



NEWS

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BLET refutes 'ludicrous' UTU rhetoric

Avalanche of membership lost to BLET results in UTU mudslinging

On July 22, BLET National President Don M. Hahs responded to the latest rhetoric from the United Transportation Union.

President Hahs characterized the UTU's July 20 and July 21 website releases as a "Last gasp efforts by a desperate union that may very well be bankrupt by 2005 if it stays on its current course."

The question of the UTU's shaky finances was first raised in the mid-1990s, when the former BLE pulled out of merger talks with the UTU because of unanswered questions regarding UTU finances. Recent financial information reveals their financial condition has not improved and may even be worse than in the mid-1990s.

President Hahs also reiterated portions of his letter he mailed to UTU President Paul Thompson on July 16.

"Mr. Thompson, it's easy to throw stones and spread disinformation to mislead, but that will not help rebuild Rail Labor," President Hahs wrote. "The reality is that Rail Labor is in crisis and that unity and solidarity are the only way forward. We call on you to put aside the rancor and look at what is best for the members of UTU and Rail Labor as a whole."

President Hahs also suggested that — as with the recent Canadian Pacific Railway situation — UTU members may not be supportive of the direction taken by its International Office in Cleveland.

Earlier this year on the Canadian Pacific, the UTU attempted to force their single craft agenda on BLET/Teamster membership and their own members. In a clear display of disgust for the UTU's misguided agenda, a majority of its own membership voted to join the BLET/Teamsters.

President Hahs also noted that there were several misleading and ludicrous statements in the

UTU's July 20 release. For example, the UTU charged that the Teamsters real interest in rail employees is "aimed at grabbing funds from the solvent Railroad Retirement system."

As ludicrous as this claim might be, the BLET National Division contacted the office of Butch Speakman, Labor Member at the Railroad Retirement Board. A spokesman for Brother Speakman explained that Railroad Retirement funds are withheld from rail employee paychecks as a tax and placed in the National Railroad Investment Trust, which is equivalent to a private fund. He said it would be impossible to have this money diverted without the passage of federal legislation.

"There's no way this money could be diverted from the Railroad Retirement Trust to Teamster funds without legislation," the spokesman said. "It just couldn't happen."

President Hahs encouraged BLET and UTU members to visit the RRB website (<http://www.rrb.gov>) to educate themselves regarding the National Railroad Investment Trust.

President Hahs concluded by pointing out the hypocrisy of the UTU accusing the Teamsters of corruption.

On July 21, the UTU posted a 19-page release on its website regarding IBT history, based on articles from Traffic World (dated May 2004) and the National Institute for Labor Relations Research (dated 1999) titled "Roots of Corruption."

"This history is a matter of public record and has been the subject of several television shows and movies in the past," he said. "Some 81 percent of the BLE membership voted to be part of a strong union that has a history of not letting people shove them around. IBT does not hide from its past and it continues to

"In light of what has transpired in the UTU recently, it is rank hypocrisy for UTU to accuse anyone of corruption. It is a sad indication of how desperate the leaders of UTU have become."

— BLET National President Don M. Hahs

provide its membership with strong representation.

"In light of what has transpired in the UTU recently it is rank hypocrisy for UTU to accuse anyone of corruption," President Hahs continued. "It is a sad indication of how desperate the leaders of UTU have become. But your desperation will not help rebuild Rail Labor. The reality is that Rail Labor is in crisis and solidarity is the only way forward."

In spite of the UTU's mudslinging, scare tactics and wild accusations, President Hahs again encouraged the UTU leadership to conduct an impartial poll of its membership on the issue of the Teamsters Rail Conference.

"The only real winners in this situation are the rail carriers," President Hahs said. "They know it will be easier to employ their divide-and-conquer strategy, and rail employees will pay the price through substandard contracts. As I have said before, I call on you once again to put aside the rhetoric and look at what's best for the members of UTU and Rail Labor as a whole."

W&LE trainmen dump UTU, vote to join BLET

Conductors and trainmen at the Wheeling & Lake Erie Railway have dumped the United Transportation Union in favor of the Brotherhood of Locomotive Engineers & Trainmen.

It is the 10th shortline organizing victory for the BLET in the past three years.

By a narrow margin, 60 trainmen voted to make the AFL-CIO affiliated BLET their designated collective bargaining representative in an election certified by the National Mediation Board on July 28.

"I want to thank the engineers and trainmen for sticking together and working toward a single goal — better representation," said Tommy Miller, the

BLET's Director of Organizing.

The BLET already holds the contract to represent the W&LE's locomotive engineers.

Brother Miller thanked the BLET GCofA for lending assistance, as well as the Ohio State Legislative Board. "This was a team effort," he said.

He also thanked the International Brotherhood of Teamsters for their assistance, and thanked BLET First Vice-President Ed Rodziewicz and Vice-President Paul Sorrow for addressing the trainmen during the organizing drive.

"This was about the workers and their families," Miller said. "They wanted to be part of the 1.4 million Teamsters. They want better contract

and they want better representation."

BLET National President Don Hahs praised Brother Miller for another job well-done. "Tommy Miller has helped the Brotherhood gain nearly 1,000 new members through 10 successful organizing drives over the past three years."

With the addition of the Wheeling & Lake Erie, the BLET has successfully organized 10 different shortline railroads since 2001. These organizing victories have brought more than 800 new members into the BLET. The other shortlines are: Louisville & Indiana Railroad; Portland & Western; New York & Atlantic; Great Western Railway of Colorado; St. Lawrence & Atlantic; Utah Railway; Iowa, Chicago & Eastern; Indiana Southern; and the Texas-Mexican Railway.

Headquartered in Brewster, Ohio, the W&LE has an annual gross revenue of approximately \$50 million, with trains operating in Ohio, Pennsylvania, West Virginia, and Maryland. W&LE lines interchange with three major Class I railroads — Canadian National, CSX Transportation, and Norfolk Southern. Its major commodities — generating approximately 130,000 carloads annually — include coal, iron ore, steel, aggregates from four quarries; plus, chemicals, forest products, and grain. The W&LE operates over 840 miles of tracks, including trackage rights over some territories owned by the Norfolk Southern.

