel N. Azarcon, 1st Vice Chairman; Tim Smith, Chairman; Diz Francisco, 2nd Vice Chairman; and Mike G. Holt, S-T.

Sreena Hogan, 3rd International Vice President of the BLET's Grand International Auxiliary, hosted a GIA

breakfast and made a presentation regarding the importance of spousal support of BLET members and issues. •

GIA Dialogue

Embracing the future, one member at a time

By **Onita Wayland**
International President
Grand International Auxiliary

Over 118 years ago, the GIA to BLE came about as a result of a recognized need to organize the various groups of railroad wives, which met informally around the country. Just as these small groups recognized the need to meet with one another in their own geographical area, our founders foresaw the benefit of joining together as one organization in support of their fellow engineers' wives, and of the BLE.

The movement gained strength and flourished for the first 90 years, or so, but as times changed, so did the mem-

bership of the GIA. More spouses began working, and children's activities went from music lessons and sandlot baseball to increased involvement in school activities and a myriad of sports, resulting in a decrease in time for family activities which also had to be worked around Dad's schedule.

The GIA recognized the need to alter its focus to adapt to changing lifestyles and society's changing times. We have succeeded in this endeavor resulting in our members becoming more aware of the vital roles spouses play in shaping not only the working environment of our spouses, but also our ability to effectuate changes through our elected representatives.



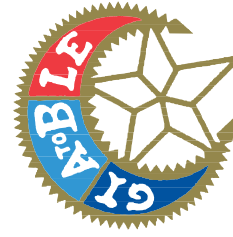
The unfortunate aspect of our metamorphosis is that the word is not spreading as quickly as we would hope. Through various calls to arms from the BLET against unjust Carrier practices, and by way of alerts informing us of important legislation coming before Congress that directly affects our lives and the working conditions of our spouses, we have made a difference. If our ranks and networks increase and strengthen across the country, we can do even more.

In the interest of our own lives and the continued prosperity and safety of those who make those record Carrier profits possible, we **all** need to be involved. Everyone is "crazy" busy these days, but the minimal amount of time

it takes to make a difference is well worth it.

As I prepare to turn over the reins of the organization, I reflect back to what I consider an innovative and pivotal era in our history. I have overseen the continued change and improvement of the GIA started by my predecessors. We have helped expand upon our mission and purpose. I thank the BLET for its support during my tenure

as International President, and feel strongly about the role BLET spouses can play. We can springboard for change in the future — going forward, not backward. On a final note, we do not want to forget our history and heritage, but we must embrace the future, and it is time we continue to move forward. •



NECR

Continued from Page 1

peared throughout the agreement," he said. "It would allow you to be taken out of service for just about anything. Now we have a defined agreement."

All employees certified as Locomotive Engineers will receive the engineer's rate of pay, regardless of what duties they perform.

Members will enjoy various other improvements. Contract language calls for the carrier to pay for members' work boots, and locomotives will be equipped with improved seats that are upholstered, rotate, are adjustable, and have armrests.

"Guys were riding around on toad stools, now we have agreement seats," he said.

The agreement also calls for the carrier to maintain weather-stripping in the locomotives, an important rule considering the cold winters in the region where NECR operates.

"Here in the Northeast, the wind howls in the winter through the cab doors," Martin said.

Members will also enjoy increased meal allowances and improved vacation rules and bereavement rules. The new bereavement rule allows for five paid days off for the loss of an immediate family member and one paid day off for extended family. The new vacation rule allows members to take vacation days in one week increments.

"Some of the guys looked at the contract proposal and said 'we already have this,'" Martin said. "What they failed to realize is that the rules defining their bereavement days were taken from the Rail America handbook and were

Sales of 'Main Line Cooking' to benefit GIA

A cookbook containing recipes submitted by railroaders for railroaders is now available through the BLET's spousal group, the Grand International Auxiliary (GIA).

Titled "Mainline Cooking," the cookbook is being sold as a fund-raiser for the GIA. The book is chock-full of delicious recipes submitted by BLET/GIA members and their families from all parts of the United States and Canada.

It contains more than 300 recipes and is bound in a hardback three ring binder (7" x 9 1/4") that opens easily for adding or removing recipes.

