Members OK new national contract

Five year agreement ratified by a 2-to-1 majority

By a majority of 2-1, Brotherhood of Locomotive Engineers and Trainmen members nationwide voted in favor of the new freight rail contract negotiated by the Rail Labor Bargaining Coalition. The BLET members’ votes were the first in the coalition to be counted. Later in June the votes from the other unions: Brotherhood of Maintenance of Way Employees Division; Firemen and Oilers; Sheetmetal Workers; Train Dispatchers; Railroad Signalmen; and Boilermakers will be counted.

“These results show that this is a strong national contract that will benefit our members,” said Don Hahs, National President of the BLET. “Our members will see increases in wages and a cap on health and welfare contributions. We worked hard to negotiate this terms of this new five-year contract. Together with the other members of the Rail Labor Bargaining Coalition we were able to keep the carriers at bay.”

The national five-year contract covers more than 17,000 freight rail workers on part of CSX, Union Pacific, Burlington Northern Santa Fe, and Kansas City Southern.

Why you should support BLET-PAC

The last two decades have been an historic gilded age for corporations and big business, and few industries have been rewarded as handomely by this culture as much as the railroad industry. As the U.S. economy has continued to grow, so has the gap between the richest Americans and the working man and woman. As companies continue to reap record profits—often while becoming embroiled in one scandal after another—everyday workers, like locomotive engineers and trainmen, who literally make the country move, have rarely shared in this record breaking prosperity. It comes as little surprise that, during this time, many have become disillusioned, disenfranchised, disengaged, or otherwise alienated from a political process that often serves to divide people rather than bring them together. Many participants often turn a blind eye or a deaf ear towards the concerns of workers. Sometimes, for those in organized labor, even the choice between Democrats and Republicans has seemed like a choice between the lesser of two evils. It makes no sense to wonder if, at the end of the day, politicians will really address our issues. Will they be there when it really matters? Does what they are doing in Washington or the State Capitol affect me? Is political participation really worth it?

For the BLET to continue to be successful, the answer must be a resounding yes—that political participation is not only worth it, but is critical to that success. Our efforts at protecting workers and negotiating contracts do not exist in a vacuum. Government regulations, or the lack thereof, affect almost every aspect of a railroad worker’s job— from work hours, health care and retirement, to safety and security. Politicians and the environment that they shape set the government’s agenda. Locomotive engineers and trainmen need to be on that agenda, so that whatever the work of our union, we are heard loudly and clearly.

After years of being taken for granted and left out in the cold, the whole of organized labor has finally begun to turn the corner with a renewed sense of purpose, aimed towards taking back this country and restoring some sense of the American Dream. The BLET, present at the birth of organized labor, and presently involved in this restoration of thevalues, aimed towards taking back this country and restoring some sense of the American Dream. The BLET, present at the birth of organized labor, and presently involved in this restoration of the American Dream, must step forward to play its part in this restoration.

In mid-April, members of the Brotherhood of Locomotive Engineers and Trainmen ratified a single year agreement with CSX Transportation, according to National Secretary-Treasurer William Walpert, whose office was responsible for the vote count. The new single system agreement unifies work rules and pay across three of the four BLET general committees at CSX and covers approximately 5,500 members. NST Walpert said the contract was ratified by a vote of 1,580 for and 1,113 against. Vice President Paul Sorrow, who headed negotiations, thanked everyone for voting on the agreement. He also thanked General Chairmen Tony Smith (CSX Eastern Lines), Don Mostes (CSX Western Lines), and Rick Finnimore.

Metra engineers OK 7-year deal

Metra commuter engineers (former IC-Electric, MILW and Rock Island) represented by the Brotherhood of Locomotive Engineers and Trainmen ratified a new seven year contract by a two-thirds majority. The agreement provides wage increases of 16.5 percent over the life of the contract, which runs through July 1, 2010. Members will also receive a 2.5 percent lump sum bonus (a minimum of $1,200) and retroactive wage increases dating to July 1, 2006.

“I was involved in negotiations from day one,” said Mike Taylor, a general chairman on Metra for the past two years. “It was a long and grueling process, but the final result was worth it. In terms of overall quality, we’re right up there with other agreements around the country.”

BLET maintains 100% employer-paid health and welfare in new 6-year PATH contract

Members of the Brotherhood of Locomotive Engineers and Trainmen ratified a six-year contract with the Port Authority’s Trans-Hudson Corporation (PATH) in late May.

The agreement covers 106 members and provides six years of wage increases at 3 percent per year, which includes retroactive payments to 2005. The contract also provides increases in pension contributions each year and continues health and welfare coverage that is 100 percent employer-paid.

According to BLET Vice President Marcus J. Rief, who helped negotiate the contract, the BLET sought the services of the National Mediation Board (NMB) when negotiations stalled regarding the issue of health care cost sharing.

“BLET General Chairman Ralph Nunziato and his committee deserve high praise for involving the service of the NMB and producing a real wage increase while maintaining important benefits,” Vice President Rief said.

In particular, he thanked NMB Staff Mediator Zachary Jones for his efforts in bringing the parties together.
Frankovic steams through retirement

Brother Andrew J. Frankovic of BLET Division 321 (Hawthorne, N.J.) made his last run on September 3, 2004, working the Little Ferry yard job for the New York, Susquehanna & Western (NYS&W) in Little Ferry, N.J. He served as the division’s legislative representative from 1986 until his retirement.

Brother Frankovic began his railroad career in 1974 as a trackman on the NYS&W. He went firing for the NYS&W in 1980 and earned promotion to locomotive engineer on June 17, 1981. He also spent time as a machinist for the NYS&W. He joined the BLE on January 1, 1981. In addition to serving his division as legislative representative, he was also a member of the auditing committee. Brother Frankovic and his wife, Darlene, were married on February 25, 1968. They have one child, Michele.

Brother Frankovic is a member of the NYS&W Technical and Historical Society, where he enjoys running steam locomotives. He also enjoys taking long walks, traveling and refinishing wood furniture. “Not only was the railroad a great career, it was a great learning experience,” Brother Frankovic said. “I came to meet a lot of great people.”

Honor Roll

Brother Frankovic takes a breather during a steam trip in Butler, N.J.

Brother Frankovic steams through retirement

‘Chopper’ Chaney rides off into the sunset after 43 years

After more than 43 years in engine service, Brother Donald D. “Chopper” Chaney of BLET Division 47 (Denver) made his last run on May 29, 2005, on a trip from Grand Junction, Colo., to Denver.