The BLET now represents more than 150 operating employees at the Wheeling & Lake Erie. •



BLET NEWS

Remote control safety push continues

61 different communities across United States now have remote control safety resolutions

As this issue of the Locomotive Engineers and Trainmen News goes to press, a total of 61 communities — 42 cities and 19 counties — have passed remote control safety resolutions.

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

Currently, the operation of remote control trains in the United States is unregulated by the federal government. To date, the FRA has only issued recommended guidelines for remote control train operations, which are not 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, placing corporate greed above safety.

Most recently, five communities — Champaign County, Ill.; Beaver County, Utah; the city of Milford, Utah; Erie County, N.Y.; and El Paso County, Texas — have passed safety resolutions since the issue was last reported on by the Locomotive Engineers and Trainmen News.

Champaign County, Ill.

BLET Illinois State Legislative Board Chairman C.E. "Ed" Way thanked the members of BLET Division 602 for their hard work in securing a remote control safety resolution in Champaign County, Ill. Those he thanked included: Division 602 Local Chairman Art Rapp, Division 602 Legislative Representative Tony Belscamper and Division 602 President Tom McKinley. He also acknowledged Patricia Avery, Chair of the Champaign County Board; Mark Sheldon, County Clerk; and Steve Becket, County Attorney.

Beaver County, Utah

On June 7, Beaver County, Utah, voiced opposition to the unregulated use of remote control locomotives in their community.

The County Commissioners, who represent the area around Milford, Utah, unanimously passed the safety resolution because they believe that "it is not in the best interest of our citizens to see this technology implemented without thorough and comprehensive regulations."

BLET Utah State Legislative Board First Vice Chairman Jeff Worthington acknowledged BLET Division 681 (Milford, Utah) President Scott Cook for his "efforts and hard work in getting this information out to the Beaver County Commission and making them aware of the potential hazards associated with remote control technology."

Milford, Utah

The City Council of Milford, Utah, passed a resolution in opposition to remote control locomotives on June 1.

The resolution, which passed unanimously, asks the Federal Railroad Administration to develop enforceable regulations governing the use of remote control technology.

BLET Utah State Legislative Board First Vice Chairman Jeff Worthington thanked Scott Cook, President of Division 681 (Milford, Utah), for his "perseverance in bringing the remote control issue to light to the population and general public of Milford Utah."

Erie County, N.Y.

Officials in Erie County, N.Y., unanimously passed a resolution in opposition of remote control locomotives on July 15.

The effort to pass the resolution was spearheaded by members of BLET Division 421 (Buffalo, N.Y.). Brother Jim Louis, Local Chairman of Division 421, thanked everyone who helped with the resolution.

El Paso County, Texas

On July 19, El Paso County, Texas, adopted a remote control safety resolution.

El Paso County officials adopted the resolution unanimously, requesting that the Federal Railroad Administration "develop comprehensive regulations for the use of remote controlled locomotives, and that those regulations ensure the highest level of skill and qualification of persons operating remote controlled locomotives."

Larry Schneider, Legislative Representative of BLET Division 192 (El Paso), spent a great deal of time and effort to make sure the resolution was adopted.

He thanked El Paso County Commissioner Betti Flores (Precinct 2) for sponsoring the resolution and placing it on the County's agenda.

He also thanked the following BLET Brothers and Sisters for their support and assistance: Terry Briggs, Chairman of the BLET Texas State Legislative Board; Diane Ellis Executive Assistant; and Herb Yambra, Second Vice-Chairman of the Texas State Legislative Board.

He also thanked Tim Smith, Chairman of the BLET California State Legislative Board, "for his assistance and encouragement, pinch hitting for Terry while he was on vacation."

He recognized Becky Schneider, Grand International Auxiliary (GIA) First Vice-President/National Legislative Representative, for her editing and power point skills, and her "unwavering, continuous sup-

Evansville, Tenn.



A remote control unit ran into a train and derailed eight cars in Evansville, Tenn., on January 26, 2004. At the time these pictures were taken, this was the second remote control accident at this spot in the past six months. According to BLET reports, the remote control operators in this area are not in a zone and they do not ride the leading unit. "They see there is no train in front of them and take off," the source said.



port and encouragement."

He also thanked Joe Grizich of BLET Division 192 for his computer expertise and hours of hard work putting together the "El Paso Power Point Presentation."

The following members were also recognized for their input and support: Richard Myers, Legislative Representative of Division 264; Joseph Martinez, Vice-President of Division 264; Rosemary Martinez, GIA El Paso Auxiliary 591; George Gomez, Local Chairman of Division 264; and Terry Murphy, a member of the Division 192 Remote Control Committee.

"This would not have been possible without the help that each of these brothers and sisters contributed," Brother Schneider said. "I am in their debt."

More information regarding remote control trains and downloadable copies of the resolutions mentioned in this article are available on the BLET website at:

<http://www.ble-t.org/remotecontrol> •

BLET to conduct advanced Local Chairman Workshop in Oct.

The BLET Education & Training Department is seeking participants for an advanced Local Chairman Workshop scheduled for Oct. 31-Nov. 5.

The workshop will take place at the National Labor College on the campus of the George Meany Center in Silver Spring, Md.

The advanced workshop will start the evening of Sunday, October 31, and will run all day Monday through Friday, concluding with a banquet on Friday night, November 5.

This workshop is one day longer than the regular Local Chairman's workshop and will go into greater detail on writing, claims handling, and investigations. Among other assignments, the students will be given a topic to research and report back to the class; there will be a session on Duty of Fair Representation (DFR); the Railway Labor Act (RLA); and

several appeal letters will have to be written on cases passed out in class. Again, a highlight of the workshop is when attendees participate in a simulated disciplinary hearing.

To attend this workshop you must be a current Local Chairman and have completed the first Local Chairman's workshop. Local Chairmen who are interested in registering for the workshop may do so online at <http://www.ble-t.org/leadvance>.

Upon successful completion of the course, everyone will qualify for an \$86 per day stipend from the North American Railway Foundation. The stipends will be paid directly to the Secretary-Treasurer of the respective divisions.

