



# NEWS

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## FRA issues questionable remote control audit

*Editor's Note: BLET National President Don M. Hahs issued the following statement on May 14 in response to the Federal Railroad Administration's preliminary report on the safety of remote control locomotives.*

On March 7 — nearly two months before the Federal Railroad Administration issued its preliminary report on remote control trains — the AFL-CIO's Transportation Trades Department adopted a resolution calling for an end to the practice of operating trains by remote control.

As part of the resolution, the TTD predicted that the FRA's upcoming report would be positive and upbeat because of its dependence on railroad companies to report their own accident data.

Sure enough, on May 13, the FRA issued its glowing report about remote control safety in the United States.

It is well known that self-reporting

of accident/incident data by railroads has been problematic. And in the case of the FRA's "Preliminary Findings and Initial Accident/Injury Statistics," all data is based on self-reporting by railroads.

The problems with the FRA report, according to the TTD, are as follows:

1. The \$6,700 damage threshold for reporting of rail equipment accidents is determined solely by the railroads.

2. Triggering events for reportable injuries are determined solely by the railroads (ever heard of light-duty?).

3. The FRA's "Accident Reporting Guide" was revised in May of 2003, for among other reasons, to accommodate remote control accident/incident reporting and has created ambiguous reporting especially with respect to employee injuries.

4. Specific accident and incident reports can be modified by the railroads even after the audit is conducted by FRA and the initial report is given to

**"As long as railroad companies continue to operate remote control trains in an unregulated environment, the BLET will continue in its efforts to press for enforceable federal safety regulations."**

— BLET National President Don M. Hahs

Congress.

5. The railroads' use of codes such as "undetermined" or "under investigation" allows further ambiguity and will not permit conclusive findings.

6. The initial report will cover selected months and circumstances that may lower the risk for remote control operations. Specifically, the initial report only includes the months of May through November, and not the harsh winter months when the number of accidents/incidents may be higher. As all

railroaders know, the potential for slips, trips and falls is much greater when there's snow on the ground.

7. The exposure levels for determining the rate of accidents/incidents in remote control operations versus conventional operations are very problematic because of railroad record keeping and modification of assignments throughout the course of operations.

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## Rail Security Day held on June 21

As this issue of the Newsletter went to press, the BLET and the International Brotherhood of Teamsters were gearing up to participate in a Rail and Transit Security Day to highlight dangerous gaps that continue to be overlooked in American rail and transit security more than two years after the 9/11 terrorist attacks.

House Democrats were planning to hold a series of meetings with transportation workers nationwide on June 21, followed by press conferences to draw attention to these security oversights.

Worldwide, one-third of terrorist attacks target transportation systems, and public transit is the most frequent target. Between 1997 and 2000, more than 195 terrorist attacks occurred on surface transportation systems worldwide. Since the attacks of September 11, 2001, the U.S. Department of Transportation and the Federal Bureau of

Investigation have warned railroads and other transit systems of possible terrorist strikes. In April 2003, such warnings were validated when it was revealed that Khalid Sheik Muhammed, one of Osama bin Laden's chief lieutenants, told his interrogators that al Qaeda had plans to attack the metro system in Washington, D.C.

The recent attacks in Madrid, Spain, the frequent bus bombings in Israel, and warnings of potential attacks, require the Department of Homeland Security to make the protection of these systems a top priority. Unfortunately, there is not a single agency in charge of rail and/or transit security. Currently, the Transportation Security Administration (TSA) is formally responsible for the security of all modes of transportation and the Federal Transit Administration is in charge of federal operational oversight of transit. However, these agencies still do not even have a memo of understanding between them about how to develop a

set of risk assessment standards. It is unclear how responsibility for transit security will be divided between them.

According to the March 22, 2004, issue of *Time* magazine, the U.S. Transportation Security Administration (TSA) is spending \$4.5 billion for aviation security in the current fiscal year, while only \$65 million for passenger rail or public transit security.

The IBT and BLET hope to achieve the following goals as a result of the national Rail and Transit Security Day:

- Designate an office within the Department of Homeland Security to develop and implement best practices for passenger rail and public transit security.

- Define and clarify the respective roles and responsibilities of the Department of Homeland Security and the Department of Transportation in security mat-

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## BLET scores L&I shortline victory

The Brotherhood of Locomotive Engineers and Trainmen achieved another shortline organizing victory as 89.5 percent of eligible voters at the Louisville & Indiana Railroad (L&I) selected the BLET as their collective bargaining representative.

The National Mediation Board announced results on May 7 at 2 p.m.

"I welcome these new members to the BLET and thank Organizing Director Tommy Miller for his hard work on this election," said BLET National President Don M. Hahs. "We will now begin the process of negotiating a contract that will ensure the levels of pay, protection, dignity and respect our new L&I Brothers and Sisters deserve."

Brother Miller emphasized the bravery of the L&I workers for standing up and fighting for union representation. "I want to stress how hard these men worked, risking dismissal, to have a union," Miller said. "I

thank and admire them for walking tall and standing strong in the face of adversity. A special thanks goes to Brother Warren Clark."

Headquartered in Jeffersonville, Ind., the Louisville & Indiana Railroad was formed in March 1994 to acquire 106 miles of rail line between Indianapolis and Louisville. The line serves numerous major companies and an inland port facility. Since formation, L&I has located a number of new industries to its lines. It has been designated a future high-speed rail corridor by the U.S. Department of Transportation.

With the addition of the L&I, the BLET has successfully organized nine different shortline railroads in less than two years. These organizing victories have brought more than 750 new members into the BLET. The other shortlines are: Portland & Western; New

See Organizing, Page 2

# BLET NEWS

## IN THE LINE OF DUTY E.M. "Mike" Rogers

E.M. "Mike" Rogers, a member of the Brotherhood of Locomotive Engineers and Trainmen, was killed in a head-on train crash near Gunter, Texas, on May 19.

The cause of the Burlington Northern Santa Fe accident is still under investigation. Four other crew members were injured in the crash, tentatively identified as S.R. "Steve" Waddle, a member of BLET Division 604 (Sherman, Texas), C.G. Smith, J.C. Peacock, and Ron Richardson.

Brother Rogers, 49, was a member of BLET Division 172 in Fort Worth, Texas. He first joined the Brotherhood on April 1, 1998.

Jeff Thurman, Local Chairman of Division 172, said Brother Rogers was a hard working, dedicated member who will be missed by everyone who worked with him. Brother Rogers is survived by three children, sons Michael Terrell (Pye), Michael Clay Rogers, and daughter Rasheldra Rogers.

Rogers is the fourth member of the Brotherhood to lose his life in an on the job accident in 2004. Brother Jeff C. York, 35, was killed in a Norfolk Southern switching accident in Elwood, Ind., on May 18. Brother York belonged to BLET Division 106 in Muncie, Ind. On February 21, Anthony C. Rodella, 57, and Jeffrey S. Bohler, 32, were killed in a collision of

two Union Pacific trains in Carrizozo, N.M. Both Brothers belonged to Division 192 in El Paso, Texas.

National President Don Hahs extended deepest sympathy to the Rogers family on behalf of the 50,000 members of the Brotherhood of Locomotive Engineers and Trainmen. He ordered the flag at National Division headquarters in Cleveland, Ohio, to be flown at half-mast in honor our Brother who lost his life in the line of duty.

A funeral service was held on May 26 in Omaha, Neb., at the Salem Baptist Church.

## IN THE LINE OF DUTY Jeff C. York

Jeff C. York, a member of the Brotherhood of Locomotive Engineers and Trainmen, was killed in a yard switching accident on May 18.

Brother York, 35, worked for Norfolk Southern and first joined BLET Division 106 in Muncie, Ind., on December 6, 2000. He was working as a conductor and standing on a ladder on back of a train's last box car when the accident happened. As the train backed up, he became pinned between the train and the left front fender of a semi that was making a delivery of vinegar to the Red Gold

tomato processing plant in Elwood, Ind.

According to an Associated Press report, the truck driver was leaving the facility in his truck and began crossing the railroad tracks behind the train, unaware that the train was backing up.

He was taken to Mercy Hospital in Elwood for treatment, but was pronounced dead at the hospital shortly after.

Carlos A. Lizarraga, Local Chairman of Division 106, said Brother York was a dedicated worker who will be sorely missed by everyone.

Brother York is survived by his wife of 18 years, Lisa, and two daughters, Jessica, 18, and Danielle, 8.

Funeral services were on May 22 in Muncie, Ind.

BLET National President Don Hahs ordered the flag above Brotherhood headquarters in downtown Cleveland to be flown at half-mast in honor of our fallen Brother.

"Our deepest condolences go out to Brother York's family and friends," President Hahs said.

# FRA remote control safety audit leaves many unanswered questions

## Remote Control

Continued from Page 1

The FRA report did affirm many of the continuing concerns the BLET has expressed over the past two years.

For example:

- Railroad companies are increasingly pushing the envelope when it comes to operating remote control trains outside of yard limits.

- Railroad companies often ignore significant portions of the FRA's Safety Advisory regarding remote control operations. In one example, railroads continue to allow the dangerous practice of permitting Remote Control Operators to ride on the outside of freight cars, even when they are actively engaged in operating remote control equipment.