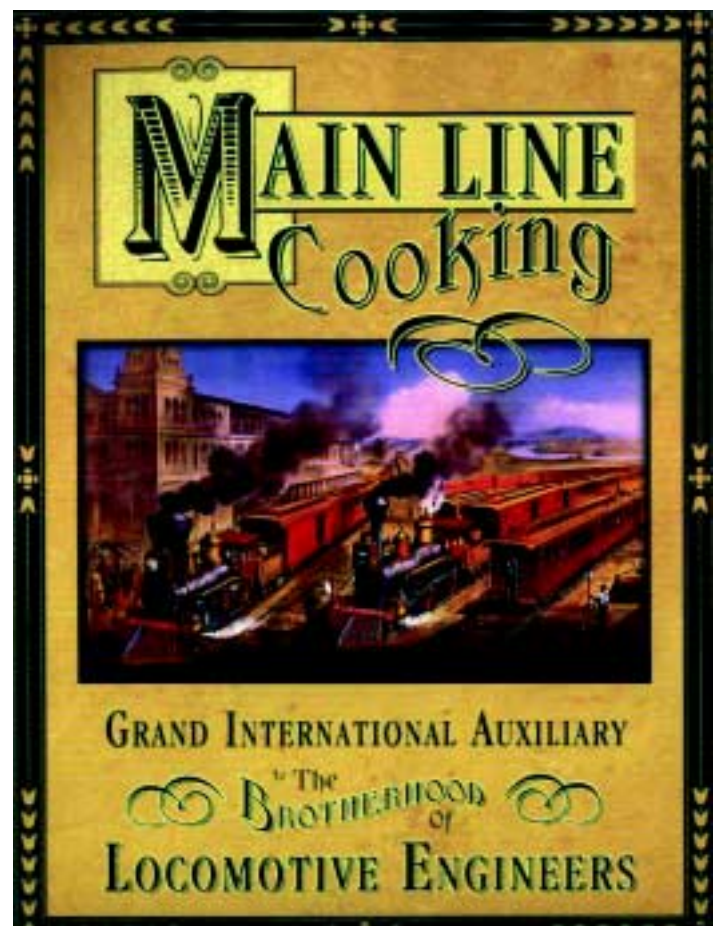
"This book will make an excellent addition to your cooking library as well as a great gift idea for young and old alike," said Onita Wayland, International President of the GIA.

The book also contains humorous quotes, a section on railroadese, railroaders' stories, and great tips on eating healthy while working on the railroad.

All proceeds, except postage and handling, benefit the GIA. Each book is \$15. There is a charge of \$5 shipping and handling for U.S. orders (Hawaii, Alaska and international orders should e-mail the GIA for shipping costs.)

Please make your check or money order payable to the "GIA to BLE," and send it along with your name and address to:

Onita Wayland
 1301 McLennan
 Mart, TX 76664
 ocwayland@aol.com
 or:
Becky Schneider
 515 West Redd Road
 El Paso, Texas 79932-1909
 beckygia1@earthlink.net •



Front cover of the new GIA cookbook.

subject to interpretation by management. Those rights were granted rights that could easily be taken away. Now they are set in stone in the agreement and not subject to change."

BLET members will also enjoy a 401k savings plan at NECR with a company match up to \$2,500 per year. Water and ice will also be provided.

Tommy Miller, the BLET's Director of Organizing, helped organize the property, and the workers at NECR voted to join BLET in September of 2004.

The New England Central Railroad (NECR) is a Rail

America property in their 11th year of operation after Canadian National sold the former Central Vermont Railroad to RailTex in February of 1995. RailAmerica assumed ownership in 2000.

The NECR owns and operates 330 miles of track from Alburg, Vt., to new London, Conn., hauling primary commodities such as fuel oil, lumber, cement and grain. The NECR interchanges with CN, Pan American Railways (Guilford), CSX, the Vermont Rail System, Claremont and Concord, and the Providence & Worcester Railroad. •

BLET, UTU join in support of N.Y. legislation

Legislation has been introduced in the New York State legislature to prohibit union officers of the Association of Commuter Rail Employees (ACRE) from receiving salaries from outside funds. ACRE represents train and engine service employees on Metro North, who previously were represented by the BLET and the UTU.

ACRE also is actively seeking to represent train and engine service employees on Amtrak in Connecticut where service is provided by the Connecticut DOT under contract with Amtrak. And ACRE is looking to represent locomotive engineers on New Jersey Transit.