The BLET Education & Training Department presents these workshops in conjunction with the staff of the George Meany Center. Workshops instructors

will include: BLET National Secretary-Treasurer William C. Walpert; BLET Vice-President Richard K. Radek; Assistant Director of the BLET Arbitration Department Marcus Ruef; and Special Representative, Coordinator of Education & Training Ken Kroeger.

The BLET pays the costs of books, equipment, tuition and a Friday evening graduation banquet. BLET members who attend are responsible for their transportation cost along with the cost of room and board. Registration for the Advanced Local Chairman workshop is on a first come, first served basis with class size limited to the first 20 who register through the BLET website. For more information, please contact Ken Kroeger, Coordinator of the BLET Education & Training Dept., at (216) 272-0986 or kroeger@ble-t.org •

2004 SECOND QUARTER

Burlington Northern Santa Fe



Burlington Northern Santa Fe Corp. said profit rose nearly 25 percent in the April-June period on record shipments and higher prices. BNSF earned \$249 million in the quarter, or 67 cents per share, compared to \$200 million, or 54 cents per share, a year earlier. Revenue rose to \$2.69 billion from \$2.29 billion a year earlier, topping analysts' forecast of \$2.61 billion in sales. Chairman and chief executive Matthew K. Rose told the Associated Press that the company was helped by record volumes and a 2 percent increase in average rates charged to shippers.

Operating costs, however, jumped 16 percent, to \$2.18 billion. The company said the increase was due to a 13 percent rise in gross ton-miles, higher fuel prices, and \$30 million on environmental improvements at two facilities.

For the first six months of the year, the company earned \$442 million, or \$1.18 per share, compared to \$387 million, or \$1.04 per share, a year ago. Revenue increased to \$5.18 billion from \$4.53 billion.

BNSF's operating ratio decreased to 80.7% compared with 81.8% for the same prior year period. •

Canadian National Railway



E. Hunter Harrison called Canadian National Railway's second quarter "a knock-out quarter," setting records or near-records in revenues, operating ratio and free cash flow. "It set records in almost any of the metrics you'd care to measure," said the

president and CEO of the railway in a Montreal Gazette article. "It exceeded even my expectations."

CN record profits of \$326 million for the three months ended June 30, or diluted earnings of \$1.13 per share, up, respectively, 34 per cent and 35 per cent over last year. Revenues grew to \$1.67 billion from \$1.46 billion. The \$587 million in free cash flow, another record, far exceeded the \$350 million for the period last year. Operating income also jumped 32 per cent, to \$575 million.

But the piece de resistance was the operating ratio, which dropped 4.6 per cent to 65.5 per cent. The operating ratio measures the percentage of revenues it takes to operate and maintain a railway — the lower the figure, the better.

Analysts said CN's practice of "precision scheduling" is what makes it "best in class." •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway said strong growth in five of its seven business lines in the second quarter of 2004 pushed revenue past the \$1-billion mark. The revenue increase helped drive net income up

146 per cent to \$84 million in the quarter ended June 30.

This compares with second-quarter 2003 net income of \$34 million, which included a special charge for job reductions, an asset write-down and network restructuring. Diluted earnings per share (EPS) in second-quarter 2004 were up 141 per cent to \$0.53, from \$0.22.

Excluding foreign exchange gains and losses on long-term debt and the 2003 special charge, income increased 23 per cent to \$104 million in the second quarter of 2004, compared with \$84 million in second-quarter 2003. On the same basis, diluted EPS were \$0.65, compared with \$0.53.

CPR's operating income in the second quarter increased 19 percent to \$221 million, from \$186 million in last year's second quarter, excluding the special charge. Its operating ratio for the three-month period was 78 per cent, a 1.7 percentage-point improvement. •

CSX Transportation



CSX Corp. reported that second-quarter earnings fell 6 percent as the company completed a restructuring of its management staff. In the three months ended June 25, CSX reported net income of \$119 million, or 55 cents per share, compared with \$127 million, or 59 cents a share, a year ago.

Excluding an after-tax charge of \$9 million related to the restructuring, earnings were \$128 million, or 60 cents per share.

Revenues were \$2.03 billion for the second quarter, compared with \$1.94 billion a year ago. For the first six months of the year, CSX reported net income of \$149 million, or 69 cents a share, compared to \$226 million, or \$1.05 a share, a year earlier. Revenue edged up to \$3.996 billion from \$3.958 billion.

In the quarter, merchandise revenue was up 7% and coal revenue was up 6%, on strong yield and volume. Its operating ratio was 85.2 percent.

Surface Transportation operating income was \$280 million, up \$21 million from the prior-year quarter. Surface Transportation revenue of \$1.99 billion drove the increase in operating income. On a consolidated basis, operating revenue was \$2.03 billion versus \$1.94 billion a year ago. •

Kansas City Southern



Improving operations and a stronger economy propelled Kansas City Southern to a profit and higher revenues for its second quarter.

For the three months that ended June 30, KCS earned \$7 million, or 11 cents a share, on \$153.9 million in revenues. Including preferred stock dividends, KCS's net income was \$9.2 million. The company said \$2.9 million in net earnings came from its interest in Grupo TFM.

During the same time last year, KCS lost \$1.8 million for common-share holders, or 3 cents a share, on \$146.3 million in revenues. The net loss was \$500,000 when including preferred stock dividends.

For the first six months of 2004, Kansas City Southern earned \$8.2 million for common-share holders, or 13 cents a share, on \$301.7 million in revenues. During the same time last year, the company earned \$11.7 million for common-share holders, or 19 cents a share, on \$286.5 million in revenues. Its operating ratio for the second quarter of 2004 improved by two points, to 84.9% from second quarter 2003. •

Norfolk Southern



**NORFOLK
SOUTHERN**

Norfolk Southern Corp. hauled in record operating

revenues and 55 percent higher year-to-year earnings in the second fiscal quarter, fueled by rising business volumes and better expense controls.

Operating revenues for the three months ended June 30 were \$1.8 billion, the highest of any quarter in NS's history. That was up 11 percent against the second quarter of 2003. For the quarter, the rail company's earnings were \$213 million compared with \$137 million a year earlier.