Brother Chaney plans to enjoy retirement by spending time with his family. He is an avid motorcyclist and will continue after retirement, “I made a lot of good friends that I plan to list, and served during both World War II and the Korean War. Brother Wilkins and his wife Winona Ann were married on December 26, 1968. They have one daughter, Sally. Brother Wilkins is a member of many organizations, including: the Disabled American Veterans (life member), VFW Post 4588 (life member), 1st Marine Division Association (life member), American Legion Post 14, and the International Alliance of Theaters and Stage Employees (life member).

Friends may contact Brother Wilkins at: 206 Mildred Street, Bentley, La. 70706.

Honor Roll

Brother Wilkins reaches 51-year milestone; Is a fourth generation railroad

Brother Andrew J. Frankovic of BLET Division 321 (Shreveport, La.) celebrated 51 years of membership on December 1, 2006.

Brother Wilkins began his railroad career as a machinist helper in 1946 on the T&P Railroad in Shreveport. He went firing in 1952 and earned promotion to locomotive engineer in 1962. He made his last run for the Union Pacific on March 26, 1989.

A fourth generation railroadman, Brother Wilkins has many relatives who worked on the railroad, including his great grandfather, both grandfathers, his mother and father, and several uncles and cousins. His great grandfather, J.C. McGinnis, was a contractor whose company built the first rail depot in Fort Worth, Texas — a red brick depot for the T&P Railroad.

His grandfather, Benjamin Wilkins, was chief clerk out of Fort Worth, his last run on September 3, 2004. His father, Ernest Mills Wilkins, was chief clerk out of Shreveport.

Brother Wilkins served his country for 17 years in the U.S. Navy and U.S. Marine Corps. During his time of service, he received citations that are too numerous to list, and served during both World War II and the Korean War.

Div. 192’s Abinante a former SP engineer

Div. 192’s Lester L. Wells loves retirement, also ‘loved running trains’

In his retirement, he plans to complete some building projects and keep every-thing in “tip top shape.”

“I made a lot of good friends that continue after retirement,” he said. “I did my job to the best I could all the way to my last run. I loved running trains.”

The Wells live at 5838 West City Rd. 10 N., Del Norte, CO 81132.

Retiring? 40-year member?

Tell us about your retirement or your many years of membership.

Write: Locomotive Engineers & Trainmen News · June/July 2007

Page 2 Locomotive Engineers & Trainmen News · June/July 2007
Canadian National Railway

Severe weather in the West in January, a two-week labor stoppage in February and avalanches and landslides in March hit Canadian National Railway Co.'s earnings in the first quarter, interrupting the "great run" it has achieved since going public in 1995. CN came in with a net profit of $324 million or 63 cents a share, down 10 percent from $362 million or 60 cents a share in the 2006 period, but chief executive officer Hunter Harrison told analysts CN will quickly regain speed in 2007 and still counts on a "great future." Harrison said the February work stoppage cost the bottom line $35 million.

CN expects to spend a total of around $1.5 billion on share-buybacks this year. This will allow for normal capital spending on the continent-wide network and investment in new products and services.

First-quarter revenue was $1.91 billion, up $89 million from $1.827 billion a year earlier. Operating income dipped 10 percent to $561 million. The operating ratio — a key measure of efficiency — deteriorated slightly.

Canadian Pacific Railway

Canadian Pacific Railway Ltd. posted an 18 percent rise in first-quarter earnings despite harsher winter weather that disrupted operations in Western Canada. CP plans to buy back up to 15.5 million of its outstanding common shares for cancellation, representing about 10 percent of the public float. The company said it had net earnings of C$82.8 million, or 69 Canadian cents per share, in the first three months of 2007. That compares with a profit of C$108.8 million, or 69 Canadian cents per share, in the same quarter a year earlier.

CP officials had warned earlier they expected earnings would be hit by weather conditions that damaged its mainline in British Columbia, and disruptions caused by a strike at a larger rival Canadian National Railway. Excluding foreign exchange gains and losses on long-term debt, diluted earnings per share rose 8 percent to 78 Canadian cents from 72 Canadian cents in the first quarter of 2006.

CP said its operating ratio — a transportation industry measure of efficiency — improved to 79.5 percent from 79.6 percent a year ago.

KCS Transportation

KCS recorded first quarter 2007 revenues of $411.3 million, a 5.9 percent increase over first quarter 2006. The revenue growth was attributed to a strengthening pricing environment and carload growth in some of the railroad’s business segments. First quarter highlights include:

• Revenues of $411.3 million, a 6 percent increase over 2006.
• Operating income of $72.4 million compared with $61.3 million in 2006.
• Operating ratio of 82.4 percent, a 1.8 point improvement from last year.
• Diluted EPS of $0.21 compared with $0.11 in 2006.

For the first quarter, KCS revenues were led by coal, which had revenue growth of 13.3% in the quarter, and chemical and petroleum products, which experienced revenue increases of 12.5% quarter over quarter. In addition, in the first quarter, revenues in agriculture and minerals increased 8.0%, paper and forest products grew 0.9%, and intermodal improved 11.0%. Automotive revenue was down 8.5% in the first quarter. First quarter operating expenses were $338.9 million, an increase of only 3.0% over last year.

CSX Corporation

CSX Corp.’s first quarter earnings were down a penny per share from a year ago, as rising expenses cut into record revenues of $2.4 billion. The bottom line was most affected by a jump of $81 million in materials, supplies and other expenses, a category that includes $282 million in charges related to derailments of the company’s trains during the quarter.

For the first quarter, CSX operating expenses were $2.2 billion, down 2 percent compared with the first quarter of 2006. Continued weakness in the automotive and housing industries contributed to a 4 percent reduction in volumes during the quarter compared with record volumes in the year-earlier period.

For the first quarter, general merchandise revenues were $1.2 billion, down 4 percent compared with the same period last year. Chemical revenues reached $557 million, about even with first-quarter 2006. Intermodal revenues were $482 million, down 1 percent compared with the same period last year.

For the quarter, the railway operating ratio was 76.5 percent, slightly higher compared with 76.1 percent during first-quarter 2006.