ACRE has all the markings of a company union as its officers are paid by the employer. The BLET and the UTU jointly are asking members in New York State to contact their state senator to vote "YES" on Senate Bill No. 4722; and their state assemblyman to vote "YES" on Assembly Bill No. A-9023, each of which would stop ACRE from using employer funds to pay union officer salaries. •

BLET NEWS

RRB issuing statements of service, form 'BA-6'

Each year, the U.S. Railroad Retirement Board prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year. The forms will be mailed to employees by the Board during the first half of June. While every effort has been made to compile and keep current the addresses of all active railroad employees, employees for whom compensation was reported in 2005, but who have not received Form BA-6 by July 1, or need a replacement, should contact the nearest Board field office.

Form BA-6 provides employees with a record of their railroad retirement service and compensation. While the form has no cash value, the information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits.

It is important that employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form. In checking the 2005 compensation total, employees should be aware that only annual earnings up to \$90,000 were creditable for railroad retirement purposes in that year, and that \$90,000 is the maximum amount shown on the form. To assist employees in reviewing their service credits, the form also shows service credited on a month-by-month basis for 2004, 2003, and 2002, when the creditable compensation maximums were \$87,900, \$87,000, and \$84,900, respectively. In addition, the form identifies the employers reporting the employee's 2005 service and compensation.

Besides the months of service reported by employers, Form BA-6 shows the number of any additional service months deemed by the Board. Deemed service months may be credited under certain conditions for an employee who did not work in all 12 months of the year, but had creditable tier II earnings exceeding monthly prorations of the creditable tier II earnings maximum for the year. However, the total of reported and deemed service months may never exceed 12 in a calendar year; and no service months, reported or deemed, can be credited after retirement, severance, resignation, discharge, or death.

Form BA-6 also shows the number of months of verified military service creditable as service under the Rail-

road Retirement Act, if the service was previously reported to the Board. Employees are encouraged to submit proofs of age and/or military service in advance of their actual retirement. Filing these proofs with the Board in advance will streamline the benefit application process and prevent payment delays.

For employees who received separation or severance payments, the section of the form designated "Taxable Amount" shows the amounts of any separation allowance or severance payments that were subject to railroad retirement tier II taxes. This information is shown on the form because a lump sum, approximating part or all of the tier II taxes deducted from such payments made after 1984 which did not provide additional tier II credits, may be payable by the Board upon retirement to qualified employees or to survivors if the employee dies before retirement. The amount of an allowance included in an employee's regular compensation is shown under "Compensation Amount."

Form BA-6 also shows, in the section designated "Employee Contributions," the cumulative amount of tier II railroad retirement payroll taxes paid by the employee over and above tier I social security equivalent payroll taxes. While the Board does not collect or maintain payroll tax information, the Board computes this amount from its compensation records in order to advise retired employees of their payroll tax contributions for Federal income tax purposes.

Employees should check their name, address, social security number, birth date and sex shown at the top of the form. In order to protect privacy, only the last four digits of an employee's social security number are shown. If only the first four or five letters of the employee's surname are shown, his or her birth date shows as 99-99, and the sex code shows as U(nknown), it means the Board is veri-

fy his or her social security number with the Social Security Administration. Otherwise, if the personal identifying information is incorrect or incomplete (generally cases where the employee's surname has more than 10 letters and the form shows only the first 10 letters) or the address is not correct, the employee should contact the nearest Board field office. The field office can then correct the Board's records.

This is important in order to prevent identity or security-related problems that could arise if the employee wants to use certain Internet services available on the Board's Web site.


Employees can request that printouts of their individual railroad retirement records of service months and compensation be mailed to them. A PIN/

Password is not required to use this service. It can be accessed simply by visiting the Board's Web site at www.rrb.gov, clicking on "Benefit Online Services (MainLine)," and selecting the "Request Service & Compensation History" option.

Employees may also view their railroad retirement service and compensation records, get estimates of their future annuities, apply for, as well as claim, railroad unemployment benefits, and access their individual railroad unemployment insurance account statements, through the Board's Web site. However, to use these additional online services, an employee must first get a PIN/Password and then establish an

See RRB's Form BA-6, Page 7

FORM BA-6 (8-00)



U.S. RAILROAD RETIREMENT BOARD
C. T. Thomas, V. M. Speakman, Jr., J. F. Kever
Members

Example
Only

CERTIFIED
1999 CERTIFICATE OF SERVICE MONTHS AND COMPENSATION
SERVICE AND COMPENSATION REPORTED FOR PERIOD ENDING DECEMBER 31, 1999