Year-to-date operating revenues also set a record, hitting \$3.5 billion, up 10 percent from \$3.2 billion in the first half of 2003. Net income was \$371 million, or 94 cents per share, in the first two quarters.

Second-quarter revenues from shipments of merchandise — which includes metals and construction products, chemicals, autos, and other items — rose 9 percent year-to-year. Coal revenues also rose 9 percent. Revenues in the intermodal segment leapt by 21 percent. Operating ratio improved 5 percentage points to 76.6 percent. •

Union Pacific Corp.



Union Pacific Corp. announced second quarter earnings of 60 cents per share, a 43 percent drop from the same period last year.

In the second quarter, record revenue and shipping volume couldn't overcome the costs of hiring thousands of train service workers, adding hundreds of locomotives and burning 346 million gallons of high-priced diesel, chairman and chief executive Dick Davidson told the Omaha World-Hera.d.

The railroad also has reduced the number of trains in some areas, limited some types of shipments and stopped seeking new customers as demand shot beyond expectations.

By the end of 2004, Davidson said, the railroad will have trained 5,000 more train crew workers, acquired nearly 750 more locomotives and will be better at managing volume.

UP reported net income from continuing operations of \$158 million on a record

\$3 billion in revenue for the quarter ended June 30. For the same period in 2003, UP reported earnings of \$275 million. For the quarter, revenue from chemical products was up 9 percent; from industrial products, up 8 percent; from agricultural products, up 7 percent; and intermodal revenue — containers that move among ship, truck and rail — was up 6 percent.

Congestion has eased somewhat recently, said spokeswoman Kathryn Blackwell. Traffic has been moving fluidly on the critical Sunset Route from Los Angeles to El Paso, Texas, for several weeks, she said.

Its operating ratio for the quarter was 88.1 percent. For the full year, UP's operating ratio is up to 88.6 percent.

"Our quarterly operating revenues topped the \$3 billion mark for the first time ever in the history of the Railroad," Davidson said in a prepared statement. "In fact, this is the fourth consecutive quarter of record volumes. Despite these records, revenues could have been even stronger given this unprecedented level of demand.

"We know we aren't living up to the potential of this great company, but we remain absolutely focused on resolving the operational issues that have temporarily limited profitability," Davidson said.

BLET NEWS



BLET officers during a closed meeting during the 77th Annual Southeastern Meeting Association in Greenville, S.C. From left: BLET National Vice-President Paul Wingo; BLET First Vice-President Edward W. Rodzwicz; and BLET National Secretary-Treasurer William C. Walpert.



Spouses and family members participate in a bead-working/jewelry making workshop sponsored by the BLET's Grand International Auxiliary (GIA).



BLET members and their families participated in a "Casino Night" as part of the SMA festivities.



From left: BLET National Vice-President Paul T. Sorrow; SMA Chairman Roger Peace; and IBT International Vice-President John Murphy.



BLET members prepare for a Secretary-Treasurer Workshop as part of the SMA's educational program.



The GIA held a raffle and several other fund-raisers to generate money for its annual scholarship program.



K.W. Fuller, left, President of BLET Division 435 (Hamlet, N.C.), is the lucky winner of a BLET gold ring, presented by Richard Edmonds of the Locomotive Engineers & Conductors Mutual Protective Association (LECPA). SMA Chairman Peace is in the background.



Brother Ray Clark, standing right, and other BLET members and spouses check their raffle tickets. Brother Clark is a retired member of Division 275 (Pensacola, Fla.).

BLET NEWS



BLET officers during a closed meeting. From left: 77th SMA Chairman Roger Peace; BLET National Vice-President Paul T. Sorrow; National Vice-President Merle W. Geiger Jr.; and National Vice-President & National Legislative Representative Raymond Holmes.



BLET National President Don M. Hahs.



From left: Gary Best, Local Chairman of Division 498 (Abbeville, S.C.) and Johnnie Wilson, Local Chairman of Division 706 (Fitzgerald, Ga.)



GIA Guide DeLaine Morris, left, receives a plaque from GIA President Onita Wayland.



GIA Treasurer Betty Jo Dollar receives a plaque from GIA President Onita Wayland.



Tommy Miller, center, the BLET's Director of Organizing, discusses recruitment strategies with BLET members.



Members of the 77th SMA Arrangements Committee, during the banquet.

PASSENGER RAIL NEWS

Update on Amtrak FY2005 funding

On July 15, the Transportation and Treasury Subcommittee of the House Appropriations Committee marked up its fiscal year 2005 appropriations bill and earmarked just \$900 million for Amtrak. Amtrak says it needs \$1.83 billion to keep the system running. The full committee left it at that mark when it considered the bill on July 22.

Representative John Olver (D-Mass.) was planning to offer an amendment that would have increased the appropriation, but declined to offer it because there were no offsetting cuts made in other areas. The appropriations bill will be considered by the full House in September, at which time an amendment to increase the appropriation for Amtrak may be introduced.

The Senate has not considered transportation appropriations at this time.

The Bush administration's budget proposal would give Amtrak \$1.4 bil-

lion, which would be contingent on Amtrak following the reform proposal outlined by the White House. The proposal calls for the privatization of the system. The Bush administration stands behind a plan that would require private sector competition for railroad operations, and would place the financial burden for passenger rail on cash-strapped states.

Senator John McCain has proposed a similar plan for "Amtrak reform."
(From BLET staff reports). •

MBTA quietly ran trains for DNC delegates

The MBTA quietly provided special Orange Line trains for people exiting the FleetCenter on all four nights of the Democratic National Convention, opening the otherwise closed North Station so that some 3,200 delegates, journalists, and others with convention credentials could be whisked to Back Bay Station, free of charge.

Five to six of the special trains were swept for bombs at a railyard and then pulled into North Station, starting at about 10:30 each night. The trains departed regularly, and each made an express run to Back Bay until about midnight, primarily as a security measure to clear the FleetCenter area quickly, said Joe Pesaturo, spokesman for the Massachusetts Bay Transportation Authority.