Norfolk Southern

For the first quarter of 2007, Norfolk Southern Corporation reported net income of $285 million, or $0.71 per diluted share, compared with $305 million, or $0.72 per diluted share, for the first quarter of 2006. The decline in net income reflected lower income from railway operations as well as lower non-operating income.

First-quarter railway operating revenues were $2.2 billion, down 2 percent compared with the first-quarter of 2006. Continued weakness in the automotive and housing industries contributed to a 4 percent reduction in volumes during the quarter compared with record volumes in the year-earlier period.

For the first quarter, general merchandise revenues were $1.2 billion, down 4 percent compared with the same period last year. Chemical revenues reached $557 million, about even with first-quarter 2006. Intermodal revenues were $482 million, down 1 percent compared with the same period last year.

For the quarter, the railway operating ratio was 76.5 percent, slightly higher compared with 76.1 percent during first-quarter 2006.

Union Pacific Corp.

UP reported 2007 first quarter net income of $386 million or $4.11 per diluted share, compared to $311 million, or $1.15 per diluted share in the same quarter last year.

First Quarter 2007 Highlights

• First quarter operating revenue grew 4 percent to a record $3.8 billion.
• Operating income increased 19 percent to a first quarter record of $710 million.
• First quarter best operating ratio of 81.3 percent, year-over-year improvement of 2.4 points.

2007 First Quarter Summary

• Quarterly operating revenue increased 4 percent in the first quarter of 2007 to a record $3.8 billion. Four of the six business groups posted revenue increases in the quarter as average revenue per car (ARC) grew 6 percent. Yield improvements increased ARC, offset somewhat by lower year-over-year fuel surcharge revenue.

• First quarter 2007 earnings declined 2 percent versus the first quarter of 2006 to 2.3 billion. Winter storms, a softer housing market and decreased domestic intermodal volume all contributed to the decline.

• First quarter 2007 operating income grew 19 percent versus 2006 to $719 million, setting a first quarter record.

• UP’s average quarterly fuel price, including transportation and taxes, was $1.90 per gallon in 2007 versus $1.87 per gallon in the first quarter of 2006.

• Quarterly average train speed was 21.7 mph, up 0.4 mph versus the first quarter of 2006, and the minimal dwell time improved 13 percent to 25.3 hours versus 29 hours reported in the first quarter of 2006.

• The company repurchased more than 2 million common shares at an average share price of 89.68 in the first quarter of 2007.

• First quarter commodity revenue increased versus 2006: Chemicals up 9 percent; Agricultural up 5 percent; Energy and Intermodal each up 4 percent; Automotive down 2 percent; and Industrial Products down 3 percent.

Burlington Northern Santa Fe

BNSF reported quarterly earnings of $0.96 per diluted share, which included a $0.14 charge for additional environmental expenses and a technology system write-off, compared with first-quarter 2006 earnings of $1.09 per diluted share, which included a $0.4 charge for additional environmental expenses and a technology system write-off. BNSF recorded first quarter 2007 revenues of $411.3 million, an increase of 4 percent in the first quarter of 2006. First quarter operating expenses were $338.9 million, an increase of only 2.4 points.
Accordingly regarded as a commodity basis, which meant — get all you can philosophy of so-called "rugged individualism — slavery and 1860. It was a transition era. Other developments that took place between 1830 and the railroads were in a terrible and the general economy of the United States. The Brotherhood with its role it has played in the functioning of our society. The Brotherhood of Locomotive Engineers was a pioneer organization — and bore all the hardships of the pioneer history shows that until Organized Labor came to be a force to be reckoned with, the employer imposed his will on workers, and the working of that will left them only a short way removed from servitude. Our social and economic life is indeed little more than a record of the struggles of men to survive.

The purpose of these is to set forth the essential facts concerning the Brotherhood of Locomotive Engineers since its organization, and to show the role it has played in the functioning of our society. The Brotherhood with its thousands of members makes up no inconsiderable element in our population; and it is now, as always, doing its part in promoting the welfare of its members and their families.

At the time of the rise of the Engineers, living conditions, employment, and the general economy of the United States were all disorganized and bordering on chaos. Agriculture, industry, and the railroads were in a terrible plight. This state of things can be attributed for the most part to the conditions rising out of the industrial developments that took place between 1830 and 1860. It was a transition era. Other confusions, too, grew out of changes wrought in our social world — slavery playing no inconsiderable role.

Business adhered strictly to the philosophy of so-called "rugged individualism." Business was built on that basis, which meant — get all you can regardless of how you get it. Labor was accordingly regarded as a commodity to be bought and sold on the market. A price was fixed on the services of everyone. In the 1830s women were working in industrial plants for as little as $1.25 per week, and railroad workers were throwing switches for from 50 cents to a dollar a day. These work days ranged from 10 to 18 hours! Analyses of working conditions and wage scales for the years 1830 to 1860 reveal a frightful state of affairs.

The story of Organized Labor in the United States could not be written without giving a leading place to the Brotherhood of Locomotive Engineers. It was a pioneer organization — and bore all the hardships of the pioneer history shows that until Organized Labor came to be a force to be reckoned with, the employer imposed his will on workers, and the working of that will left them only a short way removed from servitude. Our social and economic life is indeed little more than a record of the struggles of men to survive.

The conditions had long been in preparation, which gave rise to the Brotherhood of Locomotive Engineers. It appears that during 1834 there arose a controversy between the locomotive engineers on the Baltimore & Ohio and the officials of that road, which resulted in a strike. Sixteen locomotive engineers lost their positions.

We, in this day, look upon Organized Labor as part and parcel of the social order but we should understand that 50 years ago, "organized" workers — even though small and insignificant groups — were regarded with suspicion. They were labeled radicals. They had practically no standing before the law; the statutes all ran to the defense of property. So, a thing as a written contractual relation with an employer was almost unheard of. Conditions of employment were always prescribed by the employer; there was no thought of a group meeting with the management for the purpose of discussing working relationships. This was an idea utterly foreign to the thinking of the people of the time.

It has required a wide stretch of years to educate the workers as to their rights, and to enable employers to recognize those rights, as is now done in collective bargaining. This footing is a profound one and reaches down to the bottom of present day economic society.

Background of the Brotherhood

The conditions that had long been in preparation, which gave rise to the Brotherhood of Locomotive Engineers. It appears that during 1834 there arose a controversy between the locomotive engineers on the Baltimore & Ohio and the officials of that road, which resulted in a strike. Sixteen locomotive engineers lost their positions.