- One of our biggest concerns is the lack of point protection and the num-

ber of accidents it has caused. However, the FRA report stated that proper point protection "would greatly reduce the speed and efficiency of RCL operations." The point protection provided by a locomotive engineer in the cab is something a remote control device simply can't replace. To get around proper point protection, railroads have implemented Remote Control Zones, or RCZs. However, the FRA noted, "Varying levels of training and oversight re-

garding the implementation of RCZs," and wrote, "We have concerns about the implementation of RCZs on various properties and locations."

As long as railroad companies continue to operate remote control trains in an unregulated environment, and as employees continue to be injured and accidents continue to happen because of this safety oversight, the BLET will continue in its efforts to closely monitor the situation and press for enforceable federal safety regulations. •

## Security

Continued from Page 1

ters.

- Provide security training for all rail and transit workers. A recent survey by the Amalgamated Transit Union conducted with their members showed

that 80 percent of the respondents reported that they have not received any security training from their employer.

- Place trained professional conductors and engineers at all times on all trains carrying hazardous materials.

- Any remote control locomotive must be kept in a secure area and

should be signed in and out.

- Routes that bring hazardous materials through population centers should be reexamined and alternate routes should be considered.

- Investments need to be made in technology upgrades. Train stations should be monitored by security cameras, trained dogs should be randomly

searching stations and trains, and chemical and biological detectors should be installed at more train stations.

- The TSA is supposed to be in charge of all transportation and must dedicate more than 3 percent of its budget to non-airline security. Priorities are wrong when we ignore certain targets. •

## Organizing

Continued from Page 1

York & Atlantic; Great Western Railway of Colorado; St. Lawrence & Atlantic; Utah Railway; Iowa, Chicago & Eastern; Indiana Southern; and the Texas-Mexican Railway.

"I would be remiss if I did not thank General President James P. Hoffa and everyone at the International Brotherhood of Teamsters for helping to make these organizing victories successful," BLET President Hahs said.

The L&I connects with the CP-Soo, CSX Transportation, Norfolk Southern,

and the PAL. Its annual volume is 33,000 carloads. The primary commodities it handles include: Grain, cement, steel, scrap, plastics, food products, auto parts, lumber, chemicals, paper, and manufactured goods.

L&I is owned by the Anacostia & Pacific Company, Inc., whose other

holdings include the New York & Atlantic Railway, Pacific Harbor Line, and the Chicago Southshore & South Bend Railroad. The BLET already represents workers at the Pacific Harbor Line, and operating employees at the New York & Atlantic voted to join the BLET on Nov. 20, 2003. •

# 2004 FIRST QUARTER

## Burlington Northern Santa Fe



The Burlington Northern Santa Fe Corporation reported first-quarter 2004 earnings of \$0.52 per share, a 30-percent increase over first-quarter 2003 earnings of \$0.40 per share, before the favorable effect of an accounting change of \$0.10 per share.

Freight revenues increased \$246 million, or 11 percent, to \$2.45 billion from the 2003 first quarter, primarily driven by an eight-percent increase in units handled. Operating income increased \$64 million, or 19 percent, to \$410 million compared with first-quarter 2003.

Consumer Products experienced its best first quarter on record with revenues increasing \$79 million, or 9 percent, to \$927 million reflecting increased volumes in the international, truckload and perishables sectors as well as an overall increase in revenue per unit. Agricultural Products revenues were up \$80 million, or 22 percent, to a record \$438 million, as a result of strong U.S. corn and wheat harvests coupled with increased export demand for grain.

BNSF's operating ratio decreased to 83.3 percent compared with 84.3 percent for the same period in the prior year. •

## Canadian National Railway



CN, afflicted by a strike, the strong Canadian dollar and high fuel costs, reported a 17 percent decline in first-quarter profit to \$210 million.

CN reported its financial results for the first quarter ended March 31, 2004, and highlights include: Net income of \$210 million, or 73 cents per diluted share; Excluding the cumulative effect of change in accounting policy in the year-earlier period, diluted earnings per share for the first three months of 2004 increased by six percent; Operating income of \$395 million, up six percent from the year-earlier quarter; Operating ratio of 72.5 percent, 2.5 points better than the prior year's quarterly performance; and Free cash flow of \$272 million, compared with \$181 million for the same three-month period of 2003.

"The Canadian Auto Workers (CAW) strike negatively affected first-quarter net income by an estimated \$24 million, while the significant appreciation of the Canadian dollar relative to the United States dollar reduced CN's revenues, operating income and net income by approximately \$120 million, \$40 million and \$20 million, respectively," said CN President and CEO E. Hunter Harrison.

All figures reported in Canadian dollars. •

## Canadian Pacific Railway



**CANADIAN  
PACIFIC  
RAILWAY**

Profit at the Canadian Pacific Railway slumped to \$24 million, from \$102 million a year earlier, as bad weather and a weak U.S. dollar ate into earnings. The railway cited a net loss of \$14 million in foreign ex-

change on long-term debt in the first quarter of 2004, compared with a net gain of \$64 million in the same period a year earlier. With a stronger Canadian dollar reducing U.S. dollar-denominated income, revenue was cut by about \$59 million, operating expenses by \$46 million and operating income by about \$13 million.

Total revenue was \$887 million, compared with \$879 million in the same period a year earlier. Operating income was \$116 million, down from \$118 million.

"The worst avalanche in eight years and severe weather early in the quarter hit us hard in our western corridors over a two-week period," CEO Rob Ritchie said in a release. "With heavy freight volumes fully consuming available capacity, there was no opportunity to recover the lost volumes in the quarter."

Its operating ratio was 86.9 percent, compared with 86.6 percent.

All figures reported in Canadian dollars. •

## CSX Transportation



CSX Corp.'s first-quarter earnings dropped 70 percent from a year ago. Factoring out one-time charges, however, earnings would have increased 55 percent on a per share basis.

CSX had net earnings of \$30 million, or 14 cents per share, down from \$99 million, or 46 cents per share, in the first quarter of 2003. Last year's figures include an additional \$57 million, or 26 cents per share, from a change in accounting rules.

This year's first-quarter earnings were lowered by \$37 million, or 17 cents per share, because of the cost of reducing the managerial workforce. Excluding the charge, first-quarter earnings were \$67 million, or 31 cents per share. The railroad's operating ratio was 92.1 percent, compared with 90.8 percent in 2003.

Revenues were \$1.96 billion for the first quarter, compared with \$2.02 billion a year ago. The company pointed to strong growth in CSX's core surface transportation markets, including a 10 percent increase in coal, coke and iron ore.

Data released by CSX showed that several key operating statistics — including average train speed and on-time originations — worsened from the first quarter last year. •

## Kansas City Southern



Kansas City Southern Industries Inc.'s earnings plunged 75 percent in the first quarter, largely due to a drop in profits from its Mexican affiliate, Grupo TFM.

KCS reported income of \$3.4 million, or 2 cents a share, during the January-March period, compared with earnings of \$13.6 million, or 22 cents a share, during the first quarter of 2003. Revenue at KCS was \$147.8 million, up from \$140.2 million. The primary factor in reduced equity earnings for Grupo TFM this quarter was a \$7.3 million deferred tax benefit (calculated under U.S. GAAP) compared to a \$23 million benefit in the first quarter of 2003, a \$15.7 million reduction.

KCS's operating ratio to 84 percent for the first quarter of 2004 compared with 93.3 percent in the first quarter of 2003. Agriculture & minerals commodity group revenues increased by 22.3% quarter to quarter led by solid growth in both domestic and export grain traffic. Paper & forest products revenues grew by 8.4%. Intermodal & automotive revenues increased by 8.2%. Chemical & petroleum products continued to rebound and posted a 2.6% increase. •

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## Union Pacific Corp.



Union Pacific reported a net income of \$165 million on revenue of \$2.89 billion for the quarter ended March 31. Net income in last year's first quarter came to \$429 million on \$2.73 billion in revenue.

The railroad blamed the decline in net income on widespread train crew shortages and a charge of \$35.8 million to pay for a court judgment (the Arkansas Supreme Court issued a decision upholding a \$35.8 million jury verdict, including interest, against UP for a 1998 grade-crossing accident). The railroad reported a first quarter record \$2.9 billion in 2004 operating revenue compared to last year's \$2.7 billion. Operating income in the first quarter of 2004 was \$314 million compared to \$369 million for the same period in 2003.

The railroad's operating ratio was 89.1 percent for the first quarter of 2004, compared to 86.5 percent in the first quarter of 2003.

Commodity revenue in the first quarter of 2004 was up 7 percent to \$2.8 billion, compared to \$2.6 billion in 2003. First quarter 2004 average revenue per

## Norfolk Southern



For the first quarter of 2004, Norfolk

Southern reported record revenues of \$1.7 billion, up eight percent compared with the same period last year, and record first quarter income from railway operations of \$346 million, up 50 percent, compared with the 2003 quarter.

First-quarter income from continuing operations before accounting changes was \$158 million compared with last year's \$85 million. Reported net income for first quarter 2003 was \$209 million, which included a \$114 million gain due to a required industry-wide accounting change, and a gain of \$10 million from discontinued motor carrier operations. Excluding those items, net income in the first quarter increased by \$73 million, or 86 percent, over the same period last year. Revenues increased \$132 million, or eight percent, over the same quarter in 2003. Carloads rose seven percent for the same period.

