CSX: “Wrong way” on discipline

‘Despicable actions’ as CSX sets quotas for intimidating injured workers

The Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union have told CSX CEO Michael Ward to stop the “targeted selective stalking, harassment and intimidation of its train and engine service crews.”

In an Aug. 4 jointly signed letter to Ward, BLET President Don Haas and UTU President Paul Thomp- son provided evidence that CSX officials have in-stirered lower level supervisors to fulfill discipline quotas in an orchestrated effort to intimidate injured CSX employees from reporting on-the-job injuries and marking off sick — actions the Federal Railroad Ad-ministration has condemned in the past and said would be turned over to the Justice Department for investigation and prosecution if found to continue.

Haas and Thompson cited a CSX Southern Re-gion 2006 Safety Action Plan, updated in June, which orders CSX supervisors to identify so-called “bad ac-tors” at each on-duty location.

Haas and Thompson told Ward that the minimizing and intimidation of operating em-ployees is a widespread practice in the railroad in-dustry and is something that is not specifically lim-ited to CSX. However, it’s rare, if not unprecedented, to see a blatant management directive such as this in writing.

In one case, two CSX supervisors told an injured employee the following: “…you’ve got a long career ahead of you and you don’t want personal injuries on your record so you need to try to work with us.”

“For example, you have an injury, we have you to give you more tests. Everybody sees this once the paperwork goes in. If there is no paperwork turned in then nobody sees it. All I’m trying to do is keep this thing from going reportable. We are just trying to keep things from becoming reportable.”

“…they have to seek medical attention we will have to show you an efficiency test failure and it will go to investigation.”

When that employee said he still wanted to seek medical attention he was notified later that day that CSX had filed charges against him.

The CSX Southern Region Safety Action Plan in-stiruced CSX supervisors to target 1 percent of T&E employees.

These despicable actions are in direct contrac-t to what CSX says on its website: “Accident and in-jury reporting is important for several reasons, not the least of which is the collection of data and root causes that can be used in an effective program of prevention.” The targeting of CSX employees also is in direct contrast to a CSX video, “Right Results, Right Way.”

The CSX video, produced about six years ago and directed at company officers, explained the “right way” and the “wrong way” to interact with injured employees. What CSX is doing today is exactly what the video says is the “right way.”

“CSX has taken a 180 degree turn and abandoned the standards previously established by a construc-tive, positive and progressive thinking rail carrier,” Haas and Thompson wrote.

“…CSX’s new campaign is nothing more than a stalking, harassment and intimidation adventure which will reap no benefits and prove to be destruc-tive. This will have to end now. The messaging and work initially set in place are appearing to be noth-ing more than a façade,” Haas and Thompson wrote.

“Additionally, we have learned that these employ-ees are being targeted specifically for random rules tests and being marked for investigation for any test failures,” Haas and Thompson wrote.

“We request your immediate involvement and inves-tigation of this coordinated stalking, harassment and intimidation of T&E employees.”

Children of BLET members win top Hoffa Scholarships

The BLET congratu-lates six of its members’ children for winning scholar-ship awards from the James R. Hoffa Memorial Scholarship Fund. Two of these winners, Christine Haas and Elspeth Sawyer, earned $10,000 scholarships.

Christine Haas is the daughter of BLET Division 555 (Calwa City, Calif.) member F.L. Haas. She will be attending the University of California at Davis and plans to major in Biochem-istry. Christine plans on be-coming a research veter-inarian. Christine achieved much in her high school years, and was the winner of the Discovery Channel’s Young Scientist Challenge.

Elspeth Sawyer is the daughter of BLET Division 316 (Atlanta) Legislative Representative H.L. Sawyer Jr. Elspeth will be attending American University in Washington, D.C., as a pre-medicine major. She plans to become a doctor and work in the field of humanitarian aid. Elspeth was a member of the National Honors Society and volunteered for many charities and community groups.