A strange tale is told of one of the early efforts of engineers to organize. In the summer of 1835 there appeared a notice in the Daily Sun of Baltimore that a convention of locomotive engineers would be held in Newark, N.J. Unhappily, no specific date was given for the meeting, but the mere fact that announcement was made that one would be held aroused great interest among engineers, inasmuch as working conditions and wages were very bad, and there was widespread discontent. In view of the Newark notice, a call was issued for a meeting of engineers to convene in Martinsburg, Va., (now West Virginia), for the purpose of electing delegates. In response to this, a number of engineers reported at Martinsburg. James C. Clark was chosen chairman of the gathering and E. Winters, secretary. The whole problem of organization was canvassed; and then the engineers proceeded to elect Alexander Lepze and Christian Smith as delegates to the Newark convention.

In due course these delegates proceeded towards Newark without definite information. They got as far as Philadelphia and thence by steamer to New York. From New York they crossed to Paterson, N.J. There they met a number of engineers of the N.Y. & Erie R.R., but no one knew anything about the convention. But Brothers Lepze and Smith were not to be stopped, so they proceeded to Newark where they looked up railroad workers. When they arrived, there had been a meeting of the convention and the Brotherhood of Locomotive Engineers had been organized.

Returning to Martinsburg, a meeting was called and a report made by the delegates of their experience and of the interest everywhere manifest in the proposal to organize. A resolution was then offered and a meeting called to be held in Baltimore on November 6, 1855. It was determined at the Martinsburg gathering that the engineers on each division of the Baltimore & Ohio Railroad should appoint four representatives to attend the convention. Notices were also sent to engineers on other roads and when the doors opened, 71 delegates presented themselves.

The meeting was held in a hall of the Maryland Institute, which was tenanted by the delegates free of cost. This gathering in Baltimore extended over four days. Several resolutions were introduced and approved. The first read: "Resolved, that all Superintendents and Master Mechanics of roads, or any other persons employing engineers, be respectfully solicited to give preference to those bearing a certificate from this Association, as they pledge themselves to recommend such as are worthy and well qualified." Another, "Resolved, that all public newspapers who regard with favor this movement of the locomotive engineers of the United States, now assembled in convention, be and are hereby respectfully solicited to extend their countenance and support." A third, "Resolved, that it is the purpose of this organization to protect ourselves, the traveling public, and our employers, from the injurious results resulting from persons of inferior qualifications being employed as locomotive engineers.

It was voted by the delegates to this Baltimore convention that:...
“We, the locomotive engineers of the United States, in delegate assembled, do hereby agree that we form a national association for our mutual protection and elevation, and do adopt for our government the constitution and by-laws hereunto annexed.”

Article 1 of the constitution fixed the name for the organization as the “National Protective Association of the Brotherhood of Locomotive Engineers of the United States.” Section 2 named the officers: President, Vice-President, Secretary and Treasurer.

Other sections fixed the duties of officers, and outlined the processes to be pursued in the matter of organization — such as in the granting of charters. An article provided that applications for charters should be signed by locomotive engineers, and should be accompanied by $10. Subordinate associations consisting of 100 or less members might send one representative to national conventions. Fees, a form of traveling card and all the necessary paraphernalia of organization were prepared.

Another article declared that no man shall be considered competent to run an engine unless he can superintend the performance of his duties.

“No locomotive engineer shall be a member of this association unless he is a sober man and in good standing in society.”

Finally it was provided that “this constitution may be amended by a two-thirds vote.”

Among the delegates to this Baltimore meeting was a man who we shall find to have been the founder of the Brotherhood of the Footboard, eight years later. That man was William D. Robinson. Officers elected were: Benjamin Hoxie, President; J.R. Smith, Vice-President; William D. Robinson, Secretary; Christian Smith, Corresponding Secretary; and Henry Brown, Treasurer. Then the convention adjourned to meet in Columbus, Ohio, on the first Tuesday in October, 1856.

This gathering in Baltimore was composed of locomotive engineers and other railroad workers. In the early issues of the Journal, there are a number of references to this National Protective Association, which was dominated by locomotive engineers. In an address made in Dayton, Ohio, in June, 1868, Engineer James C. White pointed out the fact of its existence. A statement about its transactions was rendered by the Corresponding Secretary of the Convention, but it has been lost.

Delegates indeed met in Columbus on the date appointed. There were 30 in attendance and the session lasted three days. Defects in the by-laws were amended and the whole program of the organization was discussed at great length; then the convention proceeded to elect officers for the following year. They were President, T.B. Askew; Vice-President, I.S. Wadleigh; Secretary, J.W. Clark; Corresponding Secretary, Moses Doty; Treasurer, Henry Brown.

A meeting of the National Protective Association was held in New York the following year; the organization continued intact until the outbreak of the Civil War. We are indebted to Christian Smith for this detail of the story. It will be recalled that he had been elected Corresponding Secretary at the meeting in Baltimore.

He had obviously been energetic in the performance of his duties. It is easy to understand why the National Protective Association of Locomotive Engineers of America made no further progress. Railroad management fell upon it hammer and tongs — and the difficult time that followed up the civil War put a damper on all thought or organization.

Nevertheless, news of the Association of Locomotive Engineers gradually spread over the roads, particularly among the engineers; it became more and more certain that something definite would come out of the movement.

It will be recalled that W.D. Robinson had acted as secretary of the Baltimore convention; and indeed he continued as secretary through the Columbus Convention of 1856. Thus he had in his possession the minutes dealing with the deliberations of the delegates; and he never ceased to talk about the necessity for organization. Robinson at this time was employed on the New Albany & Salem Railroad, where the condition seems to have been so bad the workers’ pay fell in arrears for six months. Finally, in the fall of 1862, through a friend, J.C. Thompson, Robinson secured a position with the Michigan Central Railroad whereupon, he moved to Detroit.

Locomotive engineers were then being paid at the rate of but $460 per month, conditioned on their running a minimum of 2,500 miles without regard to the number of hours consumed. Machinists were paid 90 cents a day; and in this connection it must be remembered that the purchasing power of the dollar — due to the Civil War — represented only about 60 per cent of its face value.
Supporting BLET-PAC is critical for 2008 elections

**Sign up for the BLET-PAC!**

To sign up online to support the BLET-PAC, go to:  
www.bletdc.org/action/PAC

Login:  
SIGNUP

Password:  
BLETD

You can also contact your District Legislative Representative, your State Legislative Board Chairman, or the National Legislative Office at (202) 624-8776.