JJ JONES
12 CENTRAL AV
CENTRAL CITY, IL 60000-0000

YEAR	SERVICE MONTHS PROFILE												TOTAL MONTHS FOR YEAR			REGULAR COMPENSATION	MISCELLANEOUS COMPENSATION
	J	F	M	A	M	J	J	A	S	O	N	D	REPORTED	DEEMED	TOTAL		
1999	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	55,000	
1998	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	50,000	
1997	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	45,000	
1996	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	40,000	

CAREER TOTAL RETIREMENT RECORD					
SERVICE MONTHS			REGULAR COMPENSATION	MISCELLANEOUS COMPENSATION	EMPLOYEE CONTRIBUTION
REPORTED	DEEMED	TOTAL			
123	**	123	375,250.00		18,307.25

SEPARATION ALLOWANCE/SEVERANCE PAYMENT ON RECORD FOR REVIEW PERIOD		
YEAR	TAXABLE AMOUNT	COMPENSATION AMOUNT
1999		
1998		
1997		
1996		

CAREER TOTAL SEPARATION ALLOWANCE/SEVERANCE PAYMENT RECORD	
TAXABLE AMOUNT	COMPENSATION AMOUNT

YOUR 1999 REPORTING EMPLOYER(S)

The service and compensation shown on this form for 1999 were gathered from a report(s) received from the following employer(s):

MIDWEST RRR CO

RRB OFFICE SERVING YOUR AREA:

122 MAIN STREET
CENTRAL CITY, IL 60000-0000

PHONE (123) 456-7890

BLET members to vote on 'one member, one vote' initiative; ballots due June 17

Between now and June 17, BLET members will vote on an initiative that could drastically change the way the organization elects its top officials.

The petition calls for the direct election of National Division officers (one member, one vote) instead of the current system of election by delegates at a National Convention.

A sufficient number of petitions were received in accordance with the BLET Bylaws to make it mandatory for the National President to circulate a ballot calling for a vote of the active membership on the issue. Approximately 37,000 ballots were mailed to all active BLET members on April 20. Members will

have until June 17 to return the ballots. In recent weeks, a number of BLET local division officers, general chairmen and national officers have received unsolicited letters from the Teamsters for a Democratic Union (TDU) endorsing this referendum.

However, John F. Murphy, Director of the Teamsters Rail Conference, issued a letter to BLET officers on April 19, informing them that TDU has no official status in the Union and speaks only for itself.

"We have received inquiries concerning the standing of the TDU within the International Brotherhood of Teamsters," Murphy wrote. "The referendum con-

cerning direct election of BLET officers is an issue that must be decided by the members of the BLET. The International Union has not expressed any position on the referendum, one way or the other."

A copy of Murphy's letter is available on the BLET website.

Members needing a replacement ballot must contact Tonya of the BLET National Division at (216) 241-2630, ext. 217. Members must provide their full name, division number, correct address and telephone number. This information should be left in a voice mail message if no one is available. Also, requests can be e-mailed to: Tonya@ble-t.org.

Passenger Rail News**Pattern agreement 'unfair' for BLET members at LIRR**

The BLET members at the Long Island Rail Road ratified a pattern contract settlement recently.

During the long running negotiations, three different disputes were arbitrated, one of which began in Federal Court when BLET members threatened to strike over the carrier using outside contractors to move trains in its new Arch Street Yard facility.

"We fought long and hard in an effort to negotiate an agreement that not

only recognized issues unique to our craft but compensated us for our superior skill, responsibility and productivity as well," said General Chairman Robert M. Evers. "Unfortunately, our demand for a release from mediation was denied and we ended up with the pattern settlement negotiated by another craft. During the past 10 years there has been a huge turnover in our membership due to retirements and many of these members were unfamil-

iar with pattern bargaining.

"They now realize the inherent unfairness associated with this process and the consequences it has on not only our wages and benefits but also our lack of leverage at the bargaining table. However, one of the positive aspects of this settlement was our members coming together with their General Committee and participating in our Organization's democratic ratification process. I am most grateful for the as-

sistance of President Hahs, First Vice President Rodzwick, our legal counsel, both locally and nationally, and our Arbitration Department, who were with us every step of the way during our struggle for a fair and equitable agreement."

BLET members working on the New York & Atlantic Railroad also ratified an agreement recently.

