



PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Hahs reelected National President

1st VP Ed Rodzwicz, NST Bill Walpert reelected by acclamation

Delegates attending the BLET's First Quadrennial Convention reelected Don Hahs as National President of the Brotherhood of Locomotive Engineers and Trainmen on June 21.

He is the first incumbent president to win reelection since BLE delegates reelected John Sytsma in 1981.

In addition, First Vice-President Ed Rodzwicz and National Secretary-Treasurer Bill Walpert were reelected by acclamation to four-year terms.

Under the leadership of President Hahs, BLET members ratified a national contract that he helped negotiate in 2003 and the BLE formed an historic partnership with the International Brotherhood of Teamsters on Jan. 1, 2004.

President Hahs was first elected to the office of BLE International President at the Seventh Quinquennial International Convention in Miami Beach, Fla., on Sept. 27, 2001.

Advisory Board adds two

All members of the Advisory Board were reelected in Las Vegas, with the exception of two who retired.

Vice President Paul Sorrow, Vice President Rick Radek, Vice President Dale McPherson and Vice President Lee Pruitt were all reelected by acclamation during the convention.

Vice President Merle Geiger and Vice President Steve Speagle were able to fend off challenges and were reelected to four-year terms.

The two newest members of the Advisory Board are John P. Tolman and Marcus J. Ruef.

Vice President Tolman, who replaces the retired Raymond Holmes, will serve the membership as Vice President and National Legislative Representative from the BLET's office in Washington, D.C.

Vice President Ruef, who replaces the retired Paul Wingo, has been assigned to assist numerous passenger rail General Committees of Adjustment including Amtrak and the Long Island Rail Road, Norfolk Southern, and several shortline properties.

"Congratulations to all these Brothers," NST Walpert said. "I am proud to welcome Brother Tolman and Brother Ruef to the Advisory Board and look forward to four years of working together with our returning Advisory Board members."

More on President Hahs

As International President of the BLE, President Hahs worked with IBT General President James Hoffa to oversee the merger of the BLE with the IBT.

As Vice-President, he coordinated activities with various BLE General Committees on the Burlington Northern-Santa Fe System and Union Pacific. He also assisted with the Union Pacific-Southern Pacific merger. Immediately prior to his election to vice-president, he served, since 1980, in the post of BLE General Chairman on the Southern Pacific Railroad-Eastern Lines.

President Hahs began his professional rail ca-



President Hahs addresses delegates at the BLET's First Quadrennial Convention in Las Vegas.

reer in 1961, as a clerk and, later, manager of special services in the traffic department of the St. Louis Southwestern Railway, also known as the "Cotton Belt." In 1974, he earned his promotion to locomotive engineer for the SP.

President Hahs joined BLE Division 366 in 1975, where he served as Local Chairman from 1977-80. In 1980, he was elected to General Chairman of the BLE General Committee of Adjustment for the SP-Eastern. He also chaired the Western General Chairmen's Association, and the 1983 Southwestern Convention Meeting Association. At the BLE's international convention in 1986, he was appointed to the Constitution & Bylaws Committee.

Since 1991, he has been a member of BLE Del Rio, Texas Division 566. He is a voluntary contributor to and member of BLET-PAC, which supports our union's legislative goals at various levels of government.

His father E. D. "Gene" Hahs was a member of BLE Division 442. Brother Hahs was born Dec. 17, 1942, in Cape Girardeau, Mo. He and wife Janice have three children — Von, Michelle and Sonya. Von is a BLET member in Houston Division 139. Two of his brothers-in-law, G. M. Scheper and R.D. Scheper, belong to the BLET Division 442 (Scott City, Mo.). A third brother-in-law belongs to BLET Division 62 (Houston). •

BLET NEWS

New Advisory Board conducts first meeting



Members of the BLET's Advisory Board conducted their first meeting on June 23 in Las Vegas. The BLET's top officers discussed a variety of sensitive issues relevant to the immediate success and future growth of the Brotherhood.

Seated, from left: Vice President Rick Radek, First Vice-President Ed Rodzicz, National President Don Hahs, National Secretary-Treasurer Bill Walpert, and Vice President Paul Sorrow.

Standing, from left: Vice President & National Legislative Representative John Tolman, Vice President Marcus J. Ruef, Vice President Steve Speagle, Vice President Merle W. Geiger Jr., Vice President Dale McPherson, and Vice President Lee Pruitt.

Delegates seek to eliminate seniority maintenance fees

Delegates attending the BLET's First Quadrennial Convention in Las Vegas adopted a resolution that provides a vehicle to eliminate seniority maintenance and retention fees where they exist.

The resolution alters Section 29 (c) of the BLET's bylaws to read as follows:

"All members whose

names do not appear on the engineers' seniority roster, such as conductors and other train service employees, shall pay \$18.50 national dues, and such assessments as may be levied by the Advisory Board. However, once BLET obtains the right to represent such members in accordance with the provisions of the Railway

Labor Act through the National Mediation Board, they will be liable for active dues as outlined in Section 29 (b)- National Division Rules.