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This information is based on reports filed by the Secretary-Treasurers of the various BLET Divisions.

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**American Income Life reminds BLET members of insurance, other benefits**

We are pleased to remind BLET that you and your employees have access to additional benefits that are at no cost to you through American Income Life, a 100 percent union insurance company. All members are covered under a blanket accident death and dismemberment policy that provides a $1,000 benefit per member with additional coverage for family members. Members can receive more information by returning their yellow cards they received or by contacting American Income Life at 800-686-0042. American Income Life also provides supplemental life insurance packages that members can purchase on a voluntary and individual basis.
John Frederick Sytsma, former International President of the Brotherhood of Locomotive Engineers, passed away on May 29, 2007 of natural causes.

A beloved husband, father and grandfather, Sytsma was known as a witty and generous man who was well loved by family and friends.

"John was one of the great Brotherhood leaders who helped shape the organization that we know today," said Don Hahs, National President of the Brotherhood of Locomotive Engineers and Trainmen (BLET). "His wisdom, experience and knowledge will be sorely missed. I extend deepest sympathies to his family and friends on behalf of the 55,000 men and women of the BLET."

Born in Paterson, N.J., on July 22, 1921, to Frederick John and Alice Hutchinson Sytsma, he married his high school sweetheart, Phyllis June Stingle, in 1942. They were married for over 60 years until her death in 2004.

As a member of "The Greatest Generation" John served his country during World War II, in the U.S. Army, in the Philippines. During World War II, he ran engines in the Phillipines and Korea as a member of an Army Railway Operating Battalion.

During the Depression, John secured his first railroad job at age 19 as a fireman for the New York, Susquehanna & Western Railroad. Working his way up to engineer in 1946, he became a member of the Brotherhood of Locomotive Engineers Division 521 (Hawthorne, N.J.) in 1954. He ran an engine in every class of service on the Susquehanna and in 1955 was elected General Chairman for the engineers on that property.

In 1956, he and his family moved to Cleveland, Ohio, where he became office administraor and chief clerk at the BLE headquarters. He was elected to the post of General Secretary-Treasurer at the BLE’s 14th Triennial Convention in 1962. He held the office of General Secretary-Treasurer from 1962 to 1974 and First Vice President from 1974 to 1976. He was elected President by acclamation in 1976, a post he held for 10 years. He retired in 1986.

During his 10-year tenure as President, he was concerned not only with improving the wages and working conditions of service employees in the U.S. and Canada. He was also a leader in developing and promoting workable programs to combat drug and alcohol abuse among rail employees; in opposing random breathalyzer tests and “sniffer dog” searches of employees; and in efforts before Congress and federal agencies to improve safety standards for rail operations.

After retirement, John and Phyllis moved to Salt Lake City, in order to be near family. John formed a close relationship with his grandson Mark Lubbers. The two of them enjoyed many adventures together and were always best “pals.” During this time, John was able to indulge a long time interest in firefighters and fire engines.

An excellent photographer, he became official volunteer photographer for the Salt Lake County Fire Department. Over the course of his service with the department, he took over 20,000 pictures of fires and apparatus. He continued in this role until macular degeneration robbed him of his sight.

He is survived by his sister Carol Bean and two daughters, Jacqueline (Floyd) Pruitt of Dunwoody, Georgia; and Ruth (Bruce) Lubbers of Salt Lake City. His four grandchil- dren are Mark Lubbers of Salt Lake City; Sarah (Phillip) Torrence of Kalamazoo, Michigan; Jonathan (Jenny) Pruitt of Silver Creek, Georgia, and Joshua Pruitt of Atlanta, Georgia. John also has three great-grandchildren: John Mark, Gracie Claire and Benjamin Bruce Torrence of Kalamazoo, Michigan.

Funeral services were held at the First Presbyterian Church, 12 North C Street, Salt Lake City, on June 2. President Sytsma was interred in Mt. Olivet Cemetery, 1342 E. 500 S.

In lieu of flowers, donations may be made to Camp Kostopolus, an organization serving children and adults with disabilities. The camp is located at 2580 Emigration Canyon Road, Salt Lake City, UT 84108.
BLET contracts protect engineer work

BLET National President Don Hahs dismissed allegations from the United Transportation Union that a recently ratified BLET contract with CSX infringes on UTU work.

"In the first place you can assert anything in a court filing," President Hahs said. "It's up to the court to determine if your filing has merit. The BLET CSX agreement does not violate any UTU agreement and is not a threat to any UTU job."

President Hahs noted that the Vernon award, one of the first major arbitration decisions regarding remote control, is clearly limited to specific types of operations in controlled areas. The new CSX agreement covers all assignments outside of yard/terminal limits, either remote or conventional, as well as all conventional yard assignments.

BLET Vice President Paul T. Sorrow, who spoke on behalf of BLET General Chairman Tony Smith, Rick Finamore and Don Moates, agreed with President Hahs. He said the new CSX Scope Rules states in part: "CSXT locomotive engineers whose name appears on the appropriate active engineer’s seniority roster will operate conventional (manual control) and non-conventional (remote control) locomotives used outside existing (established) terminal limits. Non-conventional operation will include remote control technology used in CSXT’s fleet (either CSXT owned, leased, or used in CSXT operations) when engaged in all road operations, including switching movements in road territory, and where not in conflict with any existing agreement."

BLET General Chairman Moates said: "We have not infringed on any UTU agreement. The UTU remote control agreement does not give the UTU the exclusive right to eliminate and replace locomotive engineers. Locomotive engineers have the right to operate remote control in the performance of their duties as locomotive engineers. The locomotive engineer has always been the individual in immediate, direct control of train motion and of the locomotive itself, regardless of the method used. Our sole objective is to totally secure work that historically, contractually, and futuristically belongs to the craft of locomotive engineer. "We have always fought to protect the right of both UTU and BLET crafts, Moates continued. "We do not encroach on the work of other crafts and stand ready to assist other crafts in preserving their work — but not at the cost of giving them our work and eliminating the jobs of our own members."

In fact, Vice President Sorrow said the BLET agreement should strengthen BLET’s and UTU’s crusade against one-person crews.