Regular trains ran in between the special trains, so there was "no impact on service," Pesaturo said. People on the platforms at the five stations between the FleetCenter and Back Bay "saw a train full of people go by, but there was a train right behind it" to pick them up, he said.

Jeremy Marin, a member of the Rider Oversight Committee, a watchdog panel of T customers, said he thought it was a good thing that the conventioners were put on a train, because the alternative was to pile into shuttle buses, taxis, and limousines, which add to congestion and pollution.
(From the Boston Globe). •

Amtrak reservations required during RNC

As a security precaution, nearly all Amtrak passengers who want to ride the rails between Washington, D.C., and Boston during the Republican National Convention will have to make reservations in advance, the railroad announced on July 26. Amtrak will begin implementing its security measures on Aug. 28.

Amtrak also warned of delays during the convention because of tighter security on all trains to and from New York Penn Station, which is directly below Madison Square Garden, where the convention will be held Aug. 30-Sept. 2. Street access to Penn Station will be limited to two entrances.

Trains will be searched before they leave in the morning, and police will conduct inspections while trains are en route. Bomb-sniffing dogs will be present on trains and at Penn Station, Amtrak said.

(From the Associated Press). •

BLET NEWS

Weapons of Mass Destruction awareness now part of Meany Center hazmat training

The George Meany Center/National Labor College has expanded its hazardous waste/chemical emergency response training programs for 2004-2005 to include Weapons of Mass Destruction (WMD) awareness training.

The traditional four-day program will be extended to five days based on feedback the Meany Center received from training participants. Specifically, the evaluation data showed that a majority of rail workers are concerned about security issues and the lack of security training offered to them by the railroads.

The new curriculum, including Weapons of Mass Destruction awareness training and additional modules required for OSHA-10 certification, will begin in October 2004.

The program dates are as follows:

- October 24-29, 2004**
- April 17-22, 2005**
- May 15-20, 2005**
- June 5-10, 2005**
- July 10-15, 2005**

Members are eligible for three academic credits from the National Labor College upon completion of the course. All training programs will be conducted on the George Meany campus in Silver Spring, Md.

Outside of the WMD training, the course addresses OSHA and DOT required procedures and different levels of response and worker protection in case of a hazardous materials emergency or release. Training includes advanced classroom instruction, intensive hands-on drills and a simulated hazmat response in full safety gear.

Transportation, lodging, and meals are provided for all training participants by a federal grant from the National Institute of Environmental Health Sciences (NIEHS). In addition, participants who are unable to receive regular pay through the railroad to attend training are eligible for a stipend of \$550.00.



Rail workers in full hazmat gear participate in a simulated drill at the Meany Center.

Completed registration forms should be faxed, mailed or e-mailed to the Hazmat office as soon as possible. Online registration is also available at:

<http://www.georgemeany.org/~bcantrell/register.htm>

Registration is on a first come, first served basis and class size is limited to approximately 25 for each program.

For more information, contact:

Railway Workers Hazardous Materials Training Program

George Meany Center-National Labor College
 10000 New Hampshire Avenue
 Silver Spring, Md. 20903
 Phone: (301) 439-2440
 Fax: (301) 628-0165
 E-mail: croddgers@georgemeany.org •

State, local AFL-CIO bodies take action on remote control

A total of 19 AFL-CIO State Federations have joined the Brotherhood of Locomotive Engineers and Trainmen in calling for enforceable federal regulations to ensure the safety of remote control train operations.

Most recently, the Colorado AFL-CIO and the Florida AFL-CIO have taken action in support of the BLET.

In addition to these state-level bodies, city and county level AFL-CIO organizations in Detroit, Seattle, and Toledo have also joined the fight for safe and secure remote control train operations in the United States.

Colorado AFL-CIO

The Colorado AFL-CIO Executive Committee unanimously passed a remote control safety resolution on June 18 after a presentation by BLET Colorado State Legislative Board Chairman George Last.

Chairman Last thanked Colorado AFL-CIO President Steve Adams and Teamsters Local 17 for their support and encouragement.

A PDF of the Colorado AFL-CIO resolution is available at:

<http://www.ble-t.org/pr/pdf/colorado.pdf>

Florida AFL-CIO

Cindy Hall, the President of the Florida State AFL-CIO, sent a letter to Acting Federal Railroad Administrator Betty Munro on July 1, asking for greater scrutiny of remote control operations and stricter regulations.

In her letter, President Hall cites several accidents in Florida that occurred when remote control technology was in use. She also cited the prevalence of hazardous materials in rail cars.

President Hall wrote the letter after David Lavery, Chairman of the BLET's Florida State Legislative Board, spoke before the Executive

Committee of the Florida State AFL-CIO. After hearing Chairman Lavery's presentation, the Executive Committee voted overwhelmingly in favor of authorizing President Hall to write the FRA. Chairman Lavery later noted that several Chairmen of Teamster Central Labor Councils (CLC), who attended the Executive Committee meeting, also plan to send their own letters of concern to the FRA.

Hall asks Administrator Munro "to stand up for public safety and apply strict standards with regard to the data collection process of RCL operation."

The text of President Hall's letter is on the BLET website at:

<http://www.ble-t.org/pr/news/newsflash.asp?id=3977>

Metro Detroit AFL-CIO

The Metropolitan Detroit Central Labor Council (CLC), AFL-CIO, passed a remote control safety resolution on June 16, which calls on the Federal Railroad Administration to reopen its remote control docket and study this issue further.

The organization, which has 200,000 members, called on the state of Michigan to prohibit the use of remote control technology until the FRA promulgates regulations regarding its use.

BLET Michigan State Legislative Board Chairman Greg Powell thanked BLET Division 920 (Pontiac, Mich.) for affiliating with the Metro Detroit CLC. Chairman Powell also thanked all the members of Division 920, Dave Butler, Local Chairman of Division 920; Russ Waltrip, President of Division 920; Donald Boggs, President of the Metro Detroit CLC; and all the members of the CLC Executive Board for their work on the resolution.