NS reported its best operating ratio — the standard measure of railroad efficiency — since the integration of Conrail in 1999. For the quarter, the operating ratio was 79.6 percent compared with 85.2 percent a year earlier. •

car was at an all-time best of \$1,214 per car, versus \$1,188 last year. The operating margin decreased to 10.9 percent in the first quarter of 2004 from 13.5 percent in 2003 due to increased service costs and the Arkansas Supreme Court decision.

Compared to 2003, 2004 first quarter agricultural and industrial products were both up 10 percent; Intermodal was up 9 percent; chemicals and energy were both up 4 percent; and automotive was down 2 percent. According to the Associated Press, the railroad has been purchasing more locomotives and has been hiring more train crews to deal with increased demand. It expects to bring in 4,000 train crew workers through this year, with about half in new positions and half covering normal attrition.

In May, UP canceled three express train contracts with United Parcel Service and increased some shipping prices to handle growing demand in the midst of its train crew shortage. The UPS contract for express trains that ran once a week each way from Los Angeles to New York was canceled because it took up resources needed in other areas of the railroad. The service began in July as a partnership with CSX. UP suspended the service for April as it dealt with congestion on its 23-state system. Two other contracts with UPS for expedited service from Los Angeles to Dallas and Memphis also were suspended. •

# RATE TABLES

## Information about these rate tables

These rate tables — effective July 1, 2004 — reflect a 2.5% General Wage Increase to both the basic daily rate and mileage rates of pay.

It should be noted that these figures are derived from the BLET National

agreement. The rates in effect on some properties differ slightly from the published rates, because of the effect of different system agreements. Your general chairman's office should have the rates in effect on your property. •

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly
	Daily	Regular	Under Art. VIII	Straight Time
less than 80,000	\$154.64	\$1.1959	\$1.2057	\$19.3297
80,000 and less than 100,000	\$154.64	\$1.1959	\$1.2057	\$19.3297
100,000 and less than 140,000	\$154.73	\$1.1968	\$1.2066	\$19.3410
140,000 and less than 170,000	\$154.81	\$1.1976	\$1.2074	\$19.3510
170,000 and less than 200,000	\$154.90	\$1.1985	\$1.2083	\$19.3622
200,000 and less than 250,000	\$154.99	\$1.1994	\$1.2092	\$19.3735
250,000 and less than 300,000	\$155.07	\$1.2002	\$1.2100	\$19.3835
300,000 and less than 350,000	\$155.16	\$1.2011	\$1.2109	\$19.3947
350,000 and less than 400,000	\$155.24	\$1.2019	\$1.2117	\$19.4047
400,000 and less than 450,000	\$155.33	\$1.2028	\$1.2126	\$19.4160
450,000 and less than 500,000	\$155.42	\$1.2037	\$1.2135	\$19.4272
500,000 and less than 550,000	\$155.50	\$1.2045	\$1.2143	\$19.4372
550,000 and less than 600,000	\$155.59	\$1.2054	\$1.2152	\$19.4485
600,000 and less than 650,000	\$155.67	\$1.2062	\$1.2160	\$19.4585
650,000 and less than 700,000	\$155.76	\$1.2071	\$1.2169	\$19.4697
700,000 and less than 750,000	\$155.84	\$1.2079	\$1.2177	\$19.4797
750,000 and less than 800,000	\$155.93	\$1.2088	\$1.2186	\$19.4910
800,000 and less than 850,000	\$156.01	\$1.2096	\$1.2194	\$19.5010
850,000 and less than 900,000	\$156.10	\$1.2105	\$1.2203	\$19.5122
900,000 and less than 950,000	\$156.18	\$1.2113	\$1.2211	\$19.5222
950,000 and less than 1,000,000	\$156.27	\$1.2122	\$1.2220	\$19.5335
1,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.08 and \$.09 Alternately		\$.08 and \$.09 Alternately	
MOTOR AND ELECTRIC CARS In multiple or single unit Daily Earnings Minimum	\$155.60 \$156.16	\$1.1985	\$1.2890	