"In reality we are fighting to maintain maximum crew members on all trains," Sorrow said. "There is no language in the CSX agreement that is detrimental to train service employees and they have crew consist agreements to protect them."

President Hahs said the organization will do all it can to defend itself, its members, and its agreements from frivolous UTU lawsuits. He said the UTU lawsuit “lacks any merit and will most likely be dismissed by any court that understands the railroad industry.”

Briggs reelected Texas Legislative Board Chairman

Terry Briggs was reelected to another term as Chairman of the Texas State Legislative Board at Quadrennial meetings in Austin on April 24-25.

It is the second full term as Chairman for Brother Briggs, who is a member of BLET Division 560 in Commerce, Texas. He became chairman in 2001 after Raymond Holmes won election to the office of International Vice President & U.S. National Legislative Representative. Briggs won his first full-term election in 2003.

Also elected were: 1st Vice Chairman Catarino “Cat” Garcia of BLET Division 560 (Del Rio, Texas); 2nd Vice Chairman Tom G. Keith of BLET Division 18 (Fort Worth, Texas); Alternate 2nd Vice Chairman Tony Brown of BLET Division 557 (Tyler, Texas); and Secretary-Treasurer James Ussery of BLET Division 834 (Mineola, Texas).

The 38 delegates in attendance heard presentations from National President Tom M. Hahs, First Vice President Ed Rodziewicz, and Vice President & National Legislative Representative Tom Tolman. President Hahs discussed the tentative national contract; First Vice President Rodziewicz discussed the BLET’s recent testimony before the House Subcommittee on Railroads regarding fatigue and human factors accidents; and Vice President Tolman discussed the pending Rail Safety Improvement Act.

The delegates also lobbied in favor of House Bill 1083 at the state capital in Austin. A BLET-backed safety measure, HB 1083, would require drug and alcohol testing for limo drivers who transport train crews to and from off duty locations. The bill would require pre-employment drug screenings, as well as random and post-accident testing.

The Texas State Legislative Board began working on this measure after a fatal accident in August of 2005. Two train crew members were riding in a company-provided limo to an off duty location when the accident occurred near Coleman, Texas. Both crew members were severely injured, including the engineer, who sustained career ending injuries. The driver’s cousin, who was riding in the van, was killed. Post accident testing revealed that the driver tested positive for methamphetamine. The driver survived the crash, but is now in prison.

"These carry-all drivers are unregulated by any rail safety regulations,” Briggs said. “Our delegates are lobbying to make sure this type of tragic accident never happens again.”
New PATH contract secures employer-paid health care

PATH Agreement

Continued from Page 1

“Mediator Zachery Jones really brought the Parties together and got them to see middle ground,” Ruel said. “When both sides listen to the media- tor with an open mind, fair agreements can be reached that serve both parties’ interests.”

General Chairman Nunziato thanked Vice President Ruel for his assistance, and praised the members of his negotiating team for their ex- treme diligence, including Vice Gen- eral Chairman John Kochenash and Gerald Orrico of BLET Division 497.

PATH was formed in 1908 as the Hudson & Manhattan Railroad connect- ing Manhattan with New Jersey through the famous “Hudson Tubes,” which were the first Hudson tunnels. It is a publicly owned and operated commuter railroad connecting Manhattan with Hoboken, Jersey City and Newark, N.J. It is a third rail, 600 volt DC sys- tem using MU passenger cars that are very similar to the equipment used by the New York City subway system.

The heavy rail transit system serves as the primary transit link be- tween Manhattan and neighboring New Jersey urban communities and subur- ban railroads. PATH carries 217,000 passengers each weekday.

This volume is expected to continue to increase with the anticipated growth.

BLET member ratify seven-year contract agreement with Metra

Metra Agreement

Continued from Page 1

“...the country...”  

Other wage increases will come in the form of an increased certification allowance. This allowance, paid to lo- comotive engineers who are federally certified to operate locomotives, will increase several times over the life of the agreement: to $10 per tour of duty on April 19, 2007; to $12 on July 1, 2009; and $17 on July 1, 2011.

“I commend the members of the Metra negotiating team, who had the difficult job of negotiating wage in- creases at a railroad that receives half of its funding from public funding,” said BLET National President Don Hahs. “The negotiating team did a tremen- dous job.”

BLET Vice President Richard K. Radek assisted three General Chair- men on the negotiating team — John Kooone (former IC Electric), Mike Priester (MILW North and West Lines); and Mike Taylor (former Rock Island).

“...the most problamatic...”  

“One of the most problematic things was the fact that Metra is about 50 percent publicly tax supported, and that funding source is shrinking due to lower tax revenues and highly in- creased demand for the funds, both from other agencies and because of public employee pension underfunding in the State of Illinois.” Vice President Radek said. “Another problematic issue was the ever-increasing cost of the ben- efit package, including health care cov- erage. I think we did well in obtaining the core economic portion of this agree- ment.”

Metra engineers will enjoy cost-free health care coverage.

“Concerning the ever-increasing cost of the health care...”

“...we will be at the same compensation...”  

“We were able to increase our cer- tification allowance to $13 per tour and obtain a higher general wage increase, which more than offsets the health care contribution,” Vice President Radek said.

Other contract provisions include:

• An increase in company-paid de- fered compensation to the employ- ees 401k plan, bringing the company’s pay- ment to $8.40 per tour of duty on Jan. 1, 2009.

• The right to use personal leave days as worked for the calcula- tion of overtime on yard assignments;

• The personal leave day rate of compensation will be the full pay of the last regular assignment;

• Personal leave days banked will be increased from 80 to 150 days;

• Engineers that exhaust all of the year’s personal leave days will be able to use banked personal leave days in the same year;

• Payment of bereavement leave will be at the same compensation earned if the engineer would have re- mained on his assignment. Regular days off will not disqualify Engineers from the three days paid, thereby allow- ing the three consecutive days to be split with regular assigned days off; and

• Last earnings paid for jury duty minus court payments for all time held.

“We would like to thank Vice Presi- dent Radek for all his help in reaching this settlement,” the three General Chairmen said in a statement.

The 495-mile Metra system serves more than 100 communities at 251 rail stations in the Chicago area. The Me- tra system is comprised of 11 separate lines radiating from Chicago’s Loop via four downtown stations: Chicago Union Station, Ogilvie Transportation Center, Millennium Station and LaSalle Street Station.