For a PDF of the Metropolitan Detroit resolution, visit:

<http://www.ble-t.org/pr/pdf/michiganstate.pdf>

King County Labor Council, AFL-CIO

On July 21, the King County Labor Council in Seattle, Wash., adopted a resolution calling for all railroads within county limits to use fully qualified and federally certified locomotive engineers to operate all locomotives.

Further, the King County Labor Council, AFL-CIO, called on the Washington Utilities and Transportation Commission to move forward with proposed rulemaking — (CR-102) under Docket #TR-040151 — that would provide point protection for train movements, ensuring the safety of Washington State citizens.

Mike Elliott, First Vice-Chairman of the BLET's Washington State Legislative Board, recognized Will Amaya, Legislative Representative of BLET Division 518 (Seattle), for his efforts in securing passage of the resolution.

"This is a very significant development and we have Will Amaya to thank for his many hours of hard work in making the resolution a reality," Brother Elliott said. "Brother Amaya really made this whole thing happen. He drafted the resolution, lobbied for support and got our friends in labor to help get the resolution before the King County Labor Council for consideration. Thank you, King County Labor Council, and thank you, Will Amaya."

A copy of the resolution is at at:

<http://www.ble-t.org/pr/pdf/kingcounty.pdf>

Toledo Area AFL-CIO

The Toledo, Ohio, Area AFL-CIO Council recently passed a remote control safety resolution and asked the Federal Railroad Administration (FRA) to adopt enforceable Federal regulations that would ensure the safe operation of remote control trains.

The resolution calls upon the city of Toledo, Ohio, to prohibit the use of remote control locomotives until safety conditions are improved.

The letter, written by Toledo Area AFL-CIO Executive Secretary George Tucker, reads in part, "Therefore, we call on the Federal Railroad Administration to implement strict regulation, not guidelines that are openly flaunted."

Jim Ong, Chairman of the BLET's Ohio State Legislative Board, credited Tom Galloway for going above and beyond the call of duty on this safety effort. Brother Galloway is Legislative Representative of BLET Division 4 in Toledo. Brother Ong also thanked Executive Secretary Tucker, other members of the Toledo Area AFL-CIO Council, and everyone else involved for making the effort a success.

A copy of the Toledo AFL-CIO resolution is available at:

<http://www.ble-t.org/pr/pdf/toledoaflicores.pdf>

A copy of their letter to the FRA is available at:

<http://www.ble-t.org/pr/pdf/toledoaflicio.pdf> •

BLET, Teamsters at Democratic National Convention

General President Hoffa addresses DNC as Kerry, Edwards accept Democratic nomination

Teamster and BLET leaders were active participants in the Democratic National Convention in Boston the week of August 26 and were present when John Kerry accepted the Party's nomination for president on July 29.

Among those present were Ohio State Senator Bob Hagan (D-33), who is a member of the Brotherhood of Locomotive Engineers and Trainmen. Brother Hagan is at the DNC in Boston with several other leaders of the BLET.

"I have no doubt John Kerry and John Edwards are the right leaders for America," Brother Hagan said. "Working families need a labor-friendly presence in the White House."

Brother Hagan was also on hand as Vice Presidential Candidate John Edwards addressed the DNC.

"When you wake up and sit with your kids at the kitchen table, talking to them about the great possibilities in

America, you make sure that they know that John and I believe at our core that tomorrow can be better than today," Edwards said. "Like all of us, I have learned a lot of lessons in my life. Two of the most important are that first, there will always be heartache and struggle — you can't make it go away. But the other is that people of good and strong will, can make a difference," Edwards continued. "One lesson is a sad lesson and the other's inspiring. We are Americans and we choose to be inspired."

In addition to Brother Hagan, numerous other BLET leaders are in Boston attending the DNC, including: BLET National President Don Hahs; First Vice-President Ed Rodziewicz; Political & Legislative Director John Tolman; George Newman, Chairman of the Massachusetts State Legislative Board; Daniel Lauzon, First Vice-Chairman of

the Massachusetts State Legislative Board; Walter Nutter, Secretary-Treasurer of the Massachusetts State Legislative Board; and Pat Johnson, Legislative Representative of BLET Division 125 (Clinton, Iowa).

"Our Brotherhood is well-represented here and we have been able to discuss a number of important issues with labor-friendly leaders this week," President Hahs said. "The power and influence of the Teamsters has proved to be a tremendous benefit, arranging meetings and opening numerous doors for our leadership this week."

In all, about 50 BLET and Teamster representatives are in attendance. The Teamsters are led by; James P. Hoffa, General President; Mike Mathis, IBT Director of Government Affairs; Fred McCluckie, IBT Political Director; and Carl DiPietro, IBT State Legislative Coordinator, East Region.

President Hoffa addressed the entire DNC on July 27, giving a speech on behalf of America's working families. He is optimistic that a pro-working family ticket will win election in the fall.

"Come January, I look forward to gathering with all of you again — this time in Washington, D.C. — to celebrate the inauguration of President John Kerry and Vice President John Edwards," Hoffa said. "God bless America. God bless working families. And God bless the Teamsters — The union makes us strong!"

BLET President Hahs and the rest of the BLET and Teamster representatives have met with many prominent senators and congressmen too numerous to list. The BLET President met with Congressman Dennis Kucinich (D-OH); Congressman Patrick Kennedy (D-RI); Senator Ted Kennedy (D-MA); and Teresa Heinz Kerry. •

Legislative Chairmen conclude business at annual convention

Brother J.T. Norris of BLET Division 562 (Richmond, Va.) was reelected to another term as the Chairman of the BLET's National Association of State Legislative Board Chairmen (NASLBC) in meetings held in Kalispell, Mont., from August 1-3.

The NASLBC creates a forum for U.S. Legislative Chairmen to exchange information and develop unified plans to deal with safety and legislative matters that impact the lives and working conditions of BLET members. The meeting is an annual event designed to give the Chairmen the opportunity to discuss current, common issues and to plan for a united effort on the legislative and regulatory front to deal with these issues.

W.M. Verdeyen of Division 754 (Terre Haute, Ind.) was elected to the office of First Vice-Chairman and Craig Gilchrist of Division 298 (Glasgow, Mont.) was elected to the office of Second Vice-Chairman.