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$166.93	\$1.2874	\$1.3100	\$20.8658	\$31.2986
140,000 and less than 200,000	\$167.36	\$1.2917	\$1.3143	\$20.9195	\$31.3793
200,000 and less than 250,000	\$167.53	\$1.2934	\$1.3160	\$20.9408	\$31.4111
250,000 and less than 300,000	\$167.68	\$1.2949	\$1.3175	\$20.9595	\$31.4393
300,000 and less than 350,000	\$167.83	\$1.2964	\$1.3190	\$20.9783	\$31.4674
350,000 and less than 400,000	\$168.04	\$1.2985	\$1.3211	\$21.0045	\$31.5068
400,000 and less than 450,000	\$168.25	\$1.3006	\$1.3232	\$21.0308	\$31.5461
450,000 and less than 500,000	\$168.46	\$1.3027	\$1.3253	\$21.0570	\$31.5855
500,000 and less than 550,000	\$168.67	\$1.3048	\$1.3274	\$21.0833	\$31.6249
550,000 and less than 600,000	\$168.85	\$1.3066	\$1.3292	\$21.1058	\$31.6586
600,000 and less than 650,000	\$169.03	\$1.3084	\$1.3310	\$21.1283	\$31.6924
650,000 and less than 700,000	\$169.21	\$1.3102	\$1.3328	\$21.1508	\$31.7261
700,000 and less than 750,000	\$169.39	\$1.3120	\$1.3346	\$21.1733	\$31.7599
750,000 and less than 800,000	\$169.57	\$1.3138	\$1.3364	\$21.1958	\$31.7936
800,000 and less than 850,000	\$169.75	\$1.3156	\$1.3382	\$21.2183	\$31.8274
850,000 and less than 900,000	\$169.93	\$1.3174	\$1.3400	\$21.2408	\$31.8611
900,000 and less than 950,000	\$170.11	\$1.3192	\$1.3418	\$21.2633	\$31.8949
950,000 and less than 1,000,000	\$170.29	\$1.3210	\$1.3436	\$21.2858	\$31.9286
1,000,000 and less than 1,050,000	\$170.47	\$1.3228	\$1.3454	\$21.3083	\$31.9624
1,050,000 and less than 1,100,000	\$170.65	\$1.3246	\$1.3472	\$21.3308	\$31.9961
1,100,000 and less than 1,150,000	\$170.83	\$1.3264	\$1.3490	\$21.3533	\$32.0299
1,150,000 and less than 1,200,000	\$171.01	\$1.3282	\$1.3508	\$21.3758	\$32.0636
1,200,000 and less than 1,250,000	\$171.19	\$1.3300	\$1.3526	\$21.3983	\$32.0974
1,250,000 and less than 1,300,000	\$171.37	\$1.3318	\$1.3544	\$21.4208	\$32.1311
1,300,000 and less than 1,350,000	\$171.55	\$1.3336	\$1.3562	\$21.4433	\$32.1649
1,350,000 and less than 1,400,000	\$171.73	\$1.3354	\$1.3580	\$21.4658	\$32.1986
1,400,000 and less than 1,450,000	\$171.91	\$1.3372	\$1.3598	\$21.4883	\$32.2324
1,450,000 and less than 1,500,000	\$172.09	\$1.3390	\$1.3616	\$21.5108	\$32.2661
1,500,000 and less than 1,550,000	\$172.27	\$1.3408	\$1.3634	\$21.5333	\$32.2999
1,550,000 and less than 1,600,000	\$172.45	\$1.3426	\$1.3652	\$21.5558	\$32.3336
1,600,000 and less than 1,650,000	\$172.63	\$1.3444	\$1.3670	\$21.5783	\$32.3674
1,650,000 and less than 1,700,000	\$172.81	\$1.3462	\$1.3688	\$21.6008	\$32.4011
1,700,000 and less than 1,750,000	\$172.99	\$1.3480	\$1.3706	\$21.6233	\$32.4349
1,750,000 and less than 1,800,000	\$173.17	\$1.3498	\$1.3724	\$21.6458	\$32.4686
1,800,000 and less than 1,850,000	\$173.35	\$1.3516	\$1.3742	\$21.6683	\$32.5024
1,850,000 and less than 1,900,000	\$173.53	\$1.3534	\$1.3760	\$21.6908	\$32.5361
1,900,000 and less than 1,950,000	\$173.71	\$1.3552	\$1.3778	\$21.7133	\$32.5699
1,950,000 and less than 2,000,000	\$173.89	\$1.3570	\$1.3796	\$21.7358	\$32.6036
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$170.93	\$1.3274	\$1.4250	\$21.3658	\$32.0486
140,000 and less than 200,000	\$171.36	\$1.3317	\$1.4293	\$21.4195	\$32.1293
200,000 and less than 250,000	\$171.53	\$1.3334	\$1.4310	\$21.4408	\$32.1611
250,000 and less than 300,000	\$171.68	\$1.3349	\$1.4325	\$21.4595	\$32.1893
300,000 and less than 350,000	\$171.83	\$1.3364	\$1.4340	\$21.4783	\$32.2174
350,000 and less than 400,000	\$172.04	\$1.3385	\$1.4361	\$21.5045	\$32.2568
400,000 and less than 450,000	\$172.25	\$1.3406	\$1.4382	\$21.5308	\$32.2961
450,000 and less than 500,000	\$172.46	\$1.3427	\$1.4403	\$21.5570	\$32.3355
500,000 and less than 550,000	\$172.67	\$1.3448	\$1.4424	\$21.5833	\$32.3749
550,000 and less than 600,000	\$172.85	\$1.3466	\$1.4442	\$21.6058	\$32.4086
600,000 and less than 650,000	\$173.03	\$1.3484	\$1.4460	\$21.6283	\$32.4424
650,000 and less than 700,000	\$173.21	\$1.3502	\$1.4478	\$21.6508	\$32.4761
700,000 and less than 750,000	\$173.39	\$1.3520	\$1.4496	\$21.6733	\$32.5099
750,000 and less than 800,000	\$173.57	\$1.3538	\$1.4514	\$21.6958	\$32.5436
800,000 and less than 850,000	\$173.75	\$1.3556	\$1.4532	\$21.7183	\$32.5774
850,000 and less than 900,000	\$173.93	\$1.3574	\$1.4550	\$21.7408	\$32.6111
900,000 and less than 950,000	\$174.11	\$1.3592	\$1.4568	\$21.7633	\$32.6449
950,000 and less than 1,000,000	\$174.29	\$1.3610	\$1.4586	\$21.7858	\$32.6786
1,000,000 and less than 1,050,000	\$174.47	\$1.3628	\$1.4604	\$21.8083	\$32.7124
1,050,000 and less than 1,100,000	\$174.65	\$1.3646	\$1.4622	\$21.8308	\$32.7461
1,100,000 and less than 1,150,000	\$174.83	\$1.3664	\$1.4640	\$21.8533	\$32.7799
1,150,000 and less than 1,200,000	\$175.01	\$1.3682	\$1.4658	\$21.8758	\$32.8136
1,200,000 and less than 1,250,000	\$175.19	\$1.3700	\$1.4676	\$21.8983	\$32.8474
1,250,000 and less than 1,300,000	\$175.37	\$1.3718	\$1.4694	\$21.9208	\$32.8811
1,300,000 and less than 1,350,000	\$175.55	\$1.3736	\$1.4712	\$21.9433	\$32.9149
1,350,000 and less than 1,400,000	\$175.73	\$1.3754	\$1.4730	\$21.9658	\$32.9486
1,400,000 and less than 1,450,000	\$175.91	\$1.3772	\$1.4748	\$21.9883	\$32.9824
1,450,000 and less than 1,500,000	\$176.09	\$1.3790	\$1.4766	\$22.0108	\$33.0161
1,500,000 and less than 1,550,000	\$176.27	\$1.3808	\$1.4784	\$22.0333	\$33.0499
1,550,000 and less than 1,600,000	\$176.45	\$1.3826	\$1.4802	\$22.0558	\$33.0836
1,600,000 and less than 1,650,000	\$176.63	\$1.3844	\$1.4820	\$22.0783	\$33.1174
1,650,000 and less than 1,700,000	\$176.81	\$1.3862	\$1.4838	\$22.1008	\$33.1511
1,700,000 and less than 1,750,000	\$176.99	\$1.3880	\$1.4856	\$22.1233	\$33.1849
1,750,000 and less than 1,800,000	\$177.17	\$1.3898	\$1.4874	\$22.1458	\$33.2186
1,800,000 and less than 1,850,000	\$177.35	\$1.3916	\$1.4892	\$22.1683	\$33.2524
1,850,000 and less than 1,900,000	\$177.53	\$1.3934	\$1.4910	\$22.1908	\$33.2861
1,900,000 and less than 1,950,000	\$177.71	\$1.3952	\$1.4928	\$22.2133	\$33.3199
1,950,000 and less than 2,000,000	\$177.89	\$1.3970	\$1.4946	\$22.2358	\$33.3536
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$172.93	\$1.3353	\$1.4450	\$21.6158	\$32.4236
140,000 and less than 200,000	\$173.36	\$1.3413	\$1.4493	\$21.6695	\$32.5043
200,000 and less than 250,000	\$173.53	\$1.3428	\$1.4510	\$21.6908	\$32.5361
250,000 and less than 300,000	\$173.68	\$1.3443	\$1.4525	\$21.7095	\$32.5643
300,000 and less than 350,000	\$173.83	\$1.3464	\$1.4540	\$21.7283	\$32.5924
350,000 and less than 400,000	\$174.04	\$1.3485	\$1.4561	\$21.7545	\$32.6318
400,000 and less than 450,000	\$174.25	\$1.3506	\$1.4582	\$21.7808	\$32.6711
450,000 and less than 500,000	\$174.46	\$1.3527	\$1.4603	\$21.8070	\$32.7105
500,000 and less than 550,000	\$174.67	\$1.3545	\$1.4624	\$21.8333	\$32.7499
550,000 and less than 600,000	\$174.85	\$1.3563	\$1.4642	\$21.8558	\$32.7836
600,000 and less than 650,000	\$175.03	\$1.3581	\$1.4660	\$21.8783	\$32.8174
650,000 and less than 700,000	\$175.21	\$1.3599	\$1.4678	\$21.9008	\$32.8511
700,000 and less than 750,000	\$175.39	\$1.3617	\$1.4696	\$21.9233	\$32.8849
750,000 and less than 800,000	\$175.57	\$1.3635	\$1.4714	\$21.9458	\$32.9186
800,000 and less than 850,000	\$175.75	\$1.3653	\$1.4732	\$21.9683	\$32.9524
850,000 and less than 900,000	\$175.93	\$1.3671	\$1.4750	\$21.9908	\$32.9861
900,000 and less than 950,000	\$176.11	\$1.3689	\$1.4768	\$22.0133	\$33.0199
950,000 and less than 1,000,000	\$176.29	\$1.3707	\$1.4786	\$22.0358	\$33.0536
1,000,000 and less than 1,050,000	\$176.47	\$1.3725	\$1.4804	\$22.0583	\$33.0874
1,050,000 and less than 1,100,000	\$176.65	\$1.3743	\$1.4822	\$22.0808	\$33.1211
1,100,000 and less than 1,150,000	\$176.83	\$1.3761	\$1.4840	\$22.1033	\$33.1549
1,150,000 and less than 1,200,000	\$177.01	\$1.3779	\$1.4858	\$22.1258	\$33.1886
1,200,000 and less than 1,250,000	\$177.19	\$1.3797	\$1.4876	\$22.1483	\$33.2224
1,250,000 and less than 1,300,000	\$177.37	\$1.3815	\$1.4894	\$22.1708	\$33.2561
1,300,000 and less than 1,350,000	\$177.55	\$1.3833	\$1.4912	\$22.1933	\$33.2899
1,350,000 and less than 1,400,000	\$177.73	\$1.3851	\$1.4930	\$22.2158	\$33.3236
1,400,000 and less than 1,450,000	\$177.91	\$1.3869	\$1.4948	\$22.2383	\$33.3574
1,450,000 and less than 1,500,000	\$178.09	\$1.3885	\$1.4966	\$22.2608	\$33.3911
1,500,000 and less than 1,550,000	\$178.27	\$1.3905	\$1.4984	\$22.2833	\$33.4249
1,550,000 and less than 1,600,000	\$178.45	\$1.3923	\$1.5002	\$22.3058	\$33.4586
1,600,000 and less than 1,650,000	\$178.63	\$1.3941	\$1.5020	\$22.3283	\$33.4924
1,650,000 and less than 1,700,000	\$178.81	\$1.3959	\$1.5038	\$22.3508	\$33.5261
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# RATE TABLES