The resolution increwill increase trainmen's National dues from \$12.00 to \$18.50. The reason for the change is an agreement entered into between the BLET National Division and the UTU International on March 6, 2006. That agreement reads as follows:

"In consideration of BLET amending its Bylaws to provide that its train service members are required to pay national dues at the same level as International dues contained in the UTU Constitution, and recommending to General Committees, State Legislative Boards and Divisions that its train service members will pay the lesser amount of full dues required of Engineer active members of the equivalent of full dues of the UTU train service members, UTU International will recommend to its General Committees that have implemented seniority maintenance Agreements from train service employees pursuant to the UTU-NCCC Carrier November 1, 2004 Letter of Intent (LOI) to cancel such agree-



Delegates review the report of the Constitution & Bylaws Committee as they vote on changes to the Brotherhood's Constitution during the First Quadrennial Convention in Las Vegas.

ments and will recommend to the balance of its General Committees, covered by the LOI that they not implement the seniority maintenance provisions of that agreement."

Gil Gore, Chairman of the BLET's Bylaws Committee, explained the resolution:

"It requires that UTU seniority maintenance fees and retention fees be dropped from a property before we place the dues at \$18.50. It provides the

additional \$6.50 of dues will go directly toward training and education for General Committee and local division officers to enhance their ability to properly represent our trainmen members. And it maintains the ability on those properties... to allow member to pay reduced dues of \$4 per month, national reduced dues, to offset having to pay maintenance fees to another organization." •

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BLET NEWS

Arrangements Committee



Members of the BLET's Arrangements Committee, whose hard work contributed to the success of the First Quadrennial Convention. Kneeling, from left: Jim Keele, Gene Imler, Gilbert Gardiner, Don Moates, J.T. Norris, Gary Perrien, K.L. Jackson, Mike Priester, and Rusty Jones.

Standing, from left: Sam Parker, Jim Valentine, Mike Muscha, Mark Pobst, Joe Rafanelli, John Koonce, Ben Blissett, Ken Kroeger, Greg Lund, Chuck Fleming, Dave Ditzel, Ken Michel, Jim Nelson, Henry Zappia, George Rees, Megan Mead, Bob Woodruff, Pat Williams, Bruce MacArthur, Jon Hurst, Rick Gibbons, Mike Young, Tim Donnigan, Roy Helms, and Jim Bradford.

Work/Ritual Committee



Kent Confer, Randy Dumey, Larry James (chairman) and Matt Kronyak.

Legislative Committee



Terry Briggs, Tommy Hudson, Craig Gilchrist and George Newman (chairman).

Constitution & Bylaws Committee



Cole Davis, Kevin Peek, Gil Gore (chairman) and Mark Kenny.

Credentials Committee



David Phillips, Willard Knight (chairman), Pat Lynch, and David Bowen (present but not pictured).

BLET NEWS

Hoffa rails against single-person trains

A rousing speech by Teamsters General President James P. Hoffa received several standing ovations during the BLET's First Quadrennial Convention in Las Vegas.

General President Hoffa addressed more than 500 BLET delegates regarding a variety of topics, including the BLET's organizing success, the Rail Conference's agenda to improve national rail security, Amtrak funding, and the threat of single-person train operations.

President Hoffa pledged to help BLET in its fight to protect railroad jobs during the BLET's current round of contract negotiations with the National Carriers Conference Committee.

"One of the biggest challenges we face is one man crews," he said. "We must take a stand — no one man crews!"

President Hoffa praised BLET leaders for their success in organizing short

line railroads.

"I'm proud of the BLET for its organizing successes," said Hoffa, who mentioned recent BLET organizing victories at the Montreal, Maine & Atlantic, Panhandle Northern and the Huron & Eastern short lines.

Hoffa noted that increased organizing is a goal of the new Change to Win Coalition, and thanked the BLET for helping the IBT work toward that goal.

"You are growing and we are growing," he said. "More members means more power."

Hoffa was critical of the Bush administration and its stance on Amtrak funding and rail security funding.

"President Bush needs to get off Air Force One and ride Amtrak," he said.

Also, Hoffa criticized the current administration for failing to provide adequate funding for railroad security training, which is a key element to improving overall railroad security.



Teamsters General President James P. Hoffa pledges to support the BLET in its battle against one-person train crews during his speech to delegates .

"There's a huge disparity between airline and rail security funding," Hoffa said. "Where is the funding for security training for our members?" •

Teamsters condemn rail corporations' dangerous negotiating stance with UTU

The Teamsters Rail Conference learned that the National Carriers Conference Committee (NCCC), representing the nation's Class 1 railroads, has presented a dangerous contract proposal to the United Transportation Union (UTU) designed to coerce UTU into acquiescing to the carriers' desire to reduce locomotive crew size from two workers to one.

James P. Hoffa, Teamsters General President and Don M. Hahs, National President of the Brotherhood of Locomotive Engineers and Trainmen (BLET) issued the following joint statement supporting UTU President Paul C. Thompson in his refusal to entertain the carriers' unsafe proposal.

"We will actively support UTU President Paul Thompson and the members of his union. We will not allow the rail corporations to succeed in their dangerous scheme to reduce crew size to one. We will unite rail unions and allied groups to prevent it. We will take this battle to every community in the United States, alerting first responders, elected leaders and citizens. If the carriers have their way, locomotives

loaded with highly toxic freight will barrel through their communities staffed by one worker, who, under federal law, can be on duty for 12 hours. They will rise up in indignation at such a proposal. What if that worker is stricken with a heart attack or otherwise incapacitated? Who then will stop trains laden with dangerous cargo? This proposal is outrageous. The public will not allow it; we will work vigorously to get elected officials to condemn it and Congress to pass legislation to prevent it."