Perry Renfro of Division 569 (Heavner, Okla.) was reelected to the office of Secretary-Treasurer. Terry D. Briggs of BLET Division 530 (Commerce, Texas) was elected to be the office of Alternate Secretary-Treasurer.

The NASLBC also elected four Regional Chairmen to represent four different geographic areas around the U.S. George Newman of Division 57 (Boston, Mass.) was elected Chairman of Region I; T.G. Mayne of Division 740 (Corbin, Ky.) was elected Chairman of Region II; Jim A. Keele of Division 336 (Osawatamie, Kan.) was elected Chairman of Region III; and M.R. Muscha of Division 671 (Enderlin, N.D.) was elected Chairman of Region IV. The officers were elected to three-year terms.

Thirty-one states within the BLET are represented at the meeting, which will conclude on Tuesday. A particular focus of this meeting is planning for the fall elections across the nation.

Chairman Norris (Virginia) called the meeting to order on August 1, and members approved an agenda that in-

cluded reports of several standing committees, a financial report, and breakout sessions for working committees that are addressing issues of fatigue in the work place, remote control, switching operations fatality analysis (SOFA), and the fall elections.

"This meeting is particularly important at this time due to the pending national and state elections this fall," said Brother Norris, "and the Chairmen are determined to involve themselves in educating our members about the election issues and the candidates, then I am sure the members will do the right thing when they vote to protect their interests by electing the best candidates. Candidates such as Senator Kerry, whom we are supporting for President and others that must have a favorable attitude toward working men and women to gain our support."

The meeting also included reports by BLET President Don Hahs, who gave a comprehensive report that included a detailed explanation of the soon to be instituted short-term disability insurance program for BLET members recently negotiated by the National Division. An extensive discussion concerning the remote control issue followed.

President Hahs expressed disappointment with the current state of affairs between the BLET and the UTU. "I had hopes that their leadership would have been willing to take a look at coming in under the IBT umbrella, as doing so would have the unmistakable effect of benefiting the members of both unions, particularly in the upcoming round of contract negotiations that begin later this year," he said.

He encouraged all BLET members to return the membership surveys currently in the field. The purpose of the survey is to assess member's attitudes about the next round of contract negotiations.

BLET First Vice-President Ed Rodziewicz reported on recent organizing successes for the BLET, most recent being the contract for trainmen on the

Wheeling & Lake Erie, formerly represented by the UTU. He pledged that the resources now available to the BLET from the IBT as a result of the recent merger will be used to continue our organizing successes.

He remarked on recent developments with the UTU, saying, "We have advised their leadership that the door is open. They can come under the Teamster umbrella, either as an independent union or as part of the BLET. Either way, BLET members get the final say on whether or not they are allowed to join the Rail Conference, as per the Merger Documents. Regardless, UTU members are continuing to flock to our Brotherhood on an individual basis at a rate of approximately 200 members per month."

He also spoke briefly about the upcoming BLET National Convention.

"It may seem to be a long way out, but we are already working on planning for the BLET National Convention, which will start the week of June 18, 2006, in Las Vegas, with the IBT convention to follow immediately after. We will have about 60 BLET delegates at the IBT convention, so our organization will be well represented."

Bill Walpert, National Secretary-Treasurer of the BLET, informed the Chairmen that the BLET has gained almost 1,700 new members in the first six months of this year, and that the BLET's assets have grown approximately \$2 million since the present administration assumed office. "The new BLET-PAC brochure is now available for delivery on property, which we printed in our in-house print shop which has saved the BLET money."

He went onto report that Standard Building, the headquarters of the BLET National Division in downtown Cleveland, Ohio, is being updated. Some of the renovations to the 80 year-old building, which is wholly owned by the BLET, are slated for the main lobby. "We have experienced a downturn in the number of tenants in the building in the past 18

months, and we are moving aggressively to increase the occupancy rate," he said. "We have engaged a professional marketing service to recruit new tenants for the building, and this, combined with our renovations of the lobby and other areas, will — I believe — favorably impact occupancy."

Raymond Holmes, BLET Vice-President and National Legislative Representative, explained that Congress is in recess and little would be accomplished there until after the Labor Day recess, elections, or maybe not until after a new Congress is seated next year. "The elections are taking center stage now and members will be spending all possible time in their home districts. We continue to have a real concern about Amtrak funding. The present administration seems bent on privatizing Amtrak and resists all attempts to properly fund its operations."

As with all speakers, Holmes emphasized the importance of the coming fall elections.

Becky Schneider, the National Legislative Representative for the BLET's Grand International Auxiliary (GIA), addressed the group to explain the work of the auxiliary. Among other things, she told the group: "We are in the process of expanding our web site to include legislation in the form of a 'watch' list with a goal of monthly updates. Our purpose behind this initiative is to assist Auxiliary Legislative Reps in gathering current information to report at their monthly meetings."

Teamster's Legislative Director Fred McLuckie, who works out of IBT headquarters in Washington, D.C., gave an extensive explanation of the plans to coordinate efforts between IBT and BLET for respective PAC fund contributions in the current election cycle.

He also detailed the field campaign the IBT has planned to get-out-the-vote for the upcoming fall elections. "We often hear the expression that 'this elec-

BLET NEWS

A message from IBT General President James P. Hoffa

The future of working families in America



Railroad Security Issues

The safety of our nation's railroads is not getting the attention that it should from the White House. Since 9/11, nearly \$4.5 billion in security funds have been directed toward the airline industry. And, although that is important, railroads see nearly 16 times more public traffic than airlines. Yet, the funding for railroad security from the Department of Homeland Security (DHS) is critically low and they still have not hired a staff person to coordinate rail security. With less than \$100 million allocated toward railroad security, our hardworking members on Amtrak, Burlington Northern, Union Pacific, Long Island Railroad, Metra, Metro North and other freight and passenger lines are still lacking the proper training they need to counter a terrorist attack. All of our members need training on how to handle personal protective devices, such as gas masks, and emergency evacuation procedures.