**TABLE V — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE — WITH A FIREMAN (HELPER)  
Effective July 1, 2004  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$167.50	\$1.2930	\$1.3926	\$20.9370	\$31.4055
140,000 and less than 200,000	\$167.93	\$1.2973	\$1.3969	\$20.9908	\$31.4861
200,000 and less than 250,000	\$168.10	\$1.2990	\$1.3986	\$21.0120	\$31.5180
250,000 and less than 300,000	\$168.25	\$1.3005	\$1.4001	\$21.0308	\$31.5461
300,000 and less than 350,000	\$168.38	\$1.3020	\$1.4016	\$21.0470	\$31.5705
350,000 and less than 400,000	\$168.61	\$1.3041	\$1.4037	\$21.0758	\$31.6136
400,000 and less than 450,000	\$168.82	\$1.3062	\$1.4058	\$21.1020	\$31.6530
450,000 and less than 500,000	\$169.03	\$1.3083	\$1.4079	\$21.1283	\$31.6924
500,000 and less than 550,000	\$169.24	\$1.3104	\$1.4100	\$21.1545	\$31.7318
550,000 and less than 600,000	\$169.42	\$1.3122	\$1.4118	\$21.1770	\$31.7655
600,000 and less than 650,000	\$169.60	\$1.3140	\$1.4136	\$21.1995	\$31.7993
650,000 and less than 700,000	\$169.78	\$1.3158	\$1.4154	\$21.2220	\$31.8330
700,000 and less than 750,000	\$169.96	\$1.3176	\$1.4172	\$21.2445	\$31.8668
750,000 and less than 800,000	\$170.14	\$1.3194	\$1.4190	\$21.2670	\$31.9005
800,000 and less than 850,000	\$170.32	\$1.3212	\$1.4208	\$21.2895	\$31.9343
850,000 and less than 900,000	\$170.50	\$1.3230	\$1.4226	\$21.3120	\$31.9680
900,000 and less than 950,000	\$170.68	\$1.3248	\$1.4244	\$21.3345	\$32.0018
950,000 and less than 1,000,000	\$170.86	\$1.3266	\$1.4262	\$21.3570	\$32.0355
1,000,000 and less than 1,050,000	\$171.04	\$1.3284	\$1.4280	\$21.3795	\$32.0693
1,050,000 and less than 1,100,000	\$171.22	\$1.3302	\$1.4298	\$21.4020	\$32.1030
1,100,000 and less than 1,150,000	\$171.40	\$1.3320	\$1.4316	\$21.4245	\$32.1368
1,150,000 and less than 1,200,000	\$171.58	\$1.3338	\$1.4334	\$21.4470	\$32.1705
1,200,000 and less than 1,250,000	\$171.76	\$1.3356	\$1.4352	\$21.4695	\$32.2043
1,250,000 and less than 1,300,000	\$171.94	\$1.3374	\$1.4370	\$21.4920	\$32.2380
1,300,000 and less than 1,350,000	\$172.12	\$1.3392	\$1.4388	\$21.5145	\$32.2718
1,350,000 and less than 1,400,000	\$172.30	\$1.3410	\$1.4406	\$21.5370	\$32.3055
1,400,000 and less than 1,450,000	\$172.48	\$1.3428	\$1.4424	\$21.5595	\$32.3393
1,450,000 and less than 1,500,000	\$172.66	\$1.3446	\$1.4442	\$21.5820	\$32.3730
1,500,000 and less than 1,550,000	\$172.84	\$1.3464	\$1.4460	\$21.6045	\$32.4068
1,550,000 and less than 1,600,000	\$173.02	\$1.3482	\$1.4478	\$21.6270	\$32.4405
1,600,000 and less than 1,650,000	\$173.20	\$1.3500	\$1.4496	\$21.6495	\$32.4743
1,650,000 and less than 1,700,000	\$173.38	\$1.3518	\$1.4514	\$21.6720	\$32.5080
1,700,000 and less than 1,750,000	\$173.56	\$1.3536	\$1.4532	\$21.6945	\$32.5418
1,750,000 and less than 1,800,000	\$173.74	\$1.3554	\$1.4550	\$21.7170	\$32.5755
1,800,000 and less than 1,850,000	\$173.92	\$1.3572	\$1.4568	\$21.7395	\$32.6093
1,850,000 and less than 1,900,000	\$174.10	\$1.3590	\$1.4586	\$21.7620	\$32.6430
1,900,000 and less than 1,950,000	\$174.28	\$1.3608	\$1.4604	\$21.7845	\$32.6768
1,950,000 and less than 2,000,000	\$174.46	\$1.3626	\$1.4622	\$21.8070	\$32.7105
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum:	\$ .18 \$167.44	\$ .18	\$ .18		

**TABLE VI — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) — \$4.00  
Effective July 1, 2004  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$171.50	\$1.3330	\$1.4085	\$21.4370	\$32.1555
140,000 and less than 200,000	\$171.93	\$1.3373	\$1.4128	\$21.4908	\$32.2361
200,000 and less than 250,000	\$172.10	\$1.3390	\$1.4145	\$21.5120	\$32.2680
250,000 and less than 300,000	\$172.25	\$1.3405	\$1.4160	\$21.5308	\$32.2961
300,000 and less than 350,000	\$172.40	\$1.3420	\$1.4175	\$21.5495	\$32.3243
350,000 and less than 400,000	\$172.61	\$1.3441	\$1.4196	\$21.5758	\$32.3636
400,000 and less than 450,000	\$172.82	\$1.3462	\$1.4217	\$21.6020	\$32.4030
450,000 and less than 500,000	\$173.03	\$1.3483	\$1.4238	\$21.6283	\$32.4424
500,000 and less than 550,000	\$173.24	\$1.3504	\$1.4259	\$21.6545	\$32.4818
550,000 and less than 600,000	\$173.42	\$1.3522	\$1.4277	\$21.6770	\$32.5155
600,000 and less than 650,000	\$173.60	\$1.3540	\$1.4295	\$21.6995	\$32.5493
650,000 and less than 700,000	\$173.78	\$1.3558	\$1.4313	\$21.7220	\$32.5830
700,000 and less than 750,000	\$173.96	\$1.3576	\$1.4331	\$21.7445	\$32.6168
750,000 and less than 800,000	\$174.14	\$1.3594	\$1.4349	\$21.7670	\$32.6505
800,000 and less than 850,000	\$174.32	\$1.3612	\$1.4367	\$21.7895	\$32.6843
850,000 and less than 900,000	\$174.50	\$1.3630	\$1.4385	\$21.8120	\$32.7180
900,000 and less than 950,000	\$174.68	\$1.3648	\$1.4403	\$21.8345	\$32.7518
950,000 and less than 1,000,000	\$174.86	\$1.3666	\$1.4421	\$21.8570	\$32.7855
1,000,000 and less than 1,050,000	\$175.04	\$1.3684	\$1.4439	\$21.8795	\$32.8193
1,050,000 and less than 1,100,000	\$175.22	\$1.3702	\$1.4457	\$21.9020	\$32.8530
1,100,000 and less than 1,150,000	\$175.40	\$1.3720	\$1.4475	\$21.9245	\$32.8868
1,150,000 and less than 1,200,000	\$175.58	\$1.3738	\$1.4493	\$21.9470	\$32.9205
1,200,000 and less than 1,250,000	\$175.76	\$1.3756	\$1.4511	\$21.9695	\$32.9543
1,250,000 and less than 1,300,000	\$175.94	\$1.3774	\$1.4529	\$21.9920	\$32.9880
1,300,000 and less than 1,350,000	\$176.12	\$1.3792	\$1.4547	\$22.0145	\$33.0218
1,350,000 and less than 1,400,000	\$176.30	\$1.3810	\$1.4565	\$22.0370	\$33.0555
1,400,000 and less than 1,450,000	\$176.48	\$1.3828	\$1.4583	\$22.0595	\$33.0893
1,450,000 and less than 1,500,000	\$176.66	\$1.3846	\$1.4601	\$22.0820	\$33.1230
1,500,000 and less than 1,550,000	\$176.84	\$1.3864	\$1.4619	\$22.1045	\$33.1568
1,550,000 and less than 1,600,000	\$177.02	\$1.3882	\$1.4637	\$22.1270	\$33.1905
1,600,000 and less than 1,650,000	\$177.20	\$1.3900	\$1.4655	\$22.1495	\$33.2243
1,650,000 and less than 1,700,000	\$177.38	\$1.3918	\$1.4673	\$22.1720	\$33.2580
1,700,000 and less than 1,750,000	\$177.56	\$1.3936	\$1.4691	\$22.1945	\$33.2918
1,750,000 and less than 1,800,000	\$177.74	\$1.3954	\$1.4709	\$22.2170	\$33.3255
1,800,000 and less than 1,850,000	\$177.92	\$1.3972	\$1.4727	\$22.2395	\$33.3593
1,850,000 and less than 1,900,000	\$178.10	\$1.3990	\$1.4745	\$22.2620	\$33.3930
1,900,000 and less than 1,950,000	\$178.28	\$1.4008	\$1.4763	\$22.2845	\$33.4268
1,950,000 and less than 2,000,000	\$178.46	\$1.4026	\$1.4781	\$22.3070	\$33.4605
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum:	\$ .18 \$172.44	\$ .18	\$ .18		