"Our members maintain the rail infrastructure," said Fred Simpson, President of the Brotherhood of Maintenance of Way Employees Division (BMWED) "The carriers' fool-hardy proposal to save a few pennies, when they are already making more than \$1 billion profit a year with the existing two-person crew, puts our members and communities across this great nation in severe peril. We will be vigorous partners with Paul Thompson and his members at UTU, with the BLET and with the Teamsters Rail Conference to prevent the carriers' corporate scheming to slash rail

jobs and sacrifice safety for a fatter bottom line. These trains carry dangerous cargo. The carriers' proposal to reduce train crew size from two workers to one is insane."

"The rail carriers are deeply misguided if they believe that the American public will allow them to reduce crew size to one worker on locomotives pulling mile-long trains carrying highly toxic hazardous materials like chlorine and ammonia nitrate," said John F. Murphy, Director of the Rail Conference. "This ill-conceived proposal will put the lives of all rail workers and the communities they serve in grave danger."

The Chlorine Institute has released frightening information that a 90-ton tank car, if targeted by an explosive device, could create a toxic cloud 40 miles long and 10 miles wide. Such a toxic plume, the U.S. Naval Research Lab reported, could kill 100,000 people in 30 minutes in a major metropolitan area.

The Federal Bureau of Investigation's 2002 warn-

See One Person-Crews, Page 7

Protecting rail workers from nuclear threat

Delegates attending the BLET's First Quadrennial Convention were warned of the dangers of transporting spent nuclear waste and discussed ways to ensure their safety as well as the safety of the general public.

Scott Palmer, the BLET's Oregon State Legislative Board Chairman, alerted the delegates about the serious threat of transporting spent nuclear fuel by rail and the possible threat of radiation poisoning.

Palmer, who has studied the issue in depth, advised the delegates that rail workers do not receive proper training to handle spent nuclear fuel and do not receive the same protections that are afforded other nuclear industry workers.

In addition, there are no plans to record, monitor or track rail worker exposure levels.

"It's our goal to not only track but to lower exposure levels and to keep them as low as possible," Palmer said. "Right now, no carrier even has a program that will protect pregnant workers from radiation. If you show up to

work, you cannot turn down a train of radioactive material. Rail is the way they're going to move it. It's going to be dedicated trains, and it's going to be 210 feet behind you."

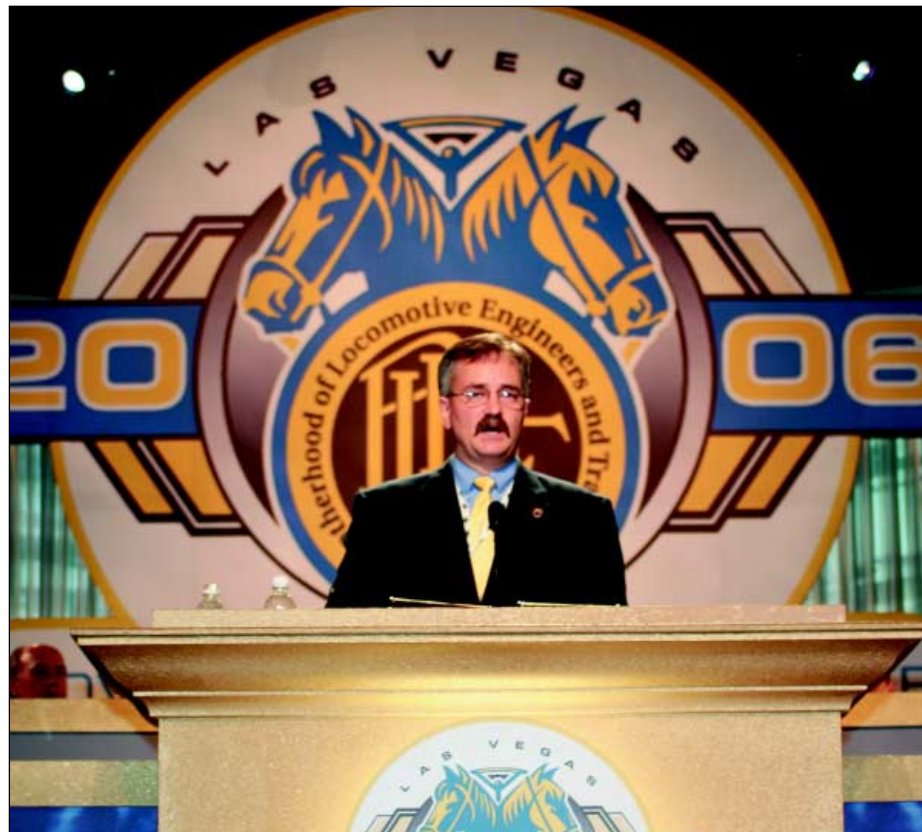
The general public should be concerned as well, Palmer said.

"Right now, there are no requirements for safe parking areas," Palmer said. "Right now, these trains could be parked across from elementary schools or hospitals."

The Department of Energy is embarking upon a 50 year shipment plan to transport spent nuclear fuel, which will begin in the next few years.

Brother Palmer represents the BLET on a Department of Energy working group to determine policies for shipping nuclear waste to Yucca Mountain. The BLET is the only labor organization participating in the group. Other participants include the DOE, Department of Transportation, and the Association of American Railroads.

BLET members who have concerns on this subject should contact Palmer by e-mail at: ORSLBC@aol.com . •



Scott Palmer, Chairman of the Oregon State Legislative Board, addresses delegates regarding the dangers of transporting nuclear waste by rail.