Metra oversees all commuter rail operations in the 5,700 square mile northeastern Illinois region, with re- sponsibility for days-to-day operations, fare and service levels, capital improve- ments and planning.

New single-system agreement at CSX ratified; Covers 5,500 members

CSX Agreement

Continued from Page 1

“...and a $2,500 signing bonus, future pay...”  

“(CSX Northern Lines) for finally bring- ing the negotiations to a conclusion. (The Conrail SAA/CSXT Northern Dis- trict GCA is not a party to the agree- ment.)

In approving the agreement, BLET members opted for a Performance Bo- nus Program instead of traditional gen- eral wage increases. While engineers will receive a 3 percent wage increase and a $2,500 signing bonus, future pay increases are tied to company perform- ance. If CSX Corp. reaches its finan- cial goals, then engineers will receive a 6 percent bonus of their 2007 earnings, and a 10 percent bonus of their 2009 earnings.

“We believe our members will make more money under the Performance Bonus Program than general wage in- creases, and this agreement with present more opportunities for our membership in the future,” said BLET Vice President Paul Sorrow.

BLET National President Don Hahs congratulated all officers involved in negotiations and thanked all the mem- bers who voted.

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

CSX Northern Lines is expected to continue to grow, the new agreement provides the opportunity to attract and retain qualified officers, helping to ensure the continued success of the railroad.”

New PATH contract secures employer-paid health care

Seated, from left: Cynthia Bacon, Chief Labor Negotiator, PATH; and Ralph Nunziato, General Chairman, BLET.

Standing, from left: Sanjo Ortiz, Asst. Labor Negotiator, PATH; Steve Powell, Senior Labor Attorney; Port Authority; Kevin Lejda, Asst. Supt., PATH, John Kochenash, BLET GCA; Marcus Ruef, BLET Vice President; and Gerald Orrico, BLET GCA.

in regional residential, commercial and business development. PATH provided 669 million annual passenger trips in 2006. •
Our union has designated attorneys who are qualified to serve as counsel for BLET members in accordance with the Federal Employers’ Liability Act (FELA) governing workplace accidents.

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

In addition, if you or any members of your family have questions concerning medical malpractice, product liability or other types of injury cases, please don’t hesitate to contact one of these law firms for a consultation concerning your rights and remedies.

For a consultation concerning your rights and remedies, please don’t hesitate to contact one of these law firms.
BLET Auxiliary Update

Sometimes, you just can’t please a railroad wife

By Marjot Gotzinger

BLET Auxiliary

I grew up in a railroad town, as a matter of fact the railroad was my town. The Pennsylvania Railroad was the only employer within 28 miles. My father was a car inspector and most of my mother’s family worked in the shops repairing steam locomotives. My husband grew up in the same small town and his family worked for the railroad. They were conductors. Both of our fathers and grandfathers worked in the yard all of their working lives.

When Mike went to work for Pens Central as an engineer I expected the same sort of life that I was used to from my life as I was growing up. I was in for a rude awakening. His first job was third shift. He worked move engines in the engine house and he worked third shift so he was home every day.

The sense of what that railroad life was changed. I thought it was just the same as any 9 to 5 job. He went to engineer school and things changed rapidly all of the sudden he was on call, gone all the time at all hours of the night and for days at a time. This wasn’t what I expected, what happened to being home every day? It was a real reality check for me. But I made the best of it and tried to be supportive.

Railroad life is like no other when you live by the phone on call 24/7 holidays or not. It got to the point where we didn’t really know when there was a holiday because everything revolved around him and how many times out he was. These things were hard on us but what about the family? I know in my home I became very independent. I raised the children pretty much on my own. When he was home it was difficult to share the discipline of the children. You handled all the emergencies because he was always on the other side of the state somewhere. I had to learn to handle household matters as well. I learned how to fix the plumbing, to get that pipe from leaking long enough until he would get home. Mike got to the point where the first thing he would say when he got home was “what did you break now?” instead of “hello”, this was just a joke in the family.

When the kids knew that dad was on his way home they would ask “what did you break now mom.”

Twenty-seven years latter he finally had a yard job. Those years of being on the road was hard on him and his family. The long hours on the road, staying in less than the greatest hotels, all those things were a part of railroad life. My husband spent 30 years of his life working for the railroad. This month he could have retired. But, he isn’t here to enjoy it. He passed away a year ago.

My GIA—now the BLET Auxiliary—friends have helped me cope with these things. When we get together we have this common bond, we understand all of the day to day issues in our railroad life. I don’t know what I would have done all those years without them and I thank them from the bottom of my heart.

Some of my friends however are experiencing this unexpected joy/rude awakening, in their lives. As wives we have spent 30 years dealing with the hours and not knowing when he would be home. All of the sudden there he is every day. Now what? I heard a wife say to her husband, “I am used to you being gone so many days a week now you are here. I have to cook every day. I don’t normally do this. If I want to eat maybe it would just be a salad. Now I must think of a meal because you are here.” Also when the husband is home we are used to being there we don’t go anywhere when he is home. Now that he is retired he never goes anywhere.

What about me? Don’t I get the chance to be with my friends? They feel because he is home they must stay home with him.

I remember when Mike first took the yard job. We sat around the house for three months before we realized we had two regular days off. It took us that long just to get used to the idea we weren’t attached to the crew desks for two whole days. Once that set in we were gone every week somewhere.

The point is when you live the life of a railroad family there are certain things that seems normal. My father-in-law told me that when he retired he couldn’t sleep for the first few months worrying about the phone ringing and missing a call. Mom complained she didn’t know what to do with him. He was always in her way. All of the sudden he wanted to do the dishes. This was so out of character for him that the entire family thought he was crazy.

When our spouses decide to take the leap and retire we have to make all new changes. Our lifestyle is now what the rest of the world has been living like all along. We complain a lot about the railroad, we just didn’t realize what the lifestyle did to the wife as well. I just guess you can’t make a railroad wife happy.

GC Wisconsin Reynolds reelected by acclamation at Wisconsin Central

Wisconsin Central General Chairman John W. Reynolds was elected by acclamation at the General Committee’s Triennial meeting in Green Bay, Wis., from April 22-25.

It is the second time that Brother Reynolds has won reelection by acclamation. He is a member of BLET Division 209 in Green Bay, Wis., and has been a BLET member since Sept. 1, 1997.