**TABLE VII — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) — \$6.00  
Effective July 1, 2004  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over-time
less than 140,000	\$173.50	\$1.3530	\$1.4526	\$21.6870	\$32.5305
140,000 and less than 200,000	\$173.93	\$1.3573	\$1.4569	\$21.7408	\$32.6111
200,000 and less than 250,000	\$174.10	\$1.3590	\$1.4586	\$21.7620	\$32.6430
250,000 and less than 300,000	\$174.25	\$1.3605	\$1.4601	\$21.7808	\$32.6711
300,000 and less than 350,000	\$174.40	\$1.3620	\$1.4616	\$21.7995	\$32.6993
350,000 and less than 400,000	\$174.61	\$1.3641	\$1.4637	\$21.8258	\$32.7386
400,000 and less than 450,000	\$174.82	\$1.3662	\$1.4658	\$21.8520	\$32.7780
450,000 and less than 500,000	\$175.03	\$1.3683	\$1.4679	\$21.8783	\$32.8174
500,000 and less than 550,000	\$175.24	\$1.3704	\$1.4700	\$21.9045	\$32.8568
550,000 and less than 600,000	\$175.42	\$1.3722	\$1.4718	\$21.9270	\$32.8905
600,000 and less than 650,000	\$175.60	\$1.3740	\$1.4736	\$21.9495	\$32.9243
650,000 and less than 700,000	\$175.78	\$1.3758	\$1.4754	\$21.9720	\$32.9580
700,000 and less than 750,000	\$175.96	\$1.3776	\$1.4772	\$21.9945	\$32.9918
750,000 and less than 800,000	\$176.14	\$1.3794	\$1.4790	\$22.0170	\$33.0255
800,000 and less than 850,000	\$176.32	\$1.3812	\$1.4808	\$22.0395	\$33.0593
850,000 and less than 900,000	\$176.50	\$1.3830	\$1.4826	\$22.0620	\$33.0930
900,000 and less than 950,000	\$176.68	\$1.3848	\$1.4844	\$22.0845	\$33.1268
950,000 and less than 1,000,000	\$176.86	\$1.3866	\$1.4862	\$22.1070	\$33.1605
1,000,000 and less than 1,050,000	\$177.04	\$1.3884	\$1.4880	\$22.1295	\$33.1943
1,050,000 and less than 1,100,000	\$177.22	\$1.3902	\$1.4898	\$22.1520	\$33.2280
1,100,000 and less than 1,150,000	\$177.40	\$1.3920	\$1.4916	\$22.1745	\$33.2618
1,150,000 and less than 1,200,000	\$177.58	\$1.3938	\$1.4934	\$22.1970	\$33.2955
1,200,000 and less than 1,250,000	\$177.76	\$1.3956	\$1.4952	\$22.2195	\$33.3293
1,250,000 and less than 1,300,000	\$177.94	\$1.3974	\$1.4970	\$22.2420	\$33.3630
1,300,000 and less than 1,350,000	\$178.12	\$1.3992	\$1.4988	\$22.2645	\$33.3968
1,350,000 and less than 1,400,000	\$178.30	\$1.4010	\$1.5006	\$22.2870	\$33.4305
1,400,000 and less than 1,450,000	\$178.48	\$1.4028	\$1.5024	\$22.3095	\$33.4643
1,450,000 and less than 1,500,000	\$178.66	\$1.4046	\$1.5042	\$22.3320	\$33.4980
1,500,000 and less than 1,550,000	\$178.84	\$1.4064	\$1.5060	\$22.3545	\$33.5318
1,550,000 and less than 1,600,000	\$179.02	\$1.4082	\$1.5078	\$22.3770	\$33.5655
1,600,000 and less than 1,650,000	\$179.20	\$1.4100	\$1.5096	\$22.3995	\$33.5993
1,650,000 and less than 1,700,000	\$179.38	\$1.4118	\$1.5114	\$22.4220	\$33.6330
1,700,000 and less than 1,750,000	\$179.56	\$1.4136	\$1.5132	\$22.4445	\$33.6668
1,750,000 and less than 1,800,000	\$179.74	\$1.4154	\$1.5150	\$22.4670	\$33.7005
1,800,000 and less than 1,850,000	\$179.92	\$1.4172	\$1.5168	\$22.4895	\$33.7343
1,850,000 and less than 1,900,000	\$180.10	\$1.4190	\$1.5186	\$22.5120	\$33.7680
1,900,000 and less than 1,950,000	\$180.28	\$1.4208	\$1.5204	\$22.5345	\$33.8018
1,950,000 and less than 2,000,000	\$180.46	\$1.4226	\$1.5222	\$22.5570	\$33.8355
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum:	\$ .18 \$174.44	\$ .18	\$ .18		

**TABLE VIII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY — WITH A FIREMAN  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$177.60	\$22.20	\$33.2996
500,000 and less than 550,000	\$177.85	\$22.23	\$33.3464
550,000 and less than 600,000	\$178.01	\$22.25	\$33.3764
600,000 and less than 650,000	\$178.17	\$22.27	\$33.4064
650,000 and less than 700,000	\$178.33	\$22.29	\$33.4364
700,000 and less than 750,000	\$178.49	\$22.31	\$33.4664
750,000 and less than 800,000	\$178.65	\$22.33	\$33.4964
800,000 and less than 850,000	\$178.81	\$22.35	\$33.5264
850,000 and less than 900,000	\$178.97	\$22.37	\$33.5564
900,000 and less than 950,000	\$179.13	\$22.39	\$33.5864
950,000 and less than 1,000,000	\$179.29	\$22.41	\$33.6164
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

**TABLE IX — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY — WITHOUT A FIREMAN — \$4.00  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$181.60	\$22.70	\$34.0496
500,000 and less than 550,000	\$181.85	\$22.73	\$34.0964
550,000 and less than 600,000	\$182.07	\$22.76	\$34.1377
600,000 and less than 650,000	\$182.28	\$22.78	\$34.1771
650,000 and less than			

# RATE TABLES

**TABLE X — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY — WITHOUT A FIREMAN — \$6.00  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$183.60	\$22.95	\$34.4246
500,000 and less than 550,000	\$183.85	\$22.98	\$34.4714
550,000 and less than 600,000	\$184.07	\$23.01	\$34.5127
600,000 and less than 650,000	\$184.28	\$23.03	\$34.5521
650,000 and less than 700,000	\$184.50	\$23.06	\$34.5933
700,000 and less than 750,000	\$184.72	\$23.09	\$34.6346
750,000 and less than 800,000	\$184.93	\$23.12	\$34.6739
800,000 and less than 850,000	\$185.15	\$23.14	\$34.7152
850,000 and less than 900,000	\$185.36	\$23.17	\$34.7546
900,000 and less than 950,000	\$185.58	\$23.20	\$34.7958
950,000 and less than 1,000,000	\$185.80	\$23.22	\$34.8371
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.215		

**TABLE XI — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY — WITH A FIREMAN  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 550,000	\$165.48	\$20.68	\$31.0266
500,000 and less than 550,000	\$165.69	\$20.71	\$31.0659
550,000 and less than 600,000	\$165.87	\$20.73	\$31.0997
600,000 and less than 650,000	\$166.05	\$20.76	\$31.1334
650,000 and less than 700,000	\$166.23	\$20.78	\$31.1672
700,000 and less than 750,000	\$166.41	\$20.80	\$31.2009
750,000 and less than 800,000	\$166.59	\$20.82	\$31.2347
800,000 and less than 850,000	\$166.77	\$20.85	\$31.2684
850,000 and less than 900,000	\$166.95	\$20.87	\$31.3022
900,000 and less than 950,000	\$167.13	\$20.89	\$31.3359
950,000 and less than 1,000,000	\$167.31	\$20.91	\$31.3697
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

**TABLE XII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY — WITHOUT A FIREMAN — \$4.00  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$169.48	\$21.18	\$31.7766
500,000 and less than 550,000	\$169.69	\$21.21	\$31.8159
550,000 and less than 600,000	\$169.87	\$21.23	\$31.8497
600,000 and less than 650,000	\$170.05	\$21.26	\$31.8834
650,000 and less than 700,000	\$170.23	\$21.28	\$31.9172
700,000 and less than 750,000	\$170.41	\$21.30	\$31.9509
750,000 and less than 800,000	\$170.59	\$21.32	\$31.9847
800,000 and less than 850,000	\$170.77	\$21.35	\$32.0184
850,000 and less than 900,000	\$170.95	\$21.37	\$32.0522
900,000 and less than 950,000	\$171.13	\$21.39	\$32.0859
950,000 and less than 1,000,000	\$171.31	\$21.41	\$32.1197
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$ 0.18		

**TABLE XIII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY — WITHOUT A FIREMAN — \$6.00  
Effective July 1, 2004

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$171.48	\$21.43	\$32.1516
500,000 and less than 550,000	\$171.69	\$21.46	\$32.1909
550,000 and less than 600,000	\$171.87	\$21.48	\$32.2247
600,000 and less than 650,000	\$172.05	\$21.51	\$32.2584
650,000 and less than 700,000	\$172.23	\$21.53	\$32.2922
700,000 and less than 750,000	\$172.41	\$21.55	\$32.3259
750,000 and less than 800,000	\$172.59	\$21.57	\$32.3597
800,000 and less than 850,000	\$172.77	\$21.60	\$32.3934
850,000 and less than 900,000	\$172.95	\$21.62	\$32.4272
900,000 and less than 950,000	\$173.13	\$21.64	\$32.4609
950,000 and less than 1,000,000	\$173.31	\$21.66	\$32.4947
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

## PASSENGER RAIL NEWS

# Subway air quality comes under study

Columbia University, Harvard study reveals high level of airborne metals

By Phillip L. Polakoff, M.D.

Columbia University researchers have found that steel dust generated in New York City's subway system significantly increases the total amount of airborne iron (Fe), manganese (Mn) and chromium (Cr) that people breathe.

The airborne levels of these metals associated with fine particulate matter in the subway environment were observed to be more than 100 times greater than the levels in home indoor or outdoor settings in New York City.

The research findings were scheduled to appear in the Jan. 15, 2004, issue of *Environmental Science & Technology*, a peer-reviewed journal of the American Chemical Society, the world's largest scientific society.

The results are part of the TEACH (Toxic Exposure Assessment, a Columbia and Harvard) study to understand pathways and levels of personal exposures to potentially toxic air pollutants in inner city areas of New York City and Los Angeles.

This study raises interesting questions. What about pollutants in other inner city underground public transit

and workplaces? What are people in Chicago, Boston, London and Paris — to name a few — breathing as they work and ride to and from work, school, shopping, medical and other office appointments?

A disclaimer was included in the report that should be noted here: There are no known health effects at the pollutant levels observed in the New York subway system. Nor was there any suggestion that people avoid riding the subway. Reducing subway ridership would just increase surface traffic emissions.

Dr. Sonja Sax, a co-author of the report from the Harvard School of Public Health, makes this comment:

"One way of putting into perspective the potential health risks of these levels of exposure is to consider published cancer risk guideline concentrations, which roughly estimate the risk of obtaining cancer from chronic exposure to single chemicals such as Cr (chromium).