Election Supervisor’s Report to IBT Members

Candidates Nominated for International Office at the 27th IBT International Convention — 1,799 delegates, including delegates elected from BLET General Committees, attended the 27th International Convention of the IBT in Las Vegas, Nevada from June 26 through June 30, 2006. At the convention, delegates nominated candidates for IBT International offices. There are contested elections for the offices of General President, General Secretary-Treasurer, Vice-President At-Large, and Vice-President for the Central, Eastern and Southern regions. The candidates nominated for the ballot are listed below, by office sought and in the order in which they appeared on the nomination ballots. Each candidate received at least five percent of the delegate votes cast in their nomination contest.

No slate affiliation or groupings are shown or implied by this listing (the deadline for filing slate declarations is August 31, 2006).

General President Candidates	Eastern Region Vice-President Candidates
Tom Leedham	John Murphy
James P. Hoffa	Daniel Virtue
General Secretary-Treasurer Candidates	Frank Gillen
C. Thomas Keegel	Dan Kane, Sr.
Sandy Pope	Jack Cipriani
Michael Klootwyk	Donald DiLeo
International Trustee Candidates	
Doris Cash	
Henry Perry	
Ferline Buie	At-Large Vice-President Candidates
Franklin Gallegos	George Tedeschi
Central Region Vice-President Candidates	Fred Potter
Tim Buban	Kevin McNiff
Gordon Sweeton	Eunice Rodriguez
Darwin Moore	Chris Roos
Walter A. Lytle	Ken Hall
John T. Coli	Carl Haynes
Richard Berg	Scott Webber
Mark Huckleberry	Ed Michael
Cheryl Johnson	Dan Scott
Patrick Flynn	Fred Simpson
Butch Lewis	Randy Cammack
Southern Region Vice-President Candidates	John Thyer
Tyson Johnson	Fred Gegare
T.C. Bundrant	Dotty Malinsky
Toni Jackson	
Kenneth W. Wood	

Officers Duly Elected at the 27th International Convention – The number of candidates nominated at the Convention for regional vice-presidents for the Western Region and for Teamsters Canada did not exceed the number of positions available. Accordingly, on the last day of the convention the Election Supervisor certified that these International officers were duly elected:

Western Region Vice-Presidents	Teamsters Canada Vice-Presidents
Jim Santangelo	Tom Fraser
Chuck Mack	Don McGill
Al Hobart	Robert Bouvier

These duly elected officers will not start their term until the final certification of the results of the rank-and-file election for the contested International offices.

General Election Dates – Every IBT member, including newly merged BLET members, will have an opportunity to campaign, support and vote for any candidate or group of candidates in the International officer election. Candidates may publish campaign literature in upcoming issues of the *Teamster* and *Teamster Canada*. The Office of the Election Supervisor will conduct the mail ballot election for the contested offices. We expect that ballots will be mailed to the entire IBT membership on October 10, 2006, and that the ballot count will start on November 13, 2006 continuing each day to completion. Details of the balloting and count will be published in coming issues of this magazine, and on www.ibtvote.org.

Election Protests – Members should know that the Election Supervisor sanctioned IBT members in recent protest rulings. Two cases involved members who collected ballots from others. *In re: Pope*, 2006 ESD 316 (June 30, 2006); *In re: Berg*, 2006 ESD 278 (May 30, 2006). In the third case the Election Supervisor found that a Convention delegate assaulted an IBT member and nominated candidate for International office. *In re: Berg*, 2006 ESD 315 (June 29, 2006). Sanctions issued in these cases included disqualification of delegate candidates for misconduct, revocation of convention credentials, refunding of per diems payments, fines, and referral to the IRB. You can read these decisions at www.ibtvote.org, and print out copies from the website. We will sanction members for misconduct that interferes with the election process, or that denies to other members the right to exercise their free choice to vote in the election.

Candidate Forum – Candidates for the office of General President (or, if they choose, the General Secretary Treasurer running on their slate) must participate in a candidate forum where they will have an opportunity to address issues affecting the IBT and its members. The forum will be recorded or broadcast and the broadcast will be accessible to members. Under the **Rules**, the debate is scheduled to occur in August 2006. Check www.ibtvote.org for details on the date, time and location of the candidate forum.

Richard W. Mark
Election Supervisor

BLET mourns delegate killed traveling to convention

More than \$33,000 was raised for the family of Eddie Sanchez during the BLET’s First Quadrennial Convention in Las Vegas from June 19-21, 2006.

Individual delegates, General Committees, State Legislative Boards, Divisions, and the BLET National Division all pitched in to help out the family of Brother Sanchez, the delegate from BLET Division 134 (Winslow, Ariz.), who was killed in a tragic automobile accident on the way to Las Vegas for the convention.

Brother Sanchez, 54, was in his second term of office as Local Chairman of Division 134. He was a locomotive engineer on the former Santa Fe lines for the past 33 years and has been a member of the BLET since June 1, 1975. He is survived by his wife, four children, and two grandchildren.

General Chairman Bill Hannah got the ball rolling during the convention when his committee (Union Pacific-Western Lines) pledged \$500 to the Sanchez family and challenged others to meet that challenge. What followed was a heart-felt succession of General Committees, State Legislative Boards and Divisions who all pledged to accept Brother Hannah’s challenge.

BLET President Don Hahs also pledged \$1,000 from the National Division.