In addition to Christine and Elspeth, four other chil-dren of BLET members won $1,000 scholarships. They are as follows:

• Beau Ganas — son of S.S. Ganas, a member of BLET Division 648 (Waycross, Ga.);
• Jennifer Todd — daugh-ter of W.E. Todd of BLET Divi-sion 507 (Tyler, Texas);
• Taylor Rutherford — son of P.E. Rutherford, a member of BLET Division 206 (Tyler, Texas).

The annual James R. Hoffa Memorial Scholarship Contest is open to high school seniors who are chil-dren of Teamster members that exhibit exemplary grades and activities. The fi-nalists are chosen by the program the Fund uses to score. Scoring is based on class rank, G.P.A. and SAT/ ACT scores. The 250 finalists are judged by an outside panel consisting of Admis-sion Directors from three universities.

• Hollie Brandt — daughter of M.E. Brandt, a member of BLET Division 272 (Ster-ling, Colo.); and
• Tyler Ruther-ford — son of P.E. Rut-herford, a member of BLET Division 206 (Tyler, Texas).

BLET, SEPTA reach five-year tentative deal

The Brotherhood of Loco-motive Engineers and Train-men (BLET) has reached a ten-tative five-year contract agree-ment for its 156 members who work for the Southeastern Pennsylvania Transportation Authority (SEPTA).

Ballots were mailed on Au-gust 10 and the final results will be tallied on August 21.

“From the beginning, the BLET’s objective was to reach an agreement that is fair and acceptable for our members,” said Rich Dixon, BLET General Chair-man at SEPTA.

The parties reached a vol-untary agreement following one meeting before Presiden-tial Emergency Board No. 239.

The five-year agreement gives CSX members improvements in wages and other benefits. The agreement allows for an improved certifi-cation allowance under the new contract.
The Federal Railroad Administration (FRA) has slammed the credibility of BNSF Railway’s positive train control pilot projects, citing inconsistencies in BNSF’s safety plan. The agency also complained that descriptive language explaining the railway’s compliance with FRA safety requirements was written in broad generalities that disguise numerous defects.

BNSF’s Electronic Train Management System (ETMS) is one of the rudimentary positive train control technologies being tested under special FRA waivers from certain safety regulations. The BLET and the UTU support development of PTC systems, but only if they meet adequate federal safety requirements.

“The FRA clearly is not satisfied with BNSF’s safety plan for its ETMS, which reflects the carrier’s reckless disregard for public safety.”

Indeed, in a highly critical June 20 letter to the carrier (released July 10), the FRA said it no longer trusts the basic safety assumptions of BNSF’s positive train control pilot projects. BNSF has been experimenting with ETMS on a small 11.5-mile subdivision in Illinois and is seeking permission from FRA to expand testing to line segments in Texas and Oklahoma, including routes used by Amtrak.

“In particular, Dixon credits the aforementioned days, when engineers attend meetings contained two longevity certification allowances. In lieu of the old recommendation from negotiations of Presidential Emergency Board 239. Engineers would receive a payment of $50 cents per hour pay on top of their regular hourly pay under the new contract. In most cases, a one percent per hour increase would be more than the $4 per day certification allowance. It is subject to all general wage increases.

“Locomotive engineers at SEPTA average far in excess of eight hours a day and 40 hours of work per week,” Dixon said.

Pay hours under the new agreement would also include days when engineers attend annual rules classes, vacation time, sick days, and personal holidays.

“Prior to this agreement, locomotive engineers were not paid for certification on the aforementioned days,” Dixon said.

In a concession to on-property pattern agreements, BLET members would be required to operate 40 percent of forty hours per week towards the cost of health care benefits. However, BLET members would not be required to make these payments until Aug. 1, 2008.

The tentative contract contains an additional Line of Duty Death Benefit payment of $250,000, in the event that a member is killed as a result of robbery or assault while performing their duties. In addition, the tentative agreement contains an increased life insurance benefit of $40,000 from $34,000.

For its retired members, and for those planning an early retirement, the proposed deal would provide a retiree pre-coverage coverage for a period of three years or age 65, whichever comes first. The benefit comes at no cost to the union or individual members.