Also elected were: 1st Vice General Chairman John A. Woyak Jr. of BLET Division 174 (Stevens Point, Wis.); 2nd Vice General Chairman Eric Hau of BLET Division 173 (Fon du Lac, Wis.); 3rd Vice General Chairman Scott Reinke of BLET Division 186 (Superior, Wis.); Secretary-Treasurer Jon Fesenick of BLET Division 184 (Schiller Park, Ill.); and Alternate ST Billy Joe Worth of BLET Division 173 (Fon du Lac, Wis.).

BLET National Secretary-Treasurer Bill Walpert was in attendance and addressed the delegates on April 24. He spoke about the proposed national agreement, the CSS single system agreement, seniority maintenance, BLET per capita, CPA audits of General Committees, membership, finances, and Education and Training workshops.

Other representatives from the National Division were: Vice President Rick Radek; National Legislative Representative John Tolman; Special Representative Ken Kroeger; and Doug Davidson of the BLET Arbitration Department. Brother Tolman addressed the delegates on April 25.

Wisconsin State Senator David Hansen gave a presentation to the delegates on April 23. Other special guests included General Chairman Mike Priester; General Chairman John Kousce; Vice General Chairman Mark Whitehurle; Wisconsin State Legislative Board Chairman Tony Dimond; Wisconsin State Legislative Board Vice Chairman Paul Aird; and retired Wisconsin State Legislative Board Chairman Keith Laueke.

Officials from various BLET-designated law firms that specialize in the Federal Employers’ Liability Act (FELA) were also in attendance, representing the firms: Rathmann & O’Brien, L.L.C; Hoey & Farina; Schlichter, Bogard & Denton; Hunegs, LeNeuve & Kvas; Sands & Associates; Daniel J. Downes, PC.; and Yaeger, Jungwirth & Barwick, PLC.

Representatives from the Brotherhood’s Relief and Compensation Fund (BR&C) and the Locomotive Engineers & Conductors Mutual Protective Association (LE&CMPA) were also in attendance.

Vice President Radek and Brothers Davidson and Kroeger conducted an educational program concerning a discipline investigation on April 24. Debbie Hine put on a presentation regarding Railroad Retirement. Delegates also went over new and old business and reviewed their by-laws.

The Wisconsin Central operates over approximately 2,800 miles of track and trackage rights in Wisconsin, Illinois, Minnesota, Michigan’s Upper Peninsula and Ontario. The BLET organized the Wisconsin Central property in 1997, and the railroad was purchased by CN in 2001 for $1.2 billion.
A railroad security bill for railroad workers

Congress is once again beginning to work on behalf of working men and women in the United States. An example is the recent introduction of House Bill 2005, the Federal Railroad Safety Improvement Act of 2007 by Representatives Corrine Brown (D-FL) and James Oberstar (D-MN). Most important are the provisions that strengthen hours of service; require railroads to submit fatigue management plans to the Secretary of Transportation; create the position of Chief Safety Officer; strengthen whistleblower protections for rail workers; and require railroad corporations to train rail workers on safety procedures.

When we published our “High Alert” report in 2006 we began the long road of educating members of Congress on the sorry state of rail security in our nation. Sen. Joe Biden (D-DE) and Rep. Barbara Lee (D-CA) were shocked to learn, via our own members’ accounts, how truly vulnerable our rail system is. More than 70 percent of the thoughts and feelings expressed reported seeing trespassers in their rail yards while, at the same time, hazardous materials were in a majority of the yards. With the introduction of House Bill 2005, there is hope of corrective measures that will create a more secure rail system.

Both Rep. Brown and Rep. Oberstar are tireless advocates for rail worker safety over the years and now, with the introduction of this bill, they can put their advocation on a constructive use. I urge all of our members to contact their senators and let them know that you are a rail worker in favor of this important bill.

In addition to contacting your senators, you need to give the Teamsters Union the biggest clout you can by contributing to the BLET-PAC fund. The Teamsters Government Affairs Department works strenuously to lobby for issues affecting the rail industry, and the hundreds of other industries we represent. But, corporate America is intent on pushing their anti-worker agenda and influencing members of Congress with cash—they outspeak working families by more than 17-1. The BLET-PAC fund is your shield against anti-worker forces, electing the right people to office and ensuring that big business doesn’t trample our rights.

JUNE/JULY 2007

Advisory Board May Activity

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

National President Don M. Hale—National Division affairs. General supervision of BLET officers, general office duties.

Vice-President E.L. “Lee” Pruitt—Vice-President of the National Division, Organizing department; Training duties.

Vice-President Stephen D. Sample—Vice-President of the National Division, CSX Western Region; General Office Duties.

Vice-President Ken L. Menasco—Vice-President of the National Division, Teamsters Government Affairs, Pacific Region.

Vice-President E.L. “Lee” Pruitt—Vice-President of the National Division, CSX Western Region; General Office Duties.

Vice-President Merle W. Geiger Jr.—Vice-President of the National Division, Teamsters Government Affairs, Great Eastern Region.

Vice-President John R. Kowalczak—National President of the Brotherhood of Locomotive Engineers & Trainmen, Southern Region.

Vice-President Dale McPhillips—Vice-President of the National Division, Teamsters Government Affairs, Marine Region.

General Secretary-Treasurer William C. Walpert—General Secretary-Treasurer of the Brotherhood of Locomotive Engineers & Trainmen, General Secretary-Treasurer of the International Brotherhood of Teamsters.

Executive Vice-President and Alternate President Edward W. Bolduc—Executive Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, National Secretary-Treasurer William C. Walpert—National Secretary-Treasurer of the Brotherhood of Locomotive Engineers & Trainmen.

Executive Vice-President Victor F. Bower—Executive Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, Executive Vice-President and Alternate President Edward W. Bolduc—Executive Vice-President of the Brotherhood of Locomotive Engineers & Trainmen.

Vice-President Stephen D. Sample—National Vice-President and Alternate President of the Brotherhood of Locomotive Engineers & Trainmen, Pacific Division.

Vice-President Joseph G. Albright—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, CSX Western Region.

Vice-President Victor F. Bower—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, CSX Eastern Region.

Vice-President Merle W. Geiger Jr.—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, Great Eastern Region.

Vice-President James F. Johnston—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, Central Region.

Vice-President John R. Kowalczak—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, Southern Region.

Vice-President Edward W. Bolduc—National Vice-President of the Brotherhood of Locomotive Engineers & Trainmen, Eastern Region.

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