Roland Kleinsorge, Secretary-Treasurer of the BNSF/Santa Fe General Committee, has been collecting the pledges in order to donate them to Mrs. Sanchez. He asks that all General Committees, State Legislative Boards, and Divisions who pledged contributions to the Sanchez family but have not yet sent him their checks to please do so as soon as possible. His committee has not yet given the money to Mrs. Sanchez so that it can be transferred in one lump sum.

Please make checks payable to “BLET BNSF/Santa Fe GCA” and send to:

Roland Kleinsorge
5505 N. Jesse Dr.
San Bernardino, CA
92407-2517

BLET NEWS

Railroad security a hot topic for speakers at First Quadrennial

Delegates attending the BLET's First Quadrennial Convention heard from various speakers who called for improvements to the security of our nation's railroads.

C. Thomas Keegel, General Secretary-Treasurer of the International Brotherhood of Teamsters, discussed rail security issues and was critical of railroad corporations for seeking to secure their bottom lines instead of securing the rails.

Delegates also heard from Craig Gilchrist, Chairman of the BLET's Montana State Legislative Board. He said that vital railroad operating information currently available to the public via the Internet poses a risk to national railroad security, and steps must be taken to protect rail workers and the general public.

For example, Gilchrist said photos and video available on the Internet show how to release a locomotive's brakes. In addition, locomotive operating manuals and rule books are available to the public as well.

"It's like one-stop shopping for terrorists," he said.

One solution is the installation of brake valve keys like those used on railways in Germany. They are keys that



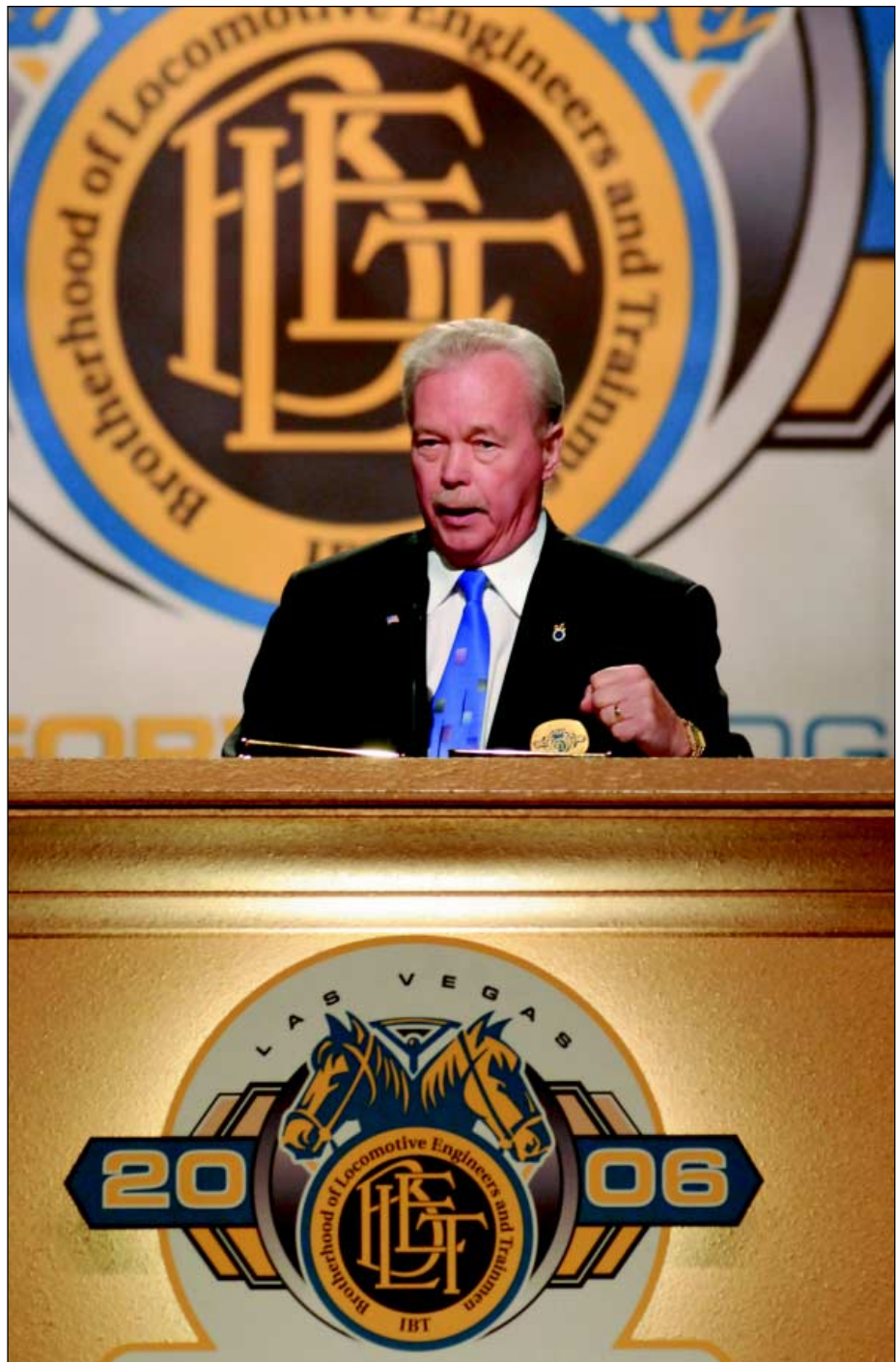
Brenda Cantrell, Director of the Railway Workers Hazardous Materials Training Program at the National Labor College/George Meany Center.

lock the train's brake valve and remain in the locomotive engineers' possession at all times.