The contract would provide an increase in the daily parking allowance and additional bereavement leave for its members. The old agreement contained two longevity increases of an additional $1 per hour for each 10 and 15 years of service at SEPTA. The 15-year wage rate, which contains both longevity increases, has been established as the top rate for locomotive engineers and the compounding factor at each general wage increase provides for additional increases for junior engineers when they reach 10 and 15 years of service.

“I wish to commend the SEPTA General Committee Negotiating Team, First Vice President Ed Rodzwicz, the employees of the law firm Baptiste and Wilder, specifically Roland Wilder and Stephen Surich, and Teamster Economist Jim Kinball for the excellent work they have done in obtaining this tentative agreement for our members on SEPTA,” said BLET National President Don Hahn.
VP Tolman testifies on human factors incidents

BLET's Vice President and National Legislative Representative John Tolman testified before the House Transportation & Infrastructure Committee's Subcommittee on Railroads on human factors incidents in the railroad industry.

In his testimony, Mr. Tolman cited three key areas of concern to BLET regarding human factors incidents.

First, he underscored prior BLET testimony concerning fatigue, and the ways in which the railroad industry’s rampant manipulation of the Hours of Service Act and governing FRA regulations contribute to this growing problem.

Second, he addressed the nexus between inadequate training and human factor accidents.

Third, he informed the Subcommittee of potential hazards inherent in some of the new technologies that rail carriers say will eliminate human factor accidents.

BLET testifies on rail safety regulations

In July, the National Transportation Safety Board adopted a report determining that the 2004 Fort Worth, Texas, collision and toxic chlorine release, which killed three people, was caused by a fatigued crew’s failure to respond to warning signs.

In the NTSB report, the crew was criticized for failing to effectively use off-duty time, thereby not obtaining sufficient rest prior to the accident day.

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Rate Tables effective July 1, 2006

The rates effective July 1, 2006, reflect a 1 e per hour Cost of Living Allowance to the basic daily rate and $0.0095 per mile. It should be noted that these figures are derived from the BLET National Agreement. The rates in effect on some properties differ slightly from the published rates, because of the effect of different system agreements. Your general chairman’s office should have the rates in effect on your property. *

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The table above shows the standard rates of pay for locomotive engineers. The rates are based on the number of pounds carried and the number of hours worked. For each additional 2,000 pounds or fraction thereof added, $1.18 is added. For each additional 5000 pounds or fraction thereof added, $0.215 is added.
The BLET’s Arbitration Department has added Doug Davidson of Division 96 (Chicago) to its staff, filling the vacancy that was created by Marcus J. Ruef’s election to the office of National Vice-President at the First Quadrennial Convention in June.

Under the direction of National Vice-President Richard K. Radek, Davidson will serve as a labor member for the First Division of the National Railroad Adjustment Board. In addition, he will assist BLET General Committees and BLET members in the field preparing for cases and hearings.

“I am honored to work for our Brotherhood’s National Division and look forward getting started right away, putting my experience to work for our members,” said Brother Davidson, a BLET member for 26 years. “I welcome the challenges ahead.”

Davidson has more than 30 years of service with the Chicago & North Western/Union Pacific Railroad. He originally hired out in 1973, just 36 days past his 18th birthday. His professional railroad career includes work as a switchman, brakeman and fireman prior to earning his promotion to locomotive engineer in June of 1980. He also joined Division 96 in June of 1980. He also worked as a clerk at various times while furloughed from operating positions early in his railroad career.


“We are proud to have Brother Davidson on board,” Vice President Radek said. “He brings to the table a high level of experience, success, and a stellar work ethic. I also thank Vice President Ruef for his many years of dedicated service to the Arbitration Department and congratulate him on his election.”

Ruef had worked in the Arbitration Department from late 1996 to his election in June of 2006.

Over the years, Davidson has gained a great deal of first-hand experience handling time claims and discipline cases at the local level, as well as preparing and presenting cases at the First Division. He has also been active handling Part 240 engineer certification cases. Davidson holds the unique distinction of being the first non-attorney to successfully handle a case at the 409 level (trial de novo).