"These estimates together with the data from the TEACH study suggest that the cancer risks associated with exposure to Cr due to commuting by the subway would be much smaller than those that people get from exposure to

a variety of volatile organic compounds in the home."

But there is another side to this issue that also must be taken into account. What about the health effects of long-term exposure to low levels of pollutants such as chromium and manganese, as well as from inhaling airborne transition metals?

There is increasing interest in finding answers to this and similar questions.

With large numbers of people who work and ride underground public transit, the researchers think subway exposures are worth further investigation.

Along these lines, the Columbia researchers are beginning a study to look at whether the elements in airborne steel dust are absorbed into the bodies of transit workers in New York City.

The TEACH study suggests that subway systems would be conducive to health studies as well as comparison

studies with different subway systems in order to better understand how design characteristics can effect air pollutant exposure levels.

Dust produced in different subway systems could potentially have different levels and mixtures of elements. The steel used in New York, for example, was relatively devoid of nickel (Ni). But many types of steel contain nickel, as well as higher levels of chromium and manganese. Furthermore, some subway systems use rubber wheels.

These studies are a good start on investigating a potential public health risk that has gone on too long without expert attention.

If you have any questions or suggestions for future articles, write to me at: 171 Alvarado Rd., Berkeley, Calif., 94705.

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For News on the Kerry campaign  
Fliers on our support of John Kerry

# 56th RCO safety resolution passed

As this issue of the *Locomotive Engineers and Trainmen News* goes to press, a total of 56 communities — 41 cities and 15 counties — have enacted remote control safety resolutions.

All resolutions call upon the Federal Railroad Administration (FRA) to enact enforceable federal regulations — as opposed to recommended guidelines — to govern the operation of remote control trains.

Currently, the operation of remote control trains in the United States remains unregulated. To date, the FRA has only issued recommended guidelines for remote control train operations as opposed to federal regulations, which are enforceable in a court of law. Major railroad companies often ignore the FRA's recommended guidelines in the day-to-day operation of remote control trains.

Most recently, the cities of Janesville, Wisc., South Salt Lake City, Utah, and Fort Madison, Iowa, have passed safety resolutions calling upon the FRA to amend this terrible safety oversight.

## Janesville, Wisc.

The city of Janesville, Wisc., re-

cently passed a safety resolution opposing remote control train operations. The resolution calls on the Federal Railroad Administration to conduct a comprehensive review of the safety of remote control locomotives.

BLET Wisconsin State Legislative Board Chairman James Kinsman reported to the National Division that the Janesville resolution was passed unanimously.

Chairman Kinsman acknowledged the efforts of Brother A.M. "Tony" Dimond, Wisconsin State Legislative Board Second Vice Chairman, who "got the ball rolling" on the measure. Brother Dimond also serves as Legislative Representative of Division 176 in Adams, Wisc.

## South Salt Lake City, Utah

The City Council of South Salt Lake City, Utah, unanimously passed a safety resolution that questions the unregulated use of remote control locomotives.

The City Council cited the high volume of toxic substances that pass through the city and in Union Pacific's Roper Yard as a reason for condemning the remote control operations.

According to Jeff Worthington,

First Vice Chairman of the BLET's Utah State Legislative Board, Brother Mac Hunt of BLET Division 713 (Salt Lake City) was instrumental in the passage of the resolution. Brother Worthington also thanked Walt Webster, BLET Utah State Legislative Board Chairman, and Patrick Whalen, Utah State Legislative Board Secretary-Treasurer, for their help, hard work and support.

## Fort Madison, Iowa

The City of Fort Madison, Iowa, unanimously passed a remote control safety resolution on May 18, thanks in part to the lobbying efforts of the BLET's Iowa State Legislative Board.

The Fort Madison resolution seeks to effectively ban the operation of trains by remote control within city limits until numerous safety improvements are made. The resolution also prohibits the transportation of hazardous materials by remote control locomotives.

Chuck Hintz, Chairman of the BLET's Iowa State Legislative Board, thanked Division 391 (Fort Madison) Legislative Representative Jeff Kurtz for bringing the resolution before City

See Resolutions, Below

## Wage increase triggers new 'dues escalator clause'

BLET members working under the National Agreement will receive a 2.5 percent wage increase on July 1, 2004. The wage increase also triggers a new provision of Brotherhood law that calls for an automatic dues increase.

Beginning on July 1, National Division dues will be increased in accordance with Section 29(m)-National Division Rules (NDR) of the Brotherhood of Locomotive Engineers & Trainmen.

This new provision of Brotherhood law is commonly referred to as a "dues escalator clause" and provides for increases in National Division dues tied directly to percentage wage increases under the National Agreement with freight carriers represented by the National Carriers Conference Committee (NCCC).

The dues escalator clause, however, applies to all active BLET members regardless of the contract they work under. In this case, the monthly dues increase will be 68 cents (\$0.68) per active member; 40 cents (\$0.40) per substandard member; and 30 cents (\$0.30) per train-service member.

The new Section 29(m)-NDR was one of many changes to the BLET's Bylaws recommended by the merger subcommittees that were submitted to the membership for ratification as part of the merger documents mailed on October 20, 2003. An 81 percent majority of members approved the merger documents on December 5, 2003.

The subcommittees believed this was a necessary change to improve and modernize the Brotherhood. The bylaws of most labor organizations include some type of dues escalator clause to provide for a more predictable flow of dues income. It is anticipated that this new provision may help alleviate to some degree the need for substantial lump sum dues increases at BLET National Division conventions every four years.

This dues increase is not related to the per capita payable to the IBT every month. The per capita for 2004 and 2005 is being paid in full by the National Division. •

## Resolutions

Continued from Above

Council. Chairman Hintz also thanked Mayor Joe Kowzan, Councilman Neal Boeding, and Councilman Dave Sallen for supporting the BLET's safety efforts and for approving the resolution. Chairman Hintz said that Councilman Sallen's father, U.F. Sallen, is a retired

See Resolutions, Page 8



## EUMA 2004 Registration Form

### 66th annual Eastern Union Meeting Association

### Grand Island, N.Y. • August 8-12, 2004



#### HOTEL RESERVATIONS

Contact the Grand Island Holiday Inn at (800) 465-4329.

Be sure to use group code "BLE" to receive the Brotherhood's discounted rate of \$99 per night. Hotel registration deadline is July 1.

#### EUMA REGISTRATION INFORMATION

Two meal packages are available — \$110 for all meals; \$95 for all meals except the formal banquet on August 11. There is also an \$80 fee for participation in the golf tournament (a separate form is provided for golf tournament registration).

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Division: \_\_\_\_\_ BLET Officer/Title: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ GIA Title & Auxiliary No.: \_\_\_\_\_

Number of children attending: \_\_\_\_\_ Ages: \_\_\_\_\_

#### MEAL PACKAGES (please check only one)

\_\_\_\_\_ **\$110, All Inclusive** (Full meal package includes four breakfast buffets; August 8 dinner & cocktail party; August 9 luncheon and Niagara Clipper Dinner Cruise; August 11 formal banquet & cocktails.)

\_\_\_\_\_ **\$95, No Banquet** (Includes all meals listed above, with the exception of the August 11 formal banquet & cocktails.)

I plan on attending the following workshops: \_\_\_\_\_ Local Chairman \_\_\_\_\_ Secretary-Treas. \_\_\_\_\_ Legislative Rep.

Please mail this form, along with check or money order payable to "EUMA 2004" to:

Jim Louis  
2004 EUMA Arrangements Chairman  
257 Forbes Ave.  
Tonawanda, NY 14150

For additional information: Call Brother Louis at (716) 695-0789; or email <LouisBLE@adelphia.net>.

Arrival Date: Sunday, August 8. Formal banquet: Wednesday, August 11. Check out: Thursday, August 12.

Please print your name and division as clearly as possible on this form so your name tag will be correct.

# BLET NEWS

A message from IBT General President James P. Hoffa

## Securing America

### Safety at Home

Recently, Fort Madison, Iowa, became the 56th community in the United States to pass a remote control safety measure. The Fort Madison resolution bans the operation of trains by remote control within city limits until numerous safety improvements are made. The resolution also prohibits the transportation of hazardous materials by remote controlled locomotives.

The strong response from communities across the country is an indicator of the public's wariness and concern over the remote control issue. With the many security concerns we have today, eliminating the valuable eyes and ears of our trained personnel from locomotive engines is not only bad business, it is also unsafe for our communities.



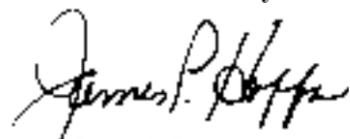
### A Critical Decision

We have a critical decision facing all of us in November. President Bush has proven time and again that he is more concerned with the fiscal health of corporations than the needs of working families. This is in stark contrast to Senator John Kerry. At our recent Unity Conference, Senator Kerry told the thousands of Teamsters attending that, "We know that a strong economy is a growing middle class where every American has a chance to work and an opportunity to succeed. Teamsters know better than anyone that America is at its best when Americans are at work."

The policies of the Bush administration have hurt American workers and have cost jobs, including the loss of jobs overseas due to flawed trade

policies. "I'm going to put jobs first in the United States of America," Kerry said. He added that he will respond to trade violations and make sure new trade pacts include enforceable labor and environmental provisions.