Current railroad equipment could be retrofitted with brake valve keys and regulations should be implemented to require all new locomotives to be



Craig Gilchrist, Chairman of the Montana State Legislative Board.



C. Thomas Keegel, General Secretary-Treasurer of the IBT.

equipped with the security device, Gilchrist said.

Delegates also heard from Brenda Cantrell, Director of the Railway Workers Hazardous Materials Training Program at the National Labor College/George Meany Center. She spoke at

length regarding the various hazardous materials training courses that are available to rail workers. She said that curriculum at the NLC was recently updated to include information regarding terrorist threats as well as handling of spent nuclear waste. •

Legislative efforts to boost rail security on state level continue

Tim Smith, Chairman of the BLET's California State Legislative Board, gave delegates a presentation on his Board's efforts to lobby on behalf of rail security measures in his state and the resistance they have met from the rail industry.

"Railroads are guarding their profit margins, not people," Smith said. "Safety is always for sale as railroads try to do more for less."

He also introduced a 10-minute video produced by the International Brotherhood of Teamsters, which is a compilation of local television news broadcasts about the lack of rail security in areas such as: Sacramento; Atlanta; Fresno, Calif.; Cincinnati, Ohio; and Dallas-Fort Worth.

The lack of rail security is the industry's "dirty little se-

cret," and has been largely been ignored since 9/11.

"Have you seen new lights in yards?" Smith asked the delegates. "Have you seen new fences or more railroad police?"

While the federal government has spent approximately \$20 billion on airline security since 9/11, only \$150 million has gone to rail security. In addition, the rail industry has largely been left to police itself.

"The fox is watching the henhouse," he said.

The railroads haul a toxic brew of deadly chemicals, and there are plans to increase the number of shipments of spent nuclear waste.

Smith thanked the BLET's State Legislative Boards for doing a terrific job getting the word out about the need for increased rail security funding

and improved training for rail workers. However, the rail industry has gone to great lengths to lobby against the BLET's efforts.

"The railroads don't want to be regulated," he said. "Their lobbyists come running with checkbooks in hand whenever we introduce rail security legislation or whenever media attention turns to rail security."

In California, a BLET-backed rail security measure met with stiff opposition from the Union Pacific and the BNSF Railway. Prior to vetoing the bill, California Governor Arnold Schwarzenegger received a \$29,000 donation from the UP and another \$10,000 from the BNSF. After vetoing the bill, he received an additional \$25,000 donation from the UP. •



Tim Smith, Chairman of the California State Legislative Board, addresses delegates about rail security efforts on the state level.

Goodbye GIA, hello BLET-Auxiliary

The former GIA ‘rolls with the changes,’ adapts to a changing railroad industry

By **Becky Schneider**
President
BLET Auxiliary

“So if you’re tired of the same old story, turn some pages, (we) will be here when you are ready, to roll with the changes.”
— **REO Speedwagon circa 1978**
“You can tune a piano, but you can’t tuna fish”
— **Unknown**

While I was growing up, REO Speedwagon released a song entitled “Roll with the Changes,” which seemed to fit well with the continued, new direction of our organization. We have morphed over the years from our rich and historic roots, and our Auxiliary is looking forward to a bright future — playing an even greater role to bring about positive change for our railroad spouses and an improved quality of life for our families.

Our most recent Past Presidents, Ruth Windham and Onita Wayland, succeeded a long list of visionary pioneers of the GIA. Ruth backed initiatives that established innovative programs, including the Scholarship, Legislative, and Mobilization Programs. Onita brought to our organization a different way of governing, instituting governance by committee to allow for as much input as possible in making important decisions. Now, for the first time in a very long time, none of our National Officers is of retirement age, which means we have a closer “current connection” to the working railroader, the issues, and the organization we support. We hope that connection will give us even greater ability to recognize areas where we can do the most good.

A number of changes were made at our recently concluded International Auxiliary Convention, not the least of which was our name. The delegates and officers voted to change the name of the “GIA to BLE” to the “BLET Auxiliary.”



All officers, delegates and proxies attending the Eighth Quinquennial Convention of the Grand International Auxiliary. It was the final meeting for the GIA, which voted to change its name to the “BLET Auxiliary.”

While the new name may not elicit a catchy tune, it does speak directly to who we are — the Auxiliary to Brotherhood’s locomotive engineers and trainmen.

A significant change affected the make-up of our organization, as we are now two national auxiliaries rather than one international auxiliary. We will still operate as sister organizations, continuing to help one another when needed, but will focus our support on the unions within our respective countries. The Canadian Auxiliary will be known as the TCRC Auxiliary. We have also expanded our membership to include Associate Members for those who do not meet our membership requirements, but have expressed a desire to be a part of the Auxiliary and its work. We welcome all who are interested in making a difference in the lives of our spouses, families, and communities when it comes to rail safety,

security, and the quality of life of railroad employees.

On the always unpleasant topic of finances, the delegates made tough decisions that we believe will move our organization toward a more solid financial basis. Our strategy to meet that goal will include fundraisers, with our cookbook being the first in these efforts. We will continue to look for new and innovative ways to finance our auxiliary, allowing us the means to help the BLET in every area we are able.