“I welcome Doug Davidson to our National Division staff and know that he will do a stellar job in protecting the rights of BLET members from all across the United States,” BLET National President Don Hahs said.

Davidson and his wife Annie have been married for 26 years. They have two adult children, Sophie and Floyd. The couple resides in Evanston, Ill.

From left: BLET Vice-President & Director of Arbitration Rick Radek with Arbitration staffers Doug Davidson and Greg Ross in the Arbitration Department’s library.
BLET NEWS

Rail Conference reaches out to rail security first responders

The Teamsters Rail Conference is reaching out to hazardous materials First Responders in an effort to boost rail security as part of its “High Alert: Safe Rails/Secure America” campaign.

First Responders are law enforcement officers, fire fighters, emergency medical services providers, hazardous materials handlers, physicians or nurses who are among the first called to service in the event of a hazmat spill, accident, or terrorist attack on the nation’s rail system.

These First Responders are being asked to sign a petition, which will first be faxed to the IBT and later delivered en masse to the Department of Homeland Security and the Transportation Security Administration (TSA). The petition calls on those government agencies to protect American lives by demanding that rail carriers immediately implement a viable security plan to be enforced by the TSA.

Workers who responded to the Teamsters Rail Conference Safe Rails/Secure America survey of safety and security measures on the U.S. rail network report they have no system — other than the railroad radio — to alert First Responders of a hijack, attack, or other emergency. They have received little or no training with regard to security or their roles in the rail carriers’ security plan. They have had inadequate training in safety/terrorism prevention; inspections of infrastructure; hazardous materials; or OSHA’s Emergency Action and/or Emergency Response plans.

“The vulnerabilities place the lives of rail crew members, first responders, and millions of Americans at risk,” BLET National President Don Hahs said. “Only by increasing the pressure on rail corporations can we force a change for the better.”

For the most part, rail corporations have been held to a lower standard when it comes to security. For example, the railway industry has only received recommended security standards from the Department of Homeland Security.

It is imperative that BLET members do their part in this campaign by copying this flyer and taking it to their local fire, EMS, and police departments. Please have them fax the flyer back to the number provided on the flyer.

BLET receives a heartfelt ‘thank you’ from the family of Eddie Sanchez

BLET National Division President Don Hahs received a letter from the widow of Eddie Sanchez, thanking BLET members for their generous donations in memory her late husband.

Brother Sanchez was killed in a tragic automobile accident as he traveled to represent Division 134 (Winslow, Ariz.) as a delegate at the BLET’s First Quadrennial Convention in Las Vegas.

After learning of the tragedy, individual delegates, General Committees, State Legislative Boards, Divisions, and the BLET National Division combined to donate more than $33,000 to the Sanchez family.

The letter from Donna Sanchez and the Sanchez family was addressed to BLET officers, members, staff and delegates. The family thanked everyone in the BLET for their prayers and overwhelming generosity during the family’s time of need.

Brother Sanchez, 54, is survived by his wife, Donna, four children, and two grandchildren. He was in his second term of office as Local Chairman of Division 134 at the time of the accident.

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.

In addition to the financial contributions, delegates also unanimously passed a resolution to honor the memory of Brother Sanchez with a memorial plaque to be given to the Sanchez family.

“To the family of Eddie Sanchez thanks you all for your generous donations to the memory of our beloved husband, father, son, brother and friend,” the letter reads. “Eddie was a dedicated BLET Division 134 member (Winslow, Arizona) who loved working with his union Brothers and Sisters. He was excited about the trip to Las Vegas to represent Division 134 at his first National Convention. His kind, gentle, and loving attitude and spirit was an asset in his work and daily life and he will be missed terribly by us all.

“We are comforted by the Convention’s resolution that honors Eddie’s memory as a dedicated BLET member with a memorial plaque for our family. Thank you for your prayers, cards and visits to our family.”