"We hammered out a fair settlement that did not require us to overcome a pattern agreement," General Chairman Evers said. "In addition to a continuation of a \$20 per day longevity payment, the agreement also provides for the 'rolling in' of the Certification Allowance into the hourly rate and time and one-half for working a sixth and seventh day in the workweek.

"The New York & Atlantic Railroad truly cares about their employees, which was demonstrated during negotiations, which is in sharp contrast to having to deal with the MTA/LIRR. The percentage wage increases over the four year term of the agreement will ultimately be enhanced by the profit sharing clause should the carrier increase their business. BLET members are essentially partners in the success of the freight operating over the LIRR and have been recognized as such as a result of this agreement." •

Election Supervisor's Sixth Report to BLET Members

Candidate Nominations At The Convention: — The 27th International Convention of the IBT is scheduled to convene on June 26, 2006 and have sessions each day through Friday, June 30. Delegates at the convention nominate candidates for IBT international union office.

The **schedule for nominations** is stated in the **Supplemental Election Supervisor Rules for the 27th International IBT Convention**. Copies can be obtained at the Election Supervisor's Office at the Convention, located in the Gold Ballroom at Bally's, or by downloading them from www.ibtvote.org. The **Supplemental Rules** also govern procedures for floor nominations, floor speeches in support of nominations, campaign activity, floor demonstrations, voting procedures, and observer rights for all aspects of the nominations. The Supplemental Rules and Article III, § 5 of the *Rules for the 2005-2006 IBT International Union Delegate and Officer Election* set out all the rules that govern the nomination process.

A BLET member is eligible to run for an IBT international union office if he or she is a member in continuous good standing for a period of five (5) consecutive months between January 2006 and May 2006, with no interruptions in active membership due to suspensions, expulsions, withdrawals, transfers or failures to pay fines, and assessments during any part of that period.

To be nominated to run for IBT international office, a candidate nominated from the Convention floor must receive at least five percent (5%) of the votes cast in the secret ballot nomination vote for that office. Only delegates accredited by the Office of the Election Supervisor are eligible to cast votes in the secret ballot nomination voting. A candidate for union-wide office (General President, General Secretary-Treasurer, at-large Vice President, International Trustee) must receive at least five percent of the secret ballot nomination votes cast by all delegates. A candidate nominated from the floor for a regional Vice-President position must receive at least five percent of the secret ballot nomination votes cast by all delegates from the floor nominee's region.

Delegate Elections By The Numbers: — 614 IBT Local Unions, GCC Local Unions, BLET General Committees of Adjustment, and BMWED System Federations elected delegates to the 27th International Convention of the IBT: almost all of these elections were conducted since January 1, 2006. There were 152 contested elections for Convention delegate; the other delegates were nominated without opposition. Here is the breakdown of delegates expected to attend the Convention:

	# of Delegates	# of Alternate Delegates
IBT Locals	1,583	985
GCCC Locals	112	95
BMWED SFs	46	36
BLET GCAs	57	38
TOTAL	1,798	1,154

These are the figures available at the time this publication went to press, before accreditation was completed. The final number of accredited delegates and the number of alternates remaining at the end of accreditation may be different than stated here.

General Election Dates: — If any of the IBT international offices are contested after the nominating Convention, the Office of the Election Supervisor will conduct the general election. We expect that ballots would be mailed to the entire IBT membership on October 10, 2006, and that the ballot count would start on November 13, 2006 continuing each day to completion. Details of the balloting and count will be published in coming issues of this magazine, and on www.ibtvote.org.

Candidate Forum: — If the office of IBT General President is contested after the nominating Convention, the candidates for that office (or, if they choose, their General Secretary Treasurer running mates) must participate in a candidate forum where they will have an opportunity to address issues affecting the IBT and its members. The forum will be recorded and the recording will be made available for distribution to members. Check www.ibtvote.org after the Convention for details about the date, time and location of the candidate forum.

Richard W. Mark
Election Supervisor

RRB's Form BA-6

Continued from Page 6

RRB Internet Services account. To do this, employees can click on "Benefit Online Services (MainLine)" and then click on the "Create an account" link for directions on establishing an RRB Internet Services account. At that time, to ensure security, they must apply for a Password Request Code, which they will receive by mail in about 7 to 10 days.

If the employee's name was incomplete on Form BA-6, and he or she has not yet contacted a Board field office to correct it, the employee should enter his or her first and middle initials and his or her surname just as it appears on the Form BA-6 or a previously furnished printout of service and compensation, along with the other requested information.