The mission and purpose of our organization has not changed over the years, only expanded. Our involvement in the lives of our spouses is greater; our understanding of working for the railroad, including its risks and dangers, has grown through education efforts. While our membership may not be as high as it once was, our members are tenacious in their concern and support of the BLET. We now take

greater roles in staying abreast of legislative issues that affect our lives, and keep the phone numbers of our elected officials handy to make sure they too understand our issues. We have also increased our efforts in the communities across the nation to ensure our neighbors and city officials are aware of the dangers railroads silently subject them to. We have done so much, but there is still so much left to do.

On behalf of the Auxiliary, Executive Council, and all of our newly elected National Officers, we thank you for your past and continued support for the work we do. In the future, we will strive to be even more involved in an effort to make all of our lives better. Anyone interested in joining our ranks and making a difference, please feel free to contact either myself, or any one of our new officers. We hope we can continue to count on you in our efforts to “help us, help you.” •

Uniting to oppose single-person operations

One-Person Crews

Continued from Page 2

ing about potential terrorist attacks on the nation’s railroads should have made clear that there is no room for error, no plausible reason to cut costs or corners in the effort to protect the nation’s railroad system from attack.

The FBI’s words were chilling: al Qaeda cells could be targeting trains carrying hazardous materials. The FBI had captured al Qaeda photographs of railroad engines, cars and crossings, and officials said that terrorists could choose a number of strategies, “such as destroying key rail bridges and sections of track to cause derailments or targeting hazardous material containers.” The warning appears to have fallen on the rail corporations’ deaf ears.

“The rail carriers are tragically mistaken if

they believe we will stand by and let them sacrifice American workers so they can fill the pockets of a few rich corporate executives,” Hoffa said. “When you cut the jobs of experienced rail workers from both the BLET and UTU, you are not only hurting the families of those men and women, but compromising the overall safety of the rail system nationwide.”

“Our nation lives each day under the threat of terrorist attacks, and cutting already overworked crews is not the answer to securing the rail system,” Hoffa said. “UTU, BLET, BMWED and the Teamsters’ Rail conference are united in this battle and in our intent to let the rail corporations know this is a battle they will not win.”

The BLET and the BMWED are divisions of the Teamsters Rail Conference. Founded in 1903, the International Brotherhood of Teamsters represents more than 1.4 million hardworking women and men throughout North America. •

List of BLET officers

- Advisory Board**
Don M. Hahs, National President
Edward W. Rodzicz, First Vice President
William C. Walpert, National Secretary-Treasurer
Paul T. Sorrow, Vice President
Richard K. Radek, Vice President
Dale L. McPherson, Vice President
Merle W. Geiger Jr., Vice President
Stephen D. Speagle, Vice President
E.L. “Lee” Pruitt, Vice President
John P. Tolman, VP & National Legislative Representative
Marcus J. Ruef, Vice President
- Alternates**
Jim Nelson, Alternate Secretary-Treasurer
Tommy Mayne, Alternate VP and National Legislative Rep.
Dennis Pierce, Alternate Vice President No. 1
Mike Twombly, Alternate Vice President No. 2
Willard Knight, Alternate Vice President No. 3
Gil Gore, Alternate Vice President No. 4
Don Moates, Alternate Vice President No. 5
Cole Davis, Alternate Vice President No. 6
Pat Williams, Alternate Vice President No. 7
Dave Fernald, Alternate Vice President No. 8
Ronnie Carter, Alternate Vice President No. 9 •

BLET NEWS

A message from Teamsters General President Jim Hoffa

Growing stronger



A Growing Union

Organizing new members and bringing more Americans into the middle class is the main goal of our union. We left the AFL-CIO because they weren't focused on organizing. Today, the attacks on the middle class and unions by corporations are becoming fierce. But, our collective bargaining agreements will beat these aggressive forces back.

You've seen organizing successes over the past couple of years at Panhandle Northern Railroad and New England Central. All of these new members knew that in order to improve their lives they needed to be protected by a union contract. Improved health care, wages and retirement benefits are components of what goes into a successful contract. Working men and women want these improvements in their lives. They want the stability that a union contract gives them and I am proud to say that the Teamsters Rail Conference, the BLET and the Brotherhood of Maintenance of Way Employees are working together to win union representation and collective bargaining agreements for those working on the railroads.

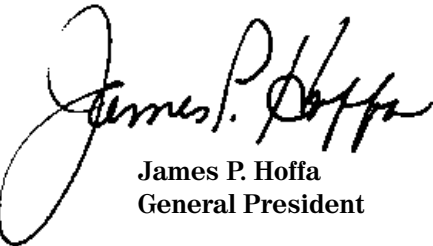
Subcontracting and Security

We are not going to let subcontracting on the rails ruin our way of life. But, that is corporate America's goal—to turn back the clock to another time when they had power. It's amazing that rail executives would even consider using subcontractors with the current security threats that plague our transportation system. You will not find a more reliable workforce than a unionized one. You will not find a skilled rail employee than a unionized one. Yet, rail corporations insist that they need to continue using unskilled, untrained and unreliable non-union workers.

Our members have voiced their concern and, in fact, their willingness, to be trained to prevent catastrophes in the event of an act of terrorism.

Our legislative representatives, joining with those from the BLET and the Brotherhood of Maintenance of Way Employees, have gone to Capitol Hill to demand that rail corporations lay out their plans for employee training. Clearly the safety of the public and rail employees is not a priority for the giant rail corporations because at each turn they insist that they do have terrorism prevention plans despite the lack of evidence. They say this despite testimony from their own operating employees that very little training has occurred since 9/11.