/s/ Donna Sanchez and the Sanchez Family
The initiative put forth by BLET Division 316 to provide for membership election of National Division officers has been approved by a majority of active members who cast a ballot. It now must be approved by the International Brotherhood of Teamsters.

The initiative contained three separate questions, all of which passed:

• The first question provided for a change to Sections 1(b) and 6(a) of the National Division Rules to provide for the direct voting of National Division officers. Question one passed by a margin of 4,329 to 2,469.
• Question two changed Section 44(f) to require a paper ballot and to provide that the candidate with the highest number of votes would be elected. It passed by a margin of 4,401 to 2,564.
• Question three created Section 49 of the National Division rules, entitled: “Rules Governing Direct Membership Election of National Division Officers.” It passed 4,449 to 2,516.

The following BLET members were appointed by President Don M. Hahs to count the votes pursuant to Section 4(a) — National Division Rules: M. J. O’Byran, Division 57 (Boston), Amtrak GCA Secretary-Treasurer; T. B. Vasse, Division 382 (Buffalo, N.Y.); M. D. Frank, Local Chairman Division 890 (Birmingham, Ala.); S. M. Schelling, Local Chairman Division 804 (Oklahoma City, Okla.); T. W. Hargun, Secretary-Treasurer Division 857 (Tyler, Texas); and D. B. Heiman Local Chairman Division 183 (Omaha, Neb.).

“I thank these brothers for their hard work in counting the votes,” President Hahs said. “I also commend all of those who voted in this important referendum.”

The new voting process will be used in the 2010 National Division elections, if approved by the International Brotherhood of Teamsters.

BLET Executive Staff member Chuck Anderson was invited to give the invocation before more than 7,000 Teamster delegates after he read an e-mail that he had sent to the Officers and Staff of the Teamsters and BLET about the power of prayer. His e-mail told a story about his son, Daryl, who is serving in Iraq. Daryl is a staff sergeant in the U.S. Marine Corps.

A few weeks ago he took his men out on an operation near the town of Fallujah. Before the patrol started he asked his men if they wanted to pray. Everyone said, “Sure, why not?” So he led his men in prayer. About an hour into their patrol, a fireball erupted next to their truck. All four doors were blown open and the vehicle went airborne. By the grace of God, everyone was okay.

When they got back to base, Daryl told his men that they should pray again and thank the Lord. Of course they were all enthusiastic about that!

President Hahs’ appointment became effective July 1.

“From left, John Murphy, IBT Vice President and Director of the Rail Conference; Ed Rodzwica, BLET First Vice President and President of the Rail Conference; Perry Gellar, BMWED National Secretary-Treasurer and Secretary-Treasurer of the Rail Conference; and Bill Walpert, BLET National Secretary-Treasurer and Vice President of the Rail Conference.

The Rail Conference of the International Brotherhood of Teamsters held its inaugural convention in Las Vegas on June 23 following the completion of BMWED and BLET national conventions earlier that week.

During the convention, delegates voted on changes to the Rail Conference bylaws, which set the groundwork for the BLET and BMWED to work together more closely, and they elected leaders for the next four years. They are:

• Ed Rodzwica, First Vice President of the BLET; is the new President of the Rail Conference;
• Bill Walpert, National Secretary-Treasurer of the BLET; is Vice President of the Rail Conference; and
• Perry Gellar, National Secretary-Treasurer of the BMWED, is Secretary-Treasurer of the Rail Conference.

All three officers were elected unanimously. Also, it was announced by John Murphy, Director of the Rail Conference, that BLET National President Don Hahs has been appointed Special Advisor to General President James P. Hoffa on Rail Conference issues relating to collective bargaining.

“It is recognition by President Hoffa that rail collective bargaining is entering a critical phase and recognition of the seriousness of the issues posed by the carriers,” Murphy said. “It is also a recognition of the experience of Don Hahs.”

President Hahs’ appointment became effective July 1.

BLET Staffer Chuck Anderson: Remember the power of prayer

Chuck Anderson was invited to give the invocation on June 29 at the 27th Inter-Teamsters Convention in Las Vegas, Nevada.