We must all work to make certain that John Kerry is elected this fall. Contact your local PAC committee and find out how you and your family can be involved in registering people to vote, handing out leaflets and supporting the election of John Kerry.

  
James P. Hoffa  
Teamsters General President

## Resolutions

Continued from Page 7

locomotive engineer and member of BLET Division 391.

### Totals

In addition to Fort Madison, South Salt Lake City and Janesville, 37 other U.S. cities have adopted similar resolutions: Baton Rouge, La.; Detroit, Mich.; Shreveport, La.; Marysville, Mich.; Boston, Mass.; Cleveland, Ohio; Pine Bluff, Ark.; North Little Rock, Ark.; Beardstown, Ill.; Bakersfield, Calif.; Woodbridge, N.J.; Maple Heights, Ohio; Alliance, Neb.; Evansville, Ind.; Dupo, Ill.; Durand, Mich.; Flat Rock, Mich.; Woodhaven, Mich.; Flint, Mich.; Sparks, Nev.; Commerce, Calif.; Clinton, Iowa; Montebello, Calif.; Saginaw, Mich.; Mankato, Minn.; Wamac, Ill.; St. Louis, Mo.; River Rouge, Mich.; Melvindale, Mich.; Redford Township, Mich.; Irvington, Ill.; Berwyn, Ill.; Allen Park, Mich.; Central City, Ill.; Carteret, N.J.; Toledo, Ohio; San Francisco, Calif.; and Houston, Texas.

Also, 15 counties have passed similar remote control resolutions. They are: Douglas County, Wis.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron

County, Ohio; Erie County, Ohio; Whitley County, Ky.; Unicoi County, Tenn.; Contra Costa County, Calif.; Knox County, Tenn.; Clinton County, Iowa; Harris County, Texas; Roanoke County, Va.; Greenup County, Ky.; and San Francisco County, Calif.

### On the Web

For more information about remote control locomotives, and to download copies of the city and county resolutions, please visit the BLET website at: <http://www.ble-t.org/remotecontrol/>

## JUNE 2004 CALENDAR & EVENTS

**AUGUST 8-12... 66th Annual Eastern Union Meeting Association, Grand Island, N.Y.**  
Jim and Janet Louis and the members of Division 421 will host the 2004 EUMA at Grand Island's Holiday Inn. August 8 is check-in date; August 11 is the annual banquet; and August 12 is check out. Rooms are \$99 per night. For reservations, call (800) HOLIDAY, or (800) 465-4329 (use group code "BLE"). For more details, contact Arrangements Chairman Jimmy Louis at: [louisble@adelphia.net](mailto:louisble@adelphia.net) or (716) 695-0789.

**AUGUST 17-22... 64th Annual International Western Convention, Albuquerque, N.M.**  
Pat and Barbie Lynch and the members of BLET Division 446 (Gallup, N.M.) will host the 64th annual IWC in Albuquerque, N.M. Reservations at the Hyatt Regency Albuquerque (300 Tijeras NW, Albuquerque, NM 87102) can be made by calling: (505) 842-1234. The BLET room rate is \$99 per night. The deadline for this rate is July 4. After July 4, any rooms still available will be \$199 per night.

**SEPTEMBER 13-16... 69th Annual Southwestern Convention Meeting, The Woodlands, Texas**  
Local Chairman G.Y. Bailey and the members of BLE Division 62 will host the 69th annual Southwestern Convention Meeting (SWCM) in The Woodlands, Texas, a suburb of Houston. Kathie Bailey will serve as the GIA Chairperson for the convention. Reservations can be made by calling The Woodlands Waterway Marriott Hotel and Convention Center at: (281) 367-9797. Brother Bailey suggests flying into Bush Intercontinental Airport to avoid lengthy auto travel to The Woodlands. The hotel address is: 1601 Lake Robbins Dr., The Woodlands, TX 77380. More hotel information is available at: [Marriott.com/houmw](http://Marriott.com/houmw). See the BLET website for registration information: <http://www.ble-t.org/info/meetings/swcm>

**SEPTEMBER 18... U.S. Railroad Retirement Board Informational Conference, Ft. Worth, TX**  
The U.S. Railroad Retirement Board will conduct an informational conference for BLET officers in Fort Worth, Texas. The meeting will take place at the Holiday Inn South (100 East Alta Mesa Blvd.), with registration beginning at 8 a.m. The program begins promptly at 8:30 a.m. and ends at 12:30 p.m.

**OCTOBER 22... U.S. Railroad Retirement Board Informational Conference, Portland, Ore.**  
The U.S. Railroad Retirement Board will conduct an informational conference for BLET officers in Portland, Ore. The meeting will take place at the Hilton Garden Inn (12048 NE Airport Way), with registration beginning at 8 a.m. The program begins promptly at 8:30 a.m. and ends at 12:30 p.m.

## Advisory Board April Activity

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

- International President Don M. Hahs**—National Division office: General supervision of BLET activities; General office duties; Western General Chairmen's Assoc. mtgs.; Various general chairmen mtgs.; IBT presentation on strategic planning; Passenger Rail General Chairmen mtg.; Mtg. w/ Cheryl Johnson, IBT Assistant to J.P. Hoffa, re: BLET, IBT conventions.
- First Vice-President & Alternate President Edward W. Rodzicz**—Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Mtg. w/ Passenger General Chairmen; General office duties; Western General Chairmen mtg.; National General Chairmen mtg.; Various telephone and correspondence.
- General 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; Local Chairmen's workshop, Dallas, TX; Western General Chairmen's Association mtgs., Las Vegas; General Chairmen strategic planning mtgs. w/ Teamsters, Las Vegas; Convention planning mtg.; Mtg. w/ Presidential Candidate John Kerry; Norfolk Southern-Eastern Region GCofA mtg., Roanoke, Va.
- Vice-President Paul T. Sorrow**—Public Law Board 6619; Advisory Board mtg.; Grand Trunk Western contract discussions; Wheeling & Lake Erie Section 6 negotiations; Worked on issues involving SBA 1063; Assisted GTW, CSX and NS Northern Lines w/ various issues.
- Vice-President Richard K. Radek**—ND Office; BLET Decerification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Section 6 mtg., Metra, Chicago; Wisconsin State Leg. Bd., Madison, Wisc.; Manning dispute conf. strike prep., Joliet, Ill.; WGCA, Las Vegas; Sec. 6 conf., IHB, Hammond, Ind.; NRAB notice prep.; Quarley L/M mtg., CN/IC, New Orleans; Trans. Dept.-Manning Conf., El&E, Gary, Ind.; Org. Mtg.-Arb. Program Reg., CN/WC, Madison, Wisc.; Exec. Session-NRAB/Misc., UP/Metra, Chicago; Metra Mtgs.; Part 240.409 dockets this month: EQAL 02-52, 01-26, 01-82, 01-06, 02-67, 01-16.
- Vice-President Dale McPherson**—CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLET National Bargaining Cmte.; PLBs 5604, 5681, 5721, 6040, 6281, 6589; UP work/rest projects; RSAC positive train control cmte.; Prep. for PLB, BLET-Ind. RR Co.; PLB, Palm Beach, Fla.; WGCA, Las Vegas; Trip rate mtgs. w/ UP, GC Young, Local Chairmen, Denver; General office duties, telephone, correspondence.
- Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—BLET Washington D.C. office; General office duties, telephone, correspondence; Western General Chairmen's mtg., Las Vegas; FRA/RSAC mtg.
- 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; Mtgs. w/ GC Clark and Tex-Mex, Corpus Christie, Texas; WGCA mtgs., Las Vegas; BLET Strategic Planning mtgs., Las Vegas; Mtgs. and dinner w/ BLET Div. 155 (NS), Decatur, Ill.; General office duties, research, correspondence.
- Vice-President Stephen D. Speagle**—Assigned to BNSF MRL, PHL; General office duties; Western General Chairmen's mtgs., Las Vegas; Mtgs. w/ General Chairmen and Teamsters, Las Vegas; Membership mtg. for Division 155, NS, Decatur, Ill.; Attend mtg. w/ GC Pierce and Williams, Fort Worth; Fort Madison, Iowa, for mtgs. w/ Divs. 644, 391; UP Central GCofA mtgs., GC C. Rightnowar, St. Louis and Decatur.
- 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; Prepare position document, cajun helper arbitration, UPWL; PLB 6279, 6280, 6281, 6282, New Orleans; STD, paper, filing, calls, UPRR-Tacoma Belt; LA basin negotiations, WPPWL-WR-CR-SR, Redlands, Calif.; Assisting GC Donnigan, UPRR, EIRR, PTRR, Pocatello, Idaho; Division 197 special mtg., San Antonio.
- Vice-President Paul L. Wingo Jr.**—Assigned to NS-Southern Lines and Eastern Region GCofAs; Iowa, Chicago & Eastern GCofA; Meridian Southern; BLET Rail Security Officer; Public Law Board, Norfolk, Va.; Western General Chairmen's Assoc. mtgs., Las Vegas; Public Law Board, Portsmouth, Va.; NS Central Division BLET Local Chairmen/management conference, Knoxville, Tenn.; TTD rail security project; BLET/IBT rail security project; Attended NS Eastern Region GCofA mtg., Roanoke, Va.; General office duties.



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