For most employees, the address and phone number of the Board office serving their area are provided on the form. Addresses and phone numbers for all Board offices are available by calling the RRB Help Line at (800) 808-0772 or by checking www.rrb.gov. Most Board offices are open from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

Any other discrepancies in Form BA-6 should be reported promptly in writing to: Protest Unit-CESC, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611-2092. The employees must include their social security number in the letter. Form BA-6 also explains what other documentation and information should be provided. The law limits to four years the period during which corrections can be made. •

BLET NEWS

A message from Teamsters General President Jim Hoffa

Workplace safety for all



Last year, many working men and women throughout the United States, including Teamster members, were killed and injured on the job due to unsafe conditions.

Thirty-six years ago, Congress passed the Occupational Safety and Health Act, promising every worker the right to a safe job. Decades of struggle by workers and their Unions have resulted in significant improvements in working conditions. Unions have won laws and protections that have made workplaces safer for all workers. Union contracts have also given workers a voice on the job.

Nonetheless, the toll of workplace injuries, illnesses and deaths remains enormous. Hundreds of thousands of workers are injured or killed every year and railway incidents continue to be a leading cause of on-the-job fatalities. Some groups of workers are particularly at risk, suffering very high rates of job injuries and fatalities. Hispanic and immigrant workers, who often work in the most dangerous jobs and are exploited by employers, have no union protections and are afraid to speak out. Many public sector workers also have no OSHA protection.

Hundreds of workers are fired or harassed by their employers each year simply for voicing job-safety concerns or reporting injuries. OSHA, Department of Transportation (DOT), and Mine Safety and Health Administration (MSHA) whistle-blower and anti-retaliation provisions are too weak to pro-

vide any real protection to workers who try to exercise their legal rights.

We need to join hands to seek stronger safety and health protections and better standards and enforcement. To quote Mother Jones, a small woman but a giant in the American labor movement, "Mourn for the dead and fight like hell for the living."

Upcoming Conventions

This June we are holding the first IBT International Convention since the mergers of the BLET, BMWED and GCIU with our union. We look forward to the discourse, debate and discussion that stems from the necessary union business we will undertake. We are keenly focused on creating stronger ties between each of the merged unions and the IBT. The most important goal is to increase the ability for us to organize more members and win collective bargaining agreements that will improve workers' lives. I believe we have the expertise and stamina to fight for working families. Our merged unions make us all stronger.

I look forward to seeing you at our convention on June 26.

Fraternally,

James P. Hoffa
General President

Huron & Eastern

Continued from Page 1

ing. The BLET has done just that and I am proud of our third organizing victory this year."

RailAmerica's first rail acquisition was the Huron & Eastern in 1986. The short line, headquartered in Vassar, Mich., operates 174 miles of track. It interchanges with CSX in Saginaw, Mich., the Lake State Railway in Bay City, Mich., the Canadian National Railway in Durand, Mich., and the Tuscola & Saginaw Bay Railway in Durand, Mich. It services massive grain elevators about every 20 miles and its major customers are Pioneer Sugar and Sebewaing industries. •

MAY 2006 CALENDAR & EVENTS

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

Hosted by SMA Chairman T.L. Reed and the members of BLET Division 198 and Division 205, the 79th annual SMA will be held at the Chattanooga Marriott at the Convention Center in Chattanooga, Tenn. See www.ble-t.org or March 2006 newsletter for registration form and other details.

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

Hosted by EUMA Arrangements Chairman R.J. Chapter and the members of BLET Division 157, the 68th annual EUMA will be held at the Tropicana Casino & Resort on the Boardwalk in Atlantic City, N.J. See www.ble-t.org or March 2006 newsletter for registration form and other details.

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

The First National Convention of the BLET National Division will be held at Bally's in Las Vegas.

JUNE 26-30, 2006... 27th Teamsters International Convention, Las Vegas, Nevada

The 27th International Convention of the International Brotherhood of Teamsters will be held at the Bally's/Paris complex in Las Vegas.

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

Hosted by S.V. Halbrook and the members of BLET Division 94, the 66th annual IWC will be held at the Holiday Inn Rapid City—Rushmore Plaza in Rapid City, S.D. See www.ble-t.org or March 2006 newsletter for registration form and other details.

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

Hosted by A.L. Williams and the members of BLET Divisions 182, 278, 585, 858 and GIA Auxiliary 37, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. Make reservations by calling 1-800-Peabody or (501) 399-7000. For more details, contact Chairman A.L. Williams by e-mail at: ALWMS1@sbcglobal.net; or Vice Chairman Norman Baker at: (501) 835-0858.