Brother Anderson was invited by Cheryl Johnson, Director of the Teamsters Human Rights Commission, to give the invocation before more than 7,000 Teamster delegates after she read an e-mail that she had sent to the Officers and Staff of the Teamsters and BLET about the power of prayer. His e-mail told a story about his son, Daryl, who is serving in Iraq. Daryl is a staff sergeant in the U.S. Marine Corps.

Brother Anderson has served on the BLET Executive Staff since 1988. He has been member of BLET Division 362 (La Grande, Ore.) since 1977.

His invocation follows:

“Sometimes we ignore the power and influence that prayer can have in our lives. But here’s a true story from my son, Daryl, who is a staff sergeant in the 1st Radio Battalion, USSMC, currently on assignment in Iraq.

A few weeks ago he took his men out on an operation near the town of Fallujah. Before the patrol started he asked his men if they wanted to pray. Everyone said, “Sure, why not?” So he led his men in prayer. About an hour into their patrol, a fireball erupted next to their truck. All four doors were blown open and the vehicle went airborne. By the grace of God, everyone was okay.

When they got back to base, Daryl told his men that they should pray again and thank the Lord. Of course they were all enthusiastic about that!

President Hahs appointed the powers of God, our Heavenly Father.

We acknowledge your greatness, your holiness, your power. You are an awesome God, one who cannot be trifled with, and one who holds us accountable for our actions. But you also love your people with a great and un-dying love; and on that basis, we humbly make our petitions to you.

We first ask you to forgive us for those times when we failed to meet your expectations of us — for those times when we have hurt our brothers and sisters, when we have not done our best, not gone the extra mile, when we’ve been impatient, unearning, thoughtless or selfish. We are imperfect people, and we need your grace and favor in our lives.

Oh Lord, we ask that you help us today in the work we have to do. Give us wisdom to make the critically impor-tant decisions before us.

We pray for our officers at the helm of this fine union, as they daily shoul-der the enormously heavy responsibil-ity of watching over our welfare and leading the charge for economic and workplace justice.

And last, we ask that you equip and enable us, so that when we leave this 27th Convention, we will be better of-ficers, better staff persons, better rank and file, more effective in serving the needs of our members. Give us strength to work tirelessly on their behalf, so that they will better understand the greatness of this organization. And help us to be more formidable against our adversaries who have no care whatso-ever for the welfare of those who work for a living.

This is a great cause, oh Lord, and one that we cannot accomplish without your blessing.

For these things, oh God, we humbly thank you and give you praise.

In Jesus name, Amen.

In Jesus name, Amen.
Abuses of Work Schedules for Profit

The safety of the public and our members on the rails continues to be at risk, but we are going to battle in the halls of Congress. Recently, the House’s Transportation and Infrastructure Committee heard testimony from the BLET about the rail corporations’ abuses of so-called “limbo time.” This is another example on how the rail corporations view our members—without concern for their safety or the safety of the communities through which trains travel. It’s also another example how Union Pacific, Burlington Northern Santa Fe and other rail corporations’ one goal is profit. Profit before the safety of the people they carry.

Fatigue is a huge concern with many of today’s rail crews. With the rail corporations constantly pressuring to slash crew sizes, our members are already overburdened with long hours and not enough rest time. The National Transportation Safety Board (NTSB) reports that although pilots are flying up to 100 hours each month, some locomotive engineers are working over 400 hours. In addition, advance scheduling of freight runs is not often performed, leaving crews with too little rest time between runs. One horrible example of the result of family scheduling is the 2004 accident that happened in Macdona, Texas. The recent accident in Macdona, Texas. The recent accident in Macdona, Texas. The recent accident in Macdona, Texas.

Such rules had been in place during the Dubai ports debacle, our government would have had to pay the Emir of Dubai tens of millions of U.S. tax dollars. Every single member of Congress who voted for the agreement voted to sell out our nation’s security.

Passage of the agreement also sends a message that it is OK to exploit workers for the benefit