Three Congressional leaders, Carolyn Maloney (D-NY), Eliot Engel (D-NY) and Jerry Brown (D-OH) organized events in their districts for a rail security day in June. Each press conference was focused on the urgent need for rail security funds and members of the Brotherhood of Locomotive Engineers and Trainmen spoke about the security breaches they see daily. All of the shared insights pointed out that downsizing by rail corporations has

increased the vulnerability of our rail lines.

A Change in the White House

The Bush White House, often characterized as one of the most corporate oriented administrations in years, is ripe for change. In contrast, the Democratic candidate, John Kerry, has pledged to reauthorize funding to the Occupational Safety and Health Administration that the Bush administration has so wantonly taken away, raise the minimum wage, restore funding to improvements in transportation infrastructure and support increased funding for rail security. Now that John Edwards has joined the Kerry ticket, the campaign will be even more energized. We cannot let this election be dominated by corporate interests and others who are unconcerned with the livelihood of working families. I look forward to traveling the country over the next three months and talking to Teamsters/BLET members about the importance of voting for the Kerry-Edwards ticket. We must take back the White House for working families.

United We Win!

James P. Hoffa
 James P. Hoffa
 Teamsters General President

AUGUST 2004 CALENDAR & EVENTS

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. 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 15... U.S. Railroad Retirement Board Informational Conference, Pittsburgh, Pa.
 The U.S. Railroad Retirement Board will conduct an informational conference for BLET officers in Pittsburgh, Pa. The meeting will take place at the Greater Pennsylvania Regional Council of Carpenters Union Hall—Green Tree, 495 Mansfield Ave. Registration for the conference begins at 8:00 a.m. and the program begins promptly at 8:30 a.m., ending 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.

OCTOBER 31-NOVEMBER 5... Advanced Local Chairman Workshop, Silver Spring, Md.
 The Education & Training Department of the Brotherhood of Locomotive Engineers will conduct an advanced Local Chairman Workshop on the campus of the George Meany Center's National Labor College in Silver Spring, Md. See Page 2 of this issue for more details.

Advisory Board June 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; CRLO meetings, Washington, D.C.; Southeastern Meeting Association, Greenville, S.C.; National Democratic Committee fundraising event, mtgs. w/ various Congressmen and Senators, Washington, D.C.; Dennis Pierce GCofA meeting, Las Vegas; Advisory Board conference call.

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; Meeting with Passenger General Chairman; South Buffalo remote control mtg.; Southeastern Meeting Association, Greenville; IBT Joint Council 41 mtg.; BNSF-IMRL General Committee mtg.

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 Chairman's Workshop, KCS GCofA, Shreveport, La.; Southeastern Meeting Association, Greenville, S.C.; Local Chairman's Workshop, BNSF Northlines GCofA, Las Vegas, Nev.

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 Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Arb. assistance, Div. 294 mtg., IHB/Metra-CP, Chicago; RC arb. mtg., gen. assistance, BRC; Engineer training mtg., LM mtg., Metra/CN-IC; Local Chairman's Workshop, KCS, Shreveport; Joint mtg., Divs. 219, 604, 599, 632, 569, 858, 914; L/M committee quarterly, CN/WC, Green Bay; Mtg., re: 2/23 Metra accident, Metra-CP, Elgin; Pass. affidavit/general asst., CN-L/M follow-up mtg., CN/WC; Training agreement negotiations, Metra, Chicago; Local Chairman's Training Class, BNSF, Las Vegas; NRAB arbitration, various; FRA Part 240.409 dockets this month: EQAL 01-21; 01-16; 01-06; 01-82; 01-91; 02-01; 02-52; 02-67.

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.; Various mtgs. w/ P&W members, Portland & Albany, Ore.; P&W contract negotiations, Salem, Ore.; GW RR contract negotiations, Denver; PLB 6040, review awards, St. Paul, Minn.; UP former CNW claims issues/On property negotiations, St. Paul; 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; Kansas City Southern General Committee mtg., Shreveport, La.; Southeastern Meeting Association, Greenville, S.C.; National Democratic Club event, Washington, D.C.; Mtg. w/ Regional Chairmen and IBT; Reception for Cong. Sheila Jackson Lee (D-TX).

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; New York, Susquehanna & Western RR; St. Lawrence & Atlantic RR; Indiana Southern RR; KCS GCofA mtgs., Shreveport, La.; Southeastern Meeting Association, Greenville, S.C.; Contract mtgs. w/ GC Martin, NYS&W, Oneonta, N.Y.; Advisory Board conference call; General office duties, research and correspondence.

Vice-President Stephen D. Speagle—Assigned to BNSF, MRL, PHL; General office duties; Chicago terminal consolidation mtgs., Chicago; PLB 6540, Fort Worth; Attend A. Morrison's GCofA mtgs., Amarillo, Texas; Wabash Hospital mtg., Decatur; Attend D. Pierce GCofA mtgs., Las Vegas.

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; Arbitration Board 6729, 6730, 6731, 6732, Las Vegas; Assisting GC Donnigan, GCofA mtgs., West Yellowstone, UPWR GCofA; Assisting General Chairman Gore, New Orleans, UPSR GCofA; Trip Rate mtgs., Dallas/Fort Worth, UPSR GCofA.

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; Reception for Senator Kennedy (D-MA); Assisted NS VGC Bill Thompson at Division 74; Southeastern Meeting Association, Greenville, S.C.; IBT-BLET special event at Davenport, Iowa, re: IC&E contract negotiations; National Mediation Board mtg., Washington, D.C.; re: IC&E contract negotiations; Advisory Board conference call; Special project on rail security; General office duties.

NASLBC

Continued from Page 7

tion is critical,' but I have to tell you that our members must make some crucial and well-informed choices when they vote this fall if we want to have any reasonable hope for having an even playing field in the next four years and have any reasonable hope to make improvements in the standard of living for trade unionists in this country," he said.

The Switching Operations Fatality Analysis (SOFA) Working Group made a detailed report, including a slide presentation. The Group's central purpose is to analyze fatalities that occur during rail switching to find ways to reduce these types of accidents. •



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 John V. Bentley Jr., Editor
www.ble-t.org • (216) 241-2630
 Kathleen Policy, Associate Editor

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