Advisory Board March Activity

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

- National President Don M. Hahs**—National Division office: General supervision of BLET activities; General office duties; BLET Designated Legal Counsel mtgs., Scottsdale, Ariz.; Arkansas Legislative Board mtg., Little Rock; Rail Labor Bargaining Coalition mtg., Washington, D.C.; Hoffa Memorial Dinner, Detroit, Mich.; 2006 National Legislative Board mtg., Las Vegas; New Jersey State Legislative Board mtg., Newark, N.J.
- First Vice-President & Alternate President Edward W. Rodziewicz**—Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls.
- National Secretary-Treasurer William C. Walpert**—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Designated Legal Counsel mtg., Phoenix; Secretary-Treasurers Workshop, Jacksonville, Fla.; National Legislative Board mtg., Las Vegas; Building operations mtg., Cleveland; Local Chairmen's Workshop, University of Illinois, Champaign, Ill.
- Vice-President Paul T. Sorrow**—CSX Western Lines GCoFA mtg.; Mtgs. w/ CSX General Chairmen regarding dual track bargaining; Public Law Board 1063, NS; CSX Family Day event, Greenwood, S.C.; Mtg. w/ President Hahs; Assisted Grand Trunk Western GCA for planning session with upcoming negotiations and day-to-day issues; Assisted CSX, NS and GTW committees and performed general office duties.
- Vice-President Richard K. Radek**—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; NRAB administration, Chicago; LM-inf. mtg., CN, Oak Brook; NRAB executive session & arbitration; Arlington Hts.; NMB passenger rail conf. call; Div. 394 general assistance, IHB/BRC, Chicago; Metra general assistance; Arb. case screening & general assistance, CN/WC, Rosemont; NMB commuter rail conf., Baltimore; Section 3 Labor subcomm. mtg., Chicago; Advisory Board Conf. call; R.O.A.R. mtg.; NRAB arbitration, UP-CR, Boston; FRA Part 240.409 dockets: EQAL 03-47 (BNSF), 01-16 (CSX), 00-84 (UP).
- Vice-President Dale McPherson**—CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; Mtgs. w/ CP Rail & GC Priestler, re: trip rates, St. Paul, Minn.; Mtgs. w/ UP & GC MacArthur, Omaha, Neb.
- Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—BLET Washington D.C. office; General office duties, telephone, correspondence; BLET General Chairmen's mtg., Las Vegas; BLET Advisory Board mtg., Las Vegas.
- Vice-President Merle W. Geiger Jr.**—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Conference call w/ GC Parker, KCS; Mtg. w/ GC Koonce and KCS, Kansas City, Mo.; mtg. w/ GC Parker and BLET Div. 572, Rockwall, Texas; Mtg. w/ GC Parker and BLET Div. 569, Heavener, Okla.; Advisory Board conference call; Mtg. w/ GC Parker and KCS, Kansas City, Mo.; Mtg. w/ GC Parker and BLET Div. 930, Kansas City, Mo.; Research, correspondence and general office duties.
- Vice-President Stephen D. Speagle**—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; MRL Section 6 mtg., Bozeman, Mont.; First Division arbitration, Chicago; ID mtg., San Bernardino; Div. 115 mtg., Decatur; MRL Section 6 negotiations, Tucson, Ariz.; Conference call w/ BNSF and arbitrator.
- Vice-President E.L. "Lee" Pruitt**—Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork; New Orleans Gulf Coast RR negotiations, Chicago; Crew utilization mtg., UP Southern Region GCA, Houston; Trip Rates and ID Run negotiations, UP Western Region GCoFA, Portland; UP-Tacoma Belt, office duties, paper work, filing and calls.
- Vice-President Paul L. Wingo Jr.**—Assigned to NS-Southern Lines and Eastern Region GCoFAs; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; NYS&W contract negotiations, Binghamton, NY; NS-Southern Region agreement consolidation, Norfolk; NECR contract ratification; Rail Security initiative mtg. w/ NS, Norfolk; Public Law Boards 6556 and 6434, Norfolk; Divisions 696 and 786 issues; UTU-NS General Chairmen's meeting, Cincinnati; Special project on rail yard access; Study for PLB's; General office duties.



LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS
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A Division of the Rail Conference, International Brotherhood of Teamsters

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