Neither the Bush administration nor the Department of Homeland Security has done anything to pressure rail corporations to come clean with their plans for rail security. We will continue to bring public pressure to bear because our priorities are the safety of our members and the public.



James P. Hoffa
 General President

JULY 2006
 CALENDAR & EVENTS

- AUGUST 20-24... 71st Annual BLET-GIA Southwestern Convention Meeting (SWCM)**
 Hosted by A.L. Williams and the officers and members of Divisions 182, 278, 585, 858, GIA Auxiliary 37, and all of the North Little Rock / Pine Bluff Terminal, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. Make reservations by calling 1-800-Peabody or (501) 906-4000. For more details, contact Chairman A.L. Williams by e-mail at: ALWMS1@sbcglobal.net; or Vice Chairman Norman Baker at: (501) 835-0858.
- SEPTEMBER 15... U.S. Railroad Retirement Board Informational Conference, Ft. Worth, Texas**
 At the Holiday Inn South, 100 East Alta Mesa Blvd. The U.S. Railroad Retirement Board will offer free informational conferences for elected officers of the Brotherhood of Locomotive Engineers and Trainmen throughout the remainder of 2006. Registration for all conferences begins at 8 a.m. The program begins promptly at 8:30 a.m. and ends at 12:30 p.m.
- OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Huntington, W.Va.**
 At the Ramada Inn Limited, 3094 16th St. Registration for all conferences begins at 8 a.m. The program begins promptly at 8:30 a.m. and ends at 12:30 p.m.
- NOVEMBER 17... U.S. Railroad Retirement Board Informational Conference, Metairie, La.**
 At the Plumbers & Steam Fitters Union Hall, Service Road West (corner of Severn and I-10 Service Rd.). Registration for all conferences begins at 8 a.m.
- MAY 27-31, 2007... 67th International Western Convention, Tacoma, Wash.**
 Hosted by David Beech and the members of Division 238. More details to come!
- JUNE 10-15, 2007... 80th Annual Southeastern Meeting Association, Orlando, Fla.**
 Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. More details to come!

Advisory Board June Activity

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

National President Don M. Hahs—National Division office: General supervision of BLET activities; General office duties; Southeastern Meeting Association, Chattanooga, Tenn. ARMSE mtg., Las Vegas; Eastern Union Meeting Association, Atlantic City, N.J.; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

First Vice-President & Alternate President Edward W. Rodziewicz—Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls.; Southeastern Meeting Association, Chattanooga, Tenn. ARMSE mtg., Las Vegas; Eastern Union Meeting Association, Atlantic City, N.J.; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts., ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Southeastern Meeting Association, Chattanooga, Tenn. ARMSE mtg., Las Vegas; Eastern Union Meeting Association, Atlantic City, N.J.; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

Vice-President Richard K. Radek—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; NRAB arbitration, retirement luncheon, IHB/Metra; NMB mtg. re: Sec. 3 committee, Washington, D.C., w/ Member Hoglander, Labor Memb. S. Powers, and Carrier Membs. K. Gradia & M. Fingerhut; NRAB admin., BMWE/CSX, Chicago; Grievance & arbitration assistance, BRC, Chicago; First Quadrennial Convention, Las Vegas; Advisory Board mtg., Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; Manning dispute submission filing/labor management disputes committee, EJ&E, CN-IC; Pre-negotiations mtgs. and negotiations, Metra; FRA Part 240.409 dockets this month: EQAL 00-84, 01-06, 02-01, 03-47, 02-67, 01-18.

Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; BLET First Quadrennial Convention, Las Vegas; Rail Conference First Quadrennial Convention, Las Vegas.


Vice-President Merle W. Geiger Jr.—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; SMA regional meeting, Chattanooga, Tenn.; EUMA regional meeting, Atlantic City, N.J.; National Convention, Las Vegas; IBT Rail Conference mtg., Las Vegas; Advisory Board mtgs., Las Vegas; Research, correspondence and general office duties.

Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; SMA regional meeting, Chattanooga, Tenn.; EUMA regional meeting, Atlantic City, N.J.; First Quadrennial Convention, Las Vegas; Advisory Board mtg., Las Vegas; Rail Conference convention, Las Vegas; Office work, travel.

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; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington D.C. office; BLET Security Officer; General office duties, telephone, correspondence; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.

Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad; Allegheny Ludlum Steel Co.; and Birmingham Southern; BLET First Quadrennial Convention, Las Vegas; BLET Advisory Board meeting, Las Vegas; Rail Conference First Quadrennial convention, Las Vegas; IBT International Convention, Las Vegas.



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 A Division of the Rail Conference, International Brotherhood of Teamsters

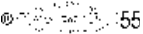
PERIODICALS POSTAGE PAID AT CLEVELAND, OH

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 VOLUME 20 • NUMBER 7 • July 2006

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)
 is published monthly by the
 Brotherhood of Locomotive Engineers & Trainmen,
 1370 Ontario Street, Cleveland, OH 44113-1702.
 Periodicals postage paid at Cleveland, OH.

POSTMASTER: Send address changes to
 Locomotive Engineers & Trainmen News — BLET
 Records Department, 1370 Ontario Street, Mezzanine
 Cleveland, OH 44113-1702.



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