



NEWS

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Text of tentative national contract inside

After almost two and a half years of negotiating, the Rail Labor Bargaining Coalition (RLBC) finalized its tentative agreement with the National Carrier's Conference Committee (NCCC), and the document has been sent to members for ratification.

Per the BLET Bylaws, active members were sent a synopsis of the agreement, along with a ballot, on May 17. Ballots are due back on June 15, at which time balloting results will be announced.

Enclosed in this issue of the *Locomotive Engineers & Trainmen News* is the full text of the agreement for membership review.

The RLBC represents seven rail labor unions whose contracts cover nearly 85,000 rail workers or 65 percent of the carriers' employees. The unions participating in the RLBC are the American Train Dispatchers Association, Brotherhood of Locomotive Engineers and Trainmen, Brotherhood of Maintenance of Way Employees Division, Brotherhood of Railroad Signalmen, International Brotherhood of Boilermak-

ers, National Conference of Firemen and Oilers/SEIU, and the Sheet Metal Workers' International Association.

The NCCC is the carriers' bargaining coalition representing the nation's major railroads in national negotiations, including Union Pacific, Burlington Northern Santa Fe, Norfolk Southern, CSX, Kansas City Southern, that transport most the rail freight in the country. The tentative agreement is the first step that begins the ratification process for the unions who are members of the RLBC.

The tentative agreement includes general wage increases totaling 17 percent (18.2 percent compounded over the life of the agreement) which will remain effective until December 31, 2009.

"The carriers started this process two years ago believing they could divide rail labor. They were sadly misinformed," said Don Hahs, President of the Brotherhood of Locomotive Engineers and Trainmen (BLET). "The carriers' dangerous proposal to reduce

train crew size to one person was stopped in its tracks. The carriers hoped to pit union against union but they failed. The BLET refused to succumb to their divisive tactics.

"Instead, we focused on solidarity and together — with the support of the RLBC — we stopped the rail carriers' outrageous locomotive crew reduction proposal because it imperiled the safety of rail workers and the communities they serve."

Fred Simpson, President of the BMWED, said: "This agreement represents a historic achievement for rail labor. For the first time in a generation, a major portion of rail labor negotiated in solidarity. Together we busted the carriers' 'divide and conquer' strategy, in which they would pit one union against another to achieve the lowest common denominator."

Members who do not receive ballots should e-mail BallotRequest@ble-t.org or call the office of National Secretary-Treasurer Bill Walpert at (216) 241-2630, ext. 227. •

Sweeping rail safety bill introduced in Congress

Members urged to contact Reps. to support H.R. 2095

Rail Labor is united in support of the Federal Railroad Safety Improvement Act of 2007, a bill that would provide sweeping reforms to railroad safety regulations and vastly improve the quality of life for all railroad workers.

The bill, H.R. 2095, was introduced on May 1 by Rep. James Oberstar (D-Minn.), Chairman of the House Transportation and Infrastructure Committee, following lengthy consultation with supportive rail unions.

Among the bill's many provisions are:

- A restructuring of the Federal Railroad Administration, placing greater emphasis on its safety role and increasing substantially the number of qualified inspectors.
- Elimination of limbo time for operating crews;
- Creation of fatigue management programs;

- Strengthened whistleblower protections;
- Implementation of positive train control;
- Vastly improves the safety of operations in dark territory;
- Establishment of training standards for all rail workers;
- Certification of train conductors;
- A study of locomotive cab ergonomics;
- A requirement for emergency breathing apparatus in all locomotive cabs; and,
- New regulations that would put an end to the harassment and intimidation of rail workers who report personal injuries.

"Jim Oberstar is a friend of Rail Labor who has worked closely with us to formulate this much needed legislation," said Don Hahs, National President of the Brotherhood of Locomotive Engineers and Train-

men (BLET). "Many of the items contained in this sweeping legislation have been on Rail Labor's most-wanted list for many years, and all of Rail Labor is united in solidarity to show the carriers that we mean business."

Rail Labor is united in its support of this measure, including: BLET and the Brotherhood of Maintenance of Way Employees Division (BMWED), both members of the Teamsters Rail Conference; United Transportation Union; Brotherhood of Railroad Signalmen (BRS); and the American Train Dispatchers Association (ATDA).

"There is strength in numbers," said Fred Simpson, President of the BMWED. "Not only do we have the strength of Rail Labor solidarity, we have

See H.R. 2095, page 7

BLET marks anniversary

Founded 144 years ago on May 8, 1863

The Brotherhood of Locomotive Engineers and Trainmen marked its 144th anniversary this month. 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 International Brotherhood of Teamsters on Jan. 1, 2004, when it became BLET.

The organization was formed when locomotive engineers on the Michigan Central became discouraged with pay cuts and the dismissal of their

firemen. Locomotive engineers were then 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

See BLE History, page 7

Court of appeals denies carriers' request for rehearing in FMLA case

All 11 active judges of the United States Court of Appeals for the Seventh Circuit have unanimously rejected the request of the rail carriers to rehear the dispute over whether management may require the employees to substitute their paid vacation and personal leave for unpaid FMLA leave.

This means that the unanimous ruling of the three-judge panel upholding rail labor's

position — that the FMLA does not override the right secured to employees in the vacation and personal leave agreements to choose when to use their paid leave — stands.

The carriers now have to decide whether they will seek Supreme Court review of the ruling or honor their obligations under the existing agreements. Updates will be provided at www.ble-t.org. •

TENTATIVE NATIONAL CONTRACT

Case No. A-13371

MEDIATION AGREEMENT

THIS AGREEMENT, made this ___ day of _____, 2007 by and between the participating carriers listed in Exhibit A, attached hereto and made a part hereof, and represented by the National Carriers' Conference Committee, and the employees of such carriers shown thereon and represented by the Brotherhood of Locomotive Engineers and Trainmen, witnesseth:

IT IS HEREBY AGREED:

ARTICLE I — WAGES

Section 1 — First General Wage Increase

(a) Effective July 1, 2005, all standard basic daily rates of pay for employees represented by the Brotherhood of Locomotive Engineers and Trainmen ("BLET") in effect on June 30, 2005 shall be increased by two-and-one-half (2-1/2) percent.

(b) In computing the increase under paragraph (a) above, two-and-one-half (2-1/2) percent shall be applied to the standard basic daily rates of pay applicable in the following weight-on-drivers brackets, and the amounts so produced shall be added to each standard basic daily rate of pay:

- Passenger — 600,000 and less than 650,000 pounds
- Freight — 950,000 and less than 1,000,000 pounds (through freight rates)
- Yard Engineers — Less than 500,000 pounds
- Yard Firemen — Less than 500,000 pounds (separate computation covering five-day rates and other than five-day rates)

Section 2 — Second General Wage Increase

Effective July 1, 2006, all standard basic daily rates of pay in effect on June 30, 2006 for employees represented by the BLET shall be increased by three (3) percent, computed and applied in the same manner prescribed in Section 1(b) above.

Section 3 - Third General Wage Increase

Effective July 1, 2007, all standard basic daily rates of pay in effect on June 30, 2007 for employees represented by the BLET shall be increased by three (3) percent, computed and applied in the same manner prescribed in Section 1(b) above.

Section 4 – Fourth General Wage Increase

Effective July 1, 2008, all standard basic daily rates of pay in effect on June 30, 2008 for employees represented by the BLET shall be increased by four (4) percent, computed and applied in the same manner prescribed in Section 1(b) above.

Section 5 – Fifth General Wage Increase

Effective July 1, 2009, all standard basic daily rates of pay in effect on June 30, 2009 for employees represented by the BLET shall be increased by four-and-one-half (4-1/2) percent, computed and applied in the same manner prescribed in Section 1(b) above.

Section 6 - Standard Rates

The standard basic daily rates of pay produced by application of the increases provided for in this Article are set forth in Appendix 1, which is a part of this Agreement.

Section 7- Application of Wage Increases

(a) The adjustments provided for in this Article (i) will apply to mileage rates of pay for overmiles, and (ii) will not apply to duplicate time payments, including arbitraries and special allowances that are expressed in time, miles or fixed amounts of money.

(b) Miscellaneous rates based upon hourly or daily rates of pay, as provided in the schedules or wage agreements, shall be adjusted under this Agreement in the same manner as heretofore increased under previous wage agreements.

(c) In determining new hourly rates, fractions of a cent will be disposed of by applying the next higher quarter of a cent.

(d) Daily earnings minima shall be changed by the amount of the respective daily adjustments.

(e) Existing money differentials above existing standard daily rates shall be maintained.

(f) In local freight service, the same differential in excess of through freight rates shall be maintained.

(g) Where applicable, the differential of \$4.00 and/or \$6.00 per basic day in freight, passenger and yard service, and 4¢ and/or 6¢ per mile for miles in excess of the number of miles encompassed in the basic day in freight and passenger service, will be maintained for engineers working without firemen on locomotives on which under the former National Diesel Agreement of 1950 firemen would have been required. Such differential will continue to be applied in the same manner as the local freight differential.

(h) In computing the first increase in rates of pay effective under Section 1 for firemen employed in local freight service, or on road switchers, roustabout runs, mine runs, or in other miscellaneous service, on runs of miles equal to or less than the number comprising a basic day, which are therefore paid on a daily basis without a mileage component, whose rates had been increased by "an additional \$.40" effective July 1, 1968, the two-and-one-half (2-1/2) percent increase shall be applied to daily rates in effect on the day preceding the effective date of the general wage increase provided for in Section 1, exclusive of local freight differentials and any other money differential above existing standard daily rates. For firemen, the rates applicable in the weight-on-drivers bracket 950,000 and less than 1,000,000 pounds shall be utilized in computing the amount of increase. The same procedure shall be followed in computing the increases effective July 1, 2006, July 1, 2007, July 1, 2008, and July 1, 2009. The rates produced by application of the standard local freight differentials and the above-referred-to special increase of "an additional \$.40" to standard basic through freight rates of pay are set forth in Appendix 1 which is a part of this Agreement.

(i) Other than standard rates:

(i) Existing basic daily rates of pay other than standard shall be changed, effective as of the dates specified in Sections 1, 2, 3, 4 and 5 hereof, by the same respective percentages as set forth therein, computed and applied in the same manner as the standard rates were determined.

(ii) Where applicable, the differential of \$4.00 and/or \$6.00 per basic day in freight, passenger and yard service, and 4¢ and/or 6¢ per mile for miles in excess of the number encompassed in the basic day in freight and passenger service, will be maintained for engineers working without firemen on locomotives on which under the former National Diesel Agreement of 1950 firemen would have been required. Such differential will continue to be applied in the same manner as the local freight differential.

(iii) Daily rates of pay, other than standard, of firemen employed in local freight service, or on road switchers, roustabout runs, mine runs, or in other miscellaneous service, on runs of miles equal to or less than the number encompassed in the basic day, which are therefore paid on a daily basis without a mileage component, shall be increased as of the effective dates specified in Sections 1, 2, 3, 4, and 5 hereof by the same respective percentages as set forth therein, computed and applied in the same manner as provided in paragraph (i)(i) above.

(j) Any cost-of-living allowance amounts rolled in to basic rates of pay on or after July 1, 2005 pursuant to Article III, Part B, of the December 16, 2003 National BLET Agreement ("2003 BLET Agreement") (or any local counterpart agreement provision) shall be excluded before application of the general wage increases provided for in this Article I and eliminated from basic rates of pay after application of such increases.

(k) Trip Rates established pursuant to Article V of the 2003 BLET Agreement shall be adjusted by application of the general wage increases provided for in this Article I, in the manner set forth in Article V, Part B, Section 4(c)(1) of that Agreement, subject to subsection (j) above.

ARTICLE II – OPTIONAL ALTERNATIVE COMPENSATION PROGRAM

Section 1

A carrier or organization may propose alternative compensation arrangements for consideration by the other party. Such arrangements may include, for example, stock options, stock grants (including restricted stock), bonus programs based on carrier performance, and 401(k) plans. The proposed arrangement(s) may be implemented only by mutual agreement of the carrier and the appropriate representatives.

Section 2

The parties understand that neither the carrier nor the organization may be compelled to offer any alternative compensation arrangement, and, conversely, neither the carrier nor the organization may be compelled to agree to any proposal made under this Article.

ARTICLE III — COST-OF-LIVING PAYMENTS

Cost-of-Living Payments Under December 16, 2003 Agreement

Section 1

Article III, Part B, of the December 16, 2003 National BLET Agreement, shall be eliminated effective on the date of this Agreement. All cost-of-living allowance payments made under that 2003 Agreement to employees for periods on and after July 1, 2005 shall be recovered from any retroactive wage increase payments made under Article I of this Agreement.

Section 2

Any local counterpart to the above-referenced Article III, Part B that is in effect on a carrier party to this Agreement shall be amended in the same manner as provided in Section 1.

ARTICLE IV — HEALTH AND WELFARE

Part A - Plan Changes

Section 1 - Continuation of Plans

The Railroad Employees National Health and Welfare Plan ("the Plan"), the Railroad Employees National Dental Plan ("the Dental Plan"), and the Railroad Employees National Vision Plan ("the Vision Plan"), modified as provided in this Article with respect to employees represented by the organization and their eligible dependents, will be continued subject to the provisions of the Railway Labor Act.

Section 2 – Plan Benefit Changes - MMCP

(a) The Plan's Managed Medical Care Program ("MMCP") will be offered to all employees in any geographic area where the MMCP is not currently offered and United Healthcare, Aetna, or Highmark BlueCross Blue Shield has a medical care network ("white space"). For purposes of this subsection, such "network" shall mean a "point-of-service" network in the case of United Healthcare and Aetna, and a preferred provider network in the case of Highmark BlueCross BlueShield. Employees who live in a white space may choose between coverage under MMCP or the Comprehensive Health Care Benefit, subject to subsection (b) below.

(b) The parties may, by mutual agreement and subject to such evaluation and conditions as they may deem appropriate, designate specific geographic areas within the white space as mandatory MMCP locations. Employees who live in mandatory MMCP locations shall not have a choice between CHCB and MMCP coverage, but shall be enrolled in the MMCP.

(c) United Healthcare and Aetna, respectively, shall apply "nationwide market reciprocity" to employees and their dependents who are enrolled in MMCP. The term "nationwide market reciprocity" is intended to mean, by way of example, that a person enrolled in MMCP with UHC in market A is permitted to get in-network MMCP benefits from a UHC point-of-service network provider in market B.

(d) This Section shall become effective with respect to employees covered by this Agreement on July 1, 2007 or as soon thereafter as practicable.

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Section 3 - Design Changes To Contain Costs

(a) The Plan's Managed Medical Care Program ("MMCP") shall be revised as follows:

(1) The Office Visit Co-Payment for In-Network Services shall be increased to \$20.00 for each office visit to a provider in general practice or who specializes in pediatrics, obstetrics- gynecology, family practice or internal medicine, and \$35.00 for each office visit to any other provider;

(2) The Urgent Care Center Co-Payment for In-Network Services shall be increased to \$25.00 for each visit;

(3) The Emergency Room Co-Payment for In-Network Services shall be increased to at least \$50.00 for each visit, but if the care received meets the applicable Plan definition of an Emergency, the Plan will reimburse the employee for the full amount paid for such care, except for \$25.00 if the visit does not result in hospital admission. For purposes of this Paragraph, the phrase "at least" shall be interpreted and applied consistent with practice under the Plan preceding the date of this Agreement;

(4) The Annual Deductible for Out-of-Network Services shall be increased to \$300.00 per individual and \$900.00 per family;

(5) The Annual Out-of-Pocket Maximum for Out-of-Network Services shall be increased to \$2,000 per individual and \$4,000 per family.

(b) The Plan's Comprehensive Health Care Benefit shall be revised as follows:

(1) The Annual Deductible shall be increased to \$200.00 per individual and \$400.00 per family;

(2) The Annual Out-of-Pocket Maximum shall be increased to \$2,000 per individual and \$4,000 per family.

(c) The Plan's Prescription Drug Card Program co-payments to In-Network Pharmacies per prescription are revised as follows:

(1) Generic Drug – increase to \$10.00;

(2) Brand Name (Non-Generic) Drug On Progra Administrator's Formulary – increase to \$20.00;

(3) Brand Name (Non-Generic) Drug Not On Program Administrator's Formulary – increase to \$30.00;

(4) Brand Name (Non-Generic) Drug on Program Administrator's Formulary that is not ordered by the patient's physician by writing "Dispense as Written" on the prescription and there is an equivalent Generic Drug — increase to \$20.00 plus the difference between the Generic Drug and the Brand Name (Non-Generic) Drug;

(5) Brand Name (Non-Generic) Drug Not On Program Administrator's Formulary that is not ordered by the patient's physician by writing "dispense as Written" on the prescription and there is an equivalent Generic Drug — increase to \$30.00 plus the difference between the Generic Drug and the Brand Name (Non-Generic) Drug.

(d) The Plan's Mail Order Prescription Drug Program co-payments per prescription are revised as follows:

(1) Generic Drug – increase to \$20.00;

(2) Brand Name (Non-Generic) Drug On Program Administrator's Formulary – increase to \$30.00;

(3) Brand Name (Non-Generic) Drug Not on Program Administrator's Formulary – increase to \$60.00.

(e) For purposes of the Plan, the term "children" as used in connection with determining "Eligible Dependents" under the Plan, shall be defined as follows:

"Children include:

- natural children,
- stepchildren,
- adopted children (including children placed with you for adoption), and
- your grandchildren, provided they have their legal residence with you and are dependent for care and support mainly upon you and wholly, in the aggregate, upon themselves, you, your spouse, scholarships and the like, and governmental disability benefits and the like."

(f) The definition of the term "children", as used in connection with determinations of "Eligible Dependents" under the terms of the Dental Plan and the Vision Plan, respectively, shall be revised as provided in subsection (e) above.

(g) Blue Cross Blue Shield programs that are currently available under the Plan will be made available for selection by employees covered by this Agreement who choose coverage under the MMCP in all areas where the MMCP is made available under the Plan and throughout the United States for selection by such employees who choose coverage under the CHCB.

(h) The design changes contained in this Section shall become effective on July 1, 2007 or as soon thereafter as practicable.

Part B — Employee Sharing of Cost of H&W Plans

Section 1 – Monthly Employee Cost-Sharing Contributions

(a) Effective January 1, 2007, each employee covered by this Agreement shall contribute to the Plan, for each month that his employer is required to make a contribution to the Plan on his behalf for foreign-to-occupation health benefits coverage for himself and/or his dependents, a monthly cost-sharing contribution in an amount equal to 15% of the Carriers' Monthly Payment Rate for 2007.

(b) The employee monthly cost-sharing contribution amount shall be adjusted, effective January 1, 2008, so as to equal 15% of the Carriers' Monthly Payment Rate for 2008 and, effective January 1, 2009, so as to equal 15% of the Carriers' Monthly Payment Rate for 2009.

(c) Effective January 1, 2010, the employee monthly cost-sharing contribution amount shall be adjusted to be the lesser of:

(1) 15% of the Carrier's Monthly Payment Rate for 2010, or

(2) \$200.00 or the January 1, 2009 employee monthly cost-sharing contribution amount, whichever is greater.

(d) For purposes of subsections (a) through (c) above, the "Carriers' Monthly Payment Rate" for any year shall mean the sum of what the carriers' monthly payments to —

(1) the Plan for foreign-to-occupation employee and dependent health benefits, employee life insurance benefits and employee accidental death and dismemberment insurance benefits,

(2) the Dental Plan for employee and dependent dental benefits, and

(3) the Vision Plan for employee and dependent vision benefits,

would have been during that year, per non-hospital association road employee, in the absence of any employee contributions to such Plans.

(e) The Carriers' Monthly Payment Rate for 2007 has been determined to be \$1,108.34 and the Employee Monthly Cost-Sharing Contribution Amount for 2007 has been determined to be \$166.25.

Section 2 - Pre-Tax Contributions

Employee cost-sharing contributions made pursuant to this Part shall be made on a pre-tax basis pursuant to the existing Section 125 cafeteria plan to the extent applicable.

Section 3 - Retroactive Contributions

Retroactive employee cost-sharing contributions payable for the period on and after January 1, 2007 shall be offset against any retroactive wage payments provided to the affected employee under Article I, Sections 1 and 2 of this Agreement, provided, however, there shall be no such offset for any month for which the affected employee was not obligated to make a cost-sharing contribution.

Section 4 – Prospective Contributions

For months subsequent to the retroactive period covered by Section 3, employee cost-sharing contributions will be made for the employee by the employee's employer. The employer shall deduct the amount of such employee contributions from the employee's wages and retain the amounts so deducted as reimbursement for the employee contributions that the employer had made for the employee.

ARTICLE V — GENERAL PROVISIONS

Section 1 - Court Approval

This Agreement is subject to approval of the courts with respect to participating carriers in the hands of receivers or trustees.

Section 2 - Effect of this Agreement

(a) The purpose of this Agreement is to settle the disputes growing out of the notices served upon the organization by the carriers listed in Exhibit A on or subsequent to November 1, 2004 (including any notices outstanding as of that date), and the notices served by the organization signatory hereto upon such carriers on or subsequent to November 1, 2004 (including any notices outstanding as of that date).

(b) This Agreement shall be construed as a separate agreement by and on behalf of each of said carriers and their employees represented by the organization signatory hereto, and shall remain in effect through December 31, 2009 and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

(c) No party to this Agreement shall serve or progress, prior to November 1, 2009 (not to become effective before January 1, 2010), any notice or proposal.

(d) This Article will not bar management and the organization on individual railroads from agreeing upon any subject of mutual interest.

SIGNED AT WASHINGTON, D.C. THIS ___ DAY OF _____, 2007.

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT A REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE:

FOR THE EMPLOYEES REPRESENTED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN:

Side Letter #1
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding with respect to the general wage increases provided for in Article I, Sections 1 and 2 of the Agreement of this date.

The carriers will make all reasonable efforts to pay the retroactive portion of such general wage increases as soon as possible and no later than sixty (60) days after the date of this Agreement.

TENTATIVE NATIONAL CONTRACT

If a carrier finds it impossible to make such payments by that date, such carrier shall notify you in writing explaining why such payments have not been made and indicating when the payments will be made.

Very truly yours,

Robert F. Allen

Side Letter #2
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This refers to the increase in wages provided for in Sections 1 and 2 of Article I of the Agreement of this date.

It is understood that the retroactive portion of those wage increases shall be applied only to employees who have an employment relationship with a carrier on the date of this Agreement or who retired or died subsequent to June 30, 2005.

Please acknowledge your agreement by signing your name in the space provided below.

Yours very truly,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #3
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding Article IV – Health And Welfare of the Agreement of this date.

Notwithstanding any provision to the contrary, it is mutually understood and agreed that:

1. The Plan Design Changes contained in Article IV, Part A, Section 3 will be made effective as soon as feasible after the date of the Agreement and in no event later than August 1, 2007.
2. The Plan Benefit Change set forth in Article IV, Part A, Section 2(c) will be made effective on the same date as the changes in Paragraph 1 above.
3. The Plan Benefit Change set forth in Article IV, Part A, Section 2(a) will be made effective as soon as feasible after the date of the Agreement.

Please acknowledge your agreement by signing your name in the space provided below.

Very truly yours,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #4
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This will confirm our understanding with respect to the Agreement of this date (Agreement).

The provisions of Article IV, Part B (Employee Sharing of Cost of H&W Plans) are not applicable to employees covered by the Agreement who reside in Canada.

This will also confirm that existing contractual arrangements concerning Opt-Outs are not applicable to employees covered by the Agreement who reside in Canada.

Please acknowledge your agreement by signing your name in the space provided below.

Yours very truly,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #5
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding the Agreement of this date.

In any month in which an active employee receives his or her FO healthcare benefits from a Hospital Association and not from the National Health & Welfare Plan and makes a Plan contribution pursuant to Article IV, Part B, the carrier shall pay the Hospital Association for such month an amount equal to the Reduction Factor, provided that the Hospital Association that receives such payment has agreed to decrease the employee's dues by the same amount.

For purposes of this Side Letter, the term "Reduction Factor" means with respect to any given month, the smallest of:

- (i) the monthly dues amount in effect on January 1, 2003 that was established by the Hospital Association for payment by an active employee,
- (ii) the "cost-sharing contribution amount" for the month referred to in Article IV, Part B, Section 1, or
- (iii) the monthly dues amount established by the Hospital Association for payment by an active employee in that month.

Please acknowledge your agreement by signing your name in the space provided below.

Very truly yours,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #6
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding Article IV, Part B of the Agreement of this date.

If the initial deduction from an employee's wages for his monthly cost-sharing contribution pursuant to Article IV, Part B, Section 4 is scheduled to be made at the same time as the payroll deduction for the employee's union dues, the union dues deduction may be made on a subsequent date mutually agreeable to the parties.

Please acknowledge your agreement by signing your name in the space provided below.

Very truly yours,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #7
_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding the Agreement of this date.

The parties concur that the hypothetical example set forth in Attachment A to this letter describes the appropriate methodology concerning the (i) computation of gross retroactive pay and retroactive H&W cost-sharing that shall be utilized by the railroads in determining the net retroactive amount payable to a covered employee under the terms of this Agreement, and (ii) determination of the standard basic daily rates of pay produced by application of the general wage increases provided for in Article I of this Agreement.

Please acknowledge your agreement by signing your name in the space provided below.

TENTATIVE NATIONAL CONTRACT

Very truly yours,

Robert F. Allen
I agree:

Don M. Hahs

ATTACHMENT A

BLET Retroactive Pay, H&W Cost-Sharing, Standard Basic Daily Rate

ASSUMPTIONS:

- Effective date of new agreement is June 1, 2007.
- Employee's standard basic daily rate as of 1/1/05 is \$179.80.
- Employee works on average 21.75 days per month (261/year), all time paid at standard basic daily rate
- Following GWI's are applicable:

7/1/05	2.5%
7/1/06	3.0%
- Employee is obligated to make a cost-sharing contribution for each month during period 1/1/07 through 5/31/07.

1. Gross Retroactive Pay

Employee would be due the following in retroactive pay:

- a. For period 7/1/05 through 6/30/06:
 $4.50^* \times 21.75 \text{ days} \times 12 \text{ months} = \$1,174.50$
 $* \$179.80 \times 1.025 = \184.30 (daily increase of \$4.50)
- b. For period 7/1/06 through May 31, 2007:
 $10.03^* \times 21.75 \times 11 = \2399.68
 $* \$184.30 \times 1.03 = \189.83 (cumulative daily increase of \$10.03)
- c. Total gross retroactive pay of \$3,574.18

2. COLA Credit (1/1/05 through 5/31/07)

Railroad entitled to following credit against gross retroactive pay for COLA allowances already paid:

- a. For period 7/1/05 through 12/31/05:
 $1.20^* \times 21.75 \text{ days} \times 6 \text{ months} = \156.60
 $* \$0.15/\text{hr COLA} \times 8 \text{ hours} = \$1.20/\text{day}$
- b. For period 1/1/06 through 6/30/06:
 $3.68^* \times 21.75 \times 6 = \480.24
 $* \$0.46/\text{hr COLA} \times 8 \text{ hours} = \$3.68/\text{day}$
- c. For period 7/1/06 through 12/31/06:
 $3.76^* \times 21.75 \times 6 = \490.68
 $* \$0.47/\text{hr COLA} \times 8 \text{ hours} = \$3.76/\text{day}$
- d. For period 1/1/07 through 5/31/07:
 $4.96^* \times 21.75 \times 5 = \539.40
 $* \$0.62/\text{hr COLA} \times 8 \text{ hours} = \$4.96/\text{day}$
- e. Total COLA credit of \$1666.92

3. Retroactive H &W Cost-Sharing (1/1/07 through 5/31/07)

Employee would owe the following in retroactive H&W cost-sharing (to recover employee share of H&W cost-sharing for this period in excess of amounts already paid):

- $19.63^* \times 5 \text{ months} = \98.15
 $* \$166.25$ (monthly cost-sharing amount effective 1/1/07) - 146.62 (monthly cost-sharing amount actually paid by locomotive engineers effective 1/1/07) = $19.63/\text{month}$

4. Net retroactive payment:

Gross Retroactive Pay:	\$3,574.18
Subtract COLA Credit	- 1,666.92
	\$1,907.26
Subtract Retroactive H&W Cost-Sharing	- 98.15
Net Retroactive Pay:	\$1809.11

5. Standard Basic Daily Rate Effective 6/1/07:

- $179.80^* \times 1.025 \times 1.03 = \189.83 (rounded)
 $*$ (Standard Basic Daily Rate on 6/30/05)

Side Letter #8

_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding the Agreement of this date.

If the number of employees represented by the BLET who elect participation in the Railroad Employees National Flexible Benefits Program (the "Program") for calendar year 2009 does not equal or exceed five (5) percent of all employees represented by the BLET eligible to make such election, the Program shall be terminated effective with respect to employees represented by the BLET midnight on December 31, 2009.

It is further understood that the flexible benefits arrangement applicable to the BLET on the BNSF Railway Company is not established under or covered by the Program and therefore will not be affected by this Side Letter.

Please acknowledge your agreement by signing your name in the space provided below.

Very truly yours,

Robert F. Allen

I agree:

Don M. Hahs

Side Letter #9

_____, 2007

Mr. Don M. Hahs
President
Brotherhood of Locomotive Engineers and Trainmen
1370 Ontario Street
Cleveland, Ohio 44113-1702

Dear Mr. Hahs:

This confirms our understanding regarding the Agreement of this date.

Where and to the extent that certification allowance payments are currently being made by a carrier covered by this Agreement to its locomotive engineers pursuant to the Award of Arbitration Board No. 564 and agreed-upon national Questions and Answers interpreting that Award, this will confirm that such payments shall continue to be made until changed or modified in accordance with the Railway Labor Act, as amended.

Please acknowledge your agreement by signing your name in the space provided below.

Very truly yours,

Robert F. Allen

I agree:

Don M. Hahs

Exhibit A BLET

CARRIERS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE IN CONNECTION WITH NOTICES SERVED ON OR AFTER NOVEMBER 1, 2004 BY AND ON BEHALF OF SUCH CARRIERS UPON THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN, AND NOTICES SERVED ON OR AFTER NOVEMBER 1, 2004 BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN UPON SUCH CARRIERS.

Subject to indicated footnotes, this authorization is co-extensive with notices filed and with provisions of current schedule agreements applicable to employees represented by the Brotherhood of Locomotive Engineers and Trainmen:

The Belt Railway Company of Chicago
BNSF Railway Company
Consolidated Rail Corporation
CSX Transportation, Inc. - 1
The Baltimore and Ohio Railroad Company (former)
The Baltimore & Ohio Chicago Terminal Railroad Company
The Chesapeake and Ohio Railway Company (former)
Consolidated Rail Corporation (former)
Gainesville Midland Railroad Company
Louisville and Nashville Railroad Company (former)
Seaboard Coast Line Railroad Company (former)
Western Railway of Alabama (former)
Indiana Harbor Belt Railroad Company
The Kansas City Southern Railway Company
Kansas City Southern Railway
Louisiana and Arkansas Railway
MidSouth Rail Corporation
SouthRail Corporation
TennRail Corporation
Joint Agency
Longview Switching Company
Northeast Illinois Regional Commuter Railroad Corporation (METRA) - 1
Portland Terminal Railroad Company
The Texas Mexican Railway Company
Union Pacific Railroad Company
Winston Salem Southbound Railway Company

* * * * *

Notes:

- 1 - Health & Welfare only
* * * * *

FOR THE CARRIERS:

FOR THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN:

_____, 2007
Washington, D.C. •

BLET NEWS

Traverse City, Mich. to host 2007 EUMA

Arrangements Chairman Don Zatteau and the members of BLET Division 286 are welcoming members to Traverse City, Mich., for the 69th annual Eastern Union Meeting Association (EUMA).

Registration is now underway for the 2007 EUMA, which will take place August 20-24 at the Grand Traverse Resort and Spa in Traverse City.

Brother Zatteau and his Arrangements Committee are planning a fun-filled, family friendly EUMA that also includes valuable education and training opportunities for BLET members.

Members can choose between an Old Mission Winery tour or a Tall Ship Excursion on August 22. The Tall Ship Manitou is a replica of an 1800s "coasting" cargo schooner, similar to those that sailed the Great Lakes & Atlantic Ocean. Specifically designed for passenger service, her hull was constructed in Portsmouth, N.H., in 1983 and finished by Vermont carpenters on Lake Champlain. With a 62 passenger capacity, there is plenty of space for sitting and moving around the decks while under sail. Her overall length of 114 feet, beam of 21 feet, and displacement of nearly 100 tons ensures a comfortable, relaxing motion, soothing to both landlubbers and "old salts" alike.

The annual golf outing will take place at The Bear, one of three courses on the resort's grounds.

In addition to these scheduled events, members can enjoy countless other activities on their own, such as hiking and biking trails, fishing, boating, beaches on Lake Michigan, the Sleeping Bear Dunes, shopping and dining destinations, and numerous other golf courses off the resort grounds.

In terms of educational opportunities, the EUMA Arrangements Committee is offering workshops for Local Chairmen, Secretary-Treasurers, Legislative Representatives and Division Presidents. In addition, there is a special workshop regarding the transportation of radioactive materials by rail, directed by Brother Scott Palmer, Chairman of the BLET's Oregon State Legislative Board.

Members will stay at the Grand Traverse Resort, and must mention "EUMA 2007" in order to get the BLET group rate. Reservations can be made by calling (800) 748-0303. Members will have various room options to choose from, including: Hotel guestroom, \$149; Tower guestroom, \$179; Studio condo, \$149; One bedroom condo, \$189; Two bedroom condo, \$229; or three bedroom condo, \$269.

Additional convention information and registration forms are available on the 2007 EUMA website, <https://home.comcast.net/~euma2007>, or <http://www.ble-t.org/info/meetings/euma>.

Members with questions may contact Arrangements Chairman Don Zatteau at (616) 460-6768 or Golf & Events Chairman Scott Hockin at (616) 293-9918. Brother Zatteau's e-mail is: euma2007@comcast.net.



EUMA 2007 Golf Registration

**The Bear at Grand Traverse Resort
Wednesday, August 22, 2007**



The Bear
A Jack Nicklaus signature course (his first in Michigan), The Bear is a distinguished par-72 course with Scottish links-style features.

9:00 a.m. Shotgun Start-Four Man Scramble

(\$80 per golfer includes green fees, carts with GPS yardage system and lunch. Arrangements will be made for individuals or teams with less than four).

Team Members (Include name, e-mail and phone number for each)

Mail this form, along with check or money order payable to "EUMA 2007," to:

EUMA 2007, P.O. Box 121, Comstock, MI 49321-0121, ATTN: Scott

For more information contact Scott Hockin, (616) 293-9918; E-mail: euma2007@comcast.net

Website: <https://home.comcast.net/~euma2007>



EUMA 2007 Registration Form 69th annual Eastern Union Meeting Association Traverse City, Mich. • August 20-24, 2007



Hosted by BLET Division 286 at the Grand Traverse Resort

HOTEL RESERVATIONS

Reservations for the Grand Traverse Resort can be made by calling (800) 748-0303 or online at: www.grandtraverseresort.com. Mention EUMA 2007 to get the BLET rate when making reservations. If traveling via airport, give flight information when making reservations so transportation to the Resort can be arranged. (Room rates range from \$149 to \$269 per night.) More convention information is available online at: <https://home.comcast.net/~euma2007>.

REGISTRATION INFORMATION

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Division: _____ BLET Title: _____ E-mail Address: _____

Home Phone: _____ Cell Phone: _____

I plan to attend the following workshops on August 23:

_____ Local Chairman _____ Secretary-Treasurer _____ Legislative Rep.
 _____ President _____ Federal Railroad Administration (FRA) _____ Radiation Handling

Registration (includes all breakfasts, one luncheon & banquet)	Attendees	Price	Total
Early registration:	_____	@ \$130.00 = \$	_____
Children under 12:	_____	@ \$100.00 = \$	_____
Late registration (after July 1):	_____	@ \$150.00 = \$	_____
Late registration for children under 12 (after July 1):	_____	@ \$120.00 = \$	_____
Wine tour: (includes lunch)	_____	@ \$45.00 = \$	_____
Tall ship excursion (includes lunch):	_____	@ \$45.00 = \$	_____
Not attending banquet (subtract \$20.00):	_____	@ -\$20.00 = \$	_____

Total Amount Enclosed: \$

Please mail this form, along with check or money order payable to "EUMA 2007" to:
 EUMA 2007, P.O. Box 121, Comstock Park, MI 49321-0121

Shirt Size (one shirt per registration fee)
 S _____ M _____ L _____ XL _____ XXL _____ XXXL _____

For additional information: Contact EUMA Arrangements Chairman Don Zatteau at (616) 460-6768 or EUMA2007@comcast.net or Golf and Events Chairman Scott Hockin at (616) 293-9918

August 20: Registration from noon to 7 p.m.; Welcome reception 7 p.m. to 9 p.m.; Hospitality suite open

August 22: Old Mission Winery Tour (\$45 per person includes transportation, driver gratuity, and one basic winery tour, along with visits to 3 other wineries)

August 22: Tall Ship Excursion (\$45 per person): The Tall Ship Manitou is a replica of an 1800s "coasting" cargo schooner, similar to those that sailed the Great Lakes & Atlantic Ocean. Specifically designed for passenger service, her hull was constructed in Portsmouth, N.H., in 1983 and finished by Vermont carpenters on Lake Champlain. With a 62 passenger capacity, there is plenty of space for sitting & moving around the decks while under sail. Her overall length of 114 feet, beam of 21 feet, and displacement of nearly 100 tons ensures a comfortable, relaxing motion, soothing to both landlubbers and "old salts" alike.

Times and events subject to change

New railroad safety bill contains a 'wish list' of labor improvements

H.R. 2095

Continued from Page 1

the strength of a pro-labor majority in the House and Senate to support our cause.”

Dan Pickett, President of the BRS said: “The BRS is proud to be a part of this effort. The changes proposed by Chairman Oberstar are long overdue and the BRS with all Rail Labor will work to see the changes become a reality.”

ATDA President Leo McCann said: “One Rail Labor union would not have been able to do this alone. Our solidarity sends the message loud and clear that we are united and we are serious about putting an end to carrier mistreatment of our hard-working union members.”

The bill would redesignate the Federal Railroad Administration (FRA) as the Federal Railroad Safety Administration (FRSA), whose goal would be to reduce accidents, injuries and fatalities with safety as its “highest priority.” The FRSA Administrator would be required to have “professional experience in railroad safety, hazardous materials safety, or other transportation safety.” The FRSA would also be required to double the number of safety inspectors from 400 to 800 by Dec. 31, 2011.

Limbo time, the practice of abandoning train crews on locomotives after their on-duty time has expired, would be eliminated under changes to the Hours of Service Act. Under the new law, time spent in deadhead transportation to a

duty assignment, time spent waiting for deadhead transportation, and time spent in deadhead transportation from a duty assignment to the place of final release would be considered time on duty, thus eliminating limbo time.

Additional direct relief from fatigue would come in two forms. First, operating and signal employees would be entitled to a minimum of 10 hours undisturbed rest, regardless of the length of the duty tour. Railroads would be prohibited from communicating with their workers during their rest time. Second, they would have to have one period of at least 24 consecutive hours off duty every seven days.

Railroads would also be required to file a fatigue management plan with the Department of Transportation every two years. The bill would require input from Rail Labor into the plans, which would contain educational programs to help rail workers counter fatigue.

The legislation would significantly strengthen existing whistleblower protections to rail workers who report unsafe or hazardous conditions. A worker may refuse to authorize the use of equipment the employee reasonably believes to be unsafe or hazardous to operate or work with, and this bill would protect those who do so.

Class I railroads would have 12 months after enactment of the legislation to submit concrete plans for the implementation of positive train control. The technology would be used to assist train

crews with safety, and not as a means to reduce crew size.

The bill would also require railroads to install warning devices in non-signalized territory that would warn train crews of misaligned switches, thereby addressing the greatest risks of dark territory operations.

The Secretary of Transportation would be required to establish minimum training standards for each craft of rail employees under the new law. The bill would require railroads to qualify or otherwise document the proficiency of their employees in each craft regarding their knowledge of, and ability to comply with, Federal railroad safety laws and regulations and railroad carrier rules. Each railroad would also establish its own training and qualification program, which would be submitted to the FRSA for approval.

The Secretary of Transportation would also be required to prescribe regulations and issue orders to establish a program requiring the certification of train conductors. In prescribing such regulations, the Secretary would require that conductors on passenger trains be trained in security, first aid, and emergency preparedness.

The Secretary of Transportation would also establish regulations that require railroads to provide emergency escape breathing apparatus for all crewmembers on freight trains carrying hazardous materials that would pose an inhalation hazard in the event of release; and provide their crewmembers with appropri-

ate training for using the breathing apparatus.

The Secretary of Transportation would also transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, a report on the effects of the locomotive cab environment on the safety, health, and performance of train crews.

Also under this proposed legislation, railroads would not be allowed to discipline, or threaten discipline to, an employee for requesting medical or first aid treatment, or for

following orders or a treatment plan of a treating physician. Discipline means to bring charges against a person in a disciplinary proceeding, suspend, terminate, place on probation, or make note of reprimand on an employee's record.

A hearing on the bill by the House Subcommittee on Railroads was held on May 8.

All Rail Labor members are asked to contact their members of Congress to support H.R. 2095, the Federal Railroad Safety Improvement Act of 2007:

- <http://www.house.gov>
- Capitol switchboard: (202) 224-3121. •

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

BLE History

Continued from Page 1

reductions in pay rather than increases.

A. S. Sweet, who occupied the post of superintendent of machinery with the Michigan Central at that time, had been given that job on the promise that he would reduce costs. He was responsible for cutting the men's pay. The men carried a pointed protest to Sweet, who, as a result, fired a number of them.

J. C. Thompson, one of the original organizers of the Brotherhood of Locomotive Engineers, declared that Sweet became so incensed at having been challenged in this way that he laid off a number of firemen who had been longest in service and gave their places to others who knew nothing of the work required of them. This brought an immediate clash, for the engineers refused to go out on their runs where regular firemen had been dismissed. This attitude was an initial open display on the part of locomotive engineers to protect firemen.

Men all over the system were discouraged. Angered by the situation, a group of 13 Michigan Central engineers, failing to find privacy for a meeting on company property, gathered at the home of William D. Robinson of Marshall, Mich., to discuss conditions and map out a plan of action.

They agreed that if any one of them were discharged by Sweet, the rest would quit on the spot. A circular was prepared and they all signed it. Then they carried further their plan, which they called a Protective Association. If other engineers affiliated with the group, they, too, would be required to promise to quit the service if any member were fired.

Copies of this were circulated over the Michigan Central and additional engineers, subscribing to the oath, joined the movement with enthusiasm. A committee was formed and went to Sweet's office. Sweet refused to see them at first, refusing even to speak to them.

But through patiently explaining their mission, the group finally got his permission for an interview. He is said to have called out to the waiting

members of the committee as he entered his office:

“Well, boys, what do you propose to do, shut up the road?”

Sam Hill, one of the committee replied, “We are here as gentlemen, representing gentlemen, and desire to be treated as such.” Hill went on to say that the committee was acting as a unit and that they were speaking for all the engineers from De-

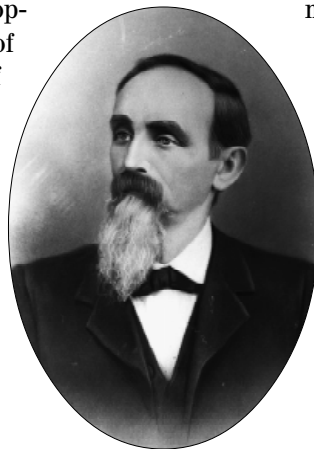
troit to Chicago that they had grievances that they wished to adjust. The committee discussed all of the points at issue very thoroughly and it ended by Sweet granting the whole of their requests.

When the success of this conference became known, it gave a tremendous impetus to the Protective Association and it was decided to extend the

movement to all railroads. A call for a general meeting was then issued, to be held in Detroit on May 5, 1863.

The 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 fundamental 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.

Today, with more than 55,000 active and retired members, the BLET is one of the largest and most influential railroad unions in the United States. •



William D. Robinson

BLET NEWS

BROTHERHOOD OBITUARIES

National Division staffer Mo Morrow, 1951-2007

M.J. "Mo" Morrow, age 55, of Avon Lake, passed away Saturday, April 14.

Brother Morrow was hired in 1994 as an Executive Staff employee of the Brotherhood of Locomotive Engineers, and had been serving as the Director of Communications at the time of his unexpected passing. Brother Morrow had been in intensive care since suffering a sudden stroke on April 5.

"Brother Morrow's unexpected passing is a sad and tragic loss for his family, friends, and the entire Brotherhood," said Don M. Hahs, BLET National President. "His life-long commitment to the Brotherhood and his passion for the good work of the Brotherhood was unmatched. He will be sorely missed."

He was born November 16, 1951 in East St. Louis, Ill., and moved to Avon Lake 13 years ago from Columbia, Ill. He was a 1969 graduate of Columbia High School. Mo began working for the railroad at the age of 17 and for the past 13 years was employed as the director of communications for the Brotherhood of Locomotive Engineers and Trainmen (BLET).

Brother Morrow has been on the BLET Staff in Cleveland since August 8, 1994, when he accepted an appointment from then-BLE President Ron McLaughlin.

"Mo's vast institutional knowledge and his unfaltering loyalty to this proud organization will not be forgotten," said Bill Walpert, BLET National Secretary-Treasurer.

Brother Morrow's railroad career began in Dupo, Ill., on the former Missouri Pacific in 1969. He earned promotion to locomotive engineer in January of 1975. Prior to working for the BLET's Cleveland headquarters, he served for

eight years as Local Chairman of Division 48 (St. Louis) and for two years as First Vice-Chairman of the UP-Eastern Region General Committee of Adjustment. He was also administrative assistant to the Committee for several years prior to winning election to First Vice-Chairman.

While in Columbia he was a member of the Sons of the American Legion and Blue Lodge No. 474 F. & A. M. He was the youngest member ever elected to the Dupo, Ill., school board and was a police commissioner in Dupo. He had also been active with the little league club in Dupo. Mo was very active in politics with the Democratic Party both in Illinois and Ohio. He also enjoyed wood-working, fishing, gardening, the outdoors, and barbecuing.

He is survived by his wife of nine years, Deborah "Debbie" (nee Kimball); his mother Shirley J. Morrow of Columbia, Ill.; a daughter, Jennifer Morrow of Waterloo, Ill., and a son, Tony Morrow (Becky) of Waterloo, Ill.; four grandchildren, Jordan, Mitchell, Dallas and Aidan; a sister, Denise Fisher (Kirk) of Valmeyer, Ill. and his beloved pet dog, Jake. He was preceded in death by his father, Joel H. Morrow; and grandparents, Horace and Mary Morrow and Elizabeth Middleton and Carl Cook.

"On behalf of the 55,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen, I extend deepest sympathies to Brother Morrow's friends, family and loved ones," President Hahs said.

Memorials may be forwarded to the American Cancer Society, 43099 N. Ridge Road, Elyria, OH 44035 or the Friendship Animal Protective League, 8303 Murray Ridge Rd. Elyria, OH 44035. •



MAY 2007 CALENDAR & EVENTS

- JUNE 1... Railroad Retirement Board Informational Conference, Fargo, N.D.**
At the Best Western Kelly Inn, 3800 Main Ave. Registration begins promptly at 8 a.m. Conference starts at 8:30 a.m. and ends at 12:30 p.m. Elected BLET officers only, please.
- JUNE 8... Railroad Retirement Board Informational Conference, Billings, Mont.**
At the Billings Hotel and Convention Center, 1223 Mallowney Lane. Registration begins at 8 a.m. and conference starts promptly at 8:30 a.m. Elected BLET officers only, please.
- JUNE 8... Railroad Retirement Board Informational Conference, Indianapolis, Ind.**
At the Holiday Inn Southwest, 5120 Victory Dr. (I-465 & Emerson Ave.). Registration begins at 8 a.m. and conference starts promptly at 8:30 a.m. Elected BLET officers only, please.
- JUNE 10-15... 80th Annual Southeastern Meeting Association, Orlando, Fla.**
Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. Details and convention registration information inside this issue on Page 6, or register online today. www.2007sma.com.
- AUGUST 20-24... 69th Annual Eastern Union Meeting Association, Traverse City, Mich.**
Hosted by Don Zatteau and the members of Division 286, the 69th annual EUMA will be held at the Grand Traverse Resort and Spa in Acme, Mich. See Page 6 this issue for details and registration, or check online at: <https://home.comcast.net/~euma2007>
- OCTOBER 7-11... 72nd Annual Southwestern Convention Meeting, Shreveport, La.**
Hosted by Bud Pickett and the members of BLET Division 599, the 72nd annual SWCM will be held at Sam's Town in Shreveport, La. More details to come!

Advisory Board April 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; Venice Train Depot commemoration, Venice, Fla.; Texas State Legislative Board mtg., Austin; National Association of State Legislative Board Chairmen annual mtg., Las Vegas; Teamsters Unity Conference, Las Vegas; Rail Conference Policy mtg., Las Vegas.; Western General Chairman's Assoc. mtg., Las Vegas.
- First Vice-President & Alternate President Edward W. Rodziewicz**— Assisted President in general operation of National Division Office; Vice President assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; President-IBT Rail Conference; Joint labor meeting, Detroit; Texas State Legislative Board mtg.; NASLBC mtg.; IBT Unity Conference; Western General Chairman mtg.; IBT General Executive Board mtg.; Rail Conference Policy mtg., Las Vegas.
- 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; Mtg. w/ BMWED Sec.-Treas. Perry Gellar, Cleveland; Mtg. w/ office of IBT GST Keegel, Washington, D.C.; Wisconsin Central GCA mtg., Green Bay, Wisc.; National Association of State Legislative Board Chairmen mtg., Las Vegas; IBT Unity Conference, Las Vegas; Western General Chairman's Assoc. mtg., Las Vegas; Rail Conference Policy mtg., Las Vegas.
- Vice-President Paul T. Sorrow**—Assigned to CSX, NS and GTW general committees of adjustment; Attended Single Agreement Ratification meetings with Divisions 804, 485, 271, 39, 95, 30 503, 271, 457, 537, 8894, 34, 495, 435, 26, 309, 332, 26, 532, 561, 830, 78, 165, 365, 829, and 714.; Participated by teleconference with various Divisions, including Division 284; Worked on PLB cases; 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; Chicago Central & Pacific; Iowa, Chicago & Eastern; CSX-N hearing, remote control collision investigation; Div. 520 and Div. 582 mtgs., Ill.; CN/WC LM mtg. w/ Roger MacDougal; Metra agreement finalization; Arbitrator orientation mtg.; NRAB Case 07-1-25 prep. & filing, CP/SOO, Chicago; CN/WC negotiations, Rosemont, Ill.; Chicago office equipment installation; WC GCoFA triennial mtg., Green Bay; NRAB arbitration, Various; IHB general assistance; Western General Chairman's mtg., Las Vegas; FRA Part 240.409 dockets this month: EQAL 03-31, 05-10, 02-67, 01-06, 00-41, 03-47.
- Vice-President Dale McPherson** — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmtc.; National wage/rules; General office duties, telephone, correspondence; Discipline case Board Screening w/ CP GC Priestler, Minneapolis; IMOU Cp safety initiative, Portage, Wisc.; UP/Guaranteed extra board issues w/ UP GCAs; Western General Chairman's Assoc. annual 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; Montreal, Maine and Atlantic RR; Contract mtgs. w/ GC Twombly and MM&A, Bangor, Maine; Western General Chairman's Assoc. annual mtg., Las Vegas; 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; Mtgs. w/ Wabash Hospital administrator, Decatur; PLB 5939; Western General Chairman Assoc. annual mtg., Las Vegas; General office duties, correspondence, telephone, etc.
- 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.
- Vice-President & National Legislative Representative John P. Tolman** — Assigned to BLET Washington, DC office; BLET Security Officer; General Office Duties, telephone, correspondence; Coordinated PAC contributions; Coordinated content of NLO website; Attended Wisconsin State Legislative Board Meeting; Attended CN/Wisconsin General Committee Meeting; Attended Texas State Legislative Board Meeting; Attended NASLBC Meeting; Attended IBT Unity Conference and Western General Chairman's Meeting; Continued coordination with IBT Gov't Affairs Department; Meetings with various Senators and Representatives.
- 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; Assist w/ LC workshop, NS/WLE, Moberly, Mo.; PLB 7037 procedural board prep. and hearing, URR, Pittsburgh, Pa.; Div. 79 mtg., Columbus, Ohio; Conference call w/ all NS GC, NJT-Part 240 assistance; PLB 7006, URR, Pittsburgh; WLE ratification mtgs., Weirton, W.Va.; WLE ratification mtgs., Milan, Brewster & Akron, Ohio; NS general chairmen's mtg., Asheville, N.C.; PLB 6945, Norfolk, Va.; Assist Division 110, Cincinnati, Ohio; General office work, correspondence, reports.

SAFETY TASK FORCE HOTLINE

(800) 306-5414

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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Kathleen Policy, Associate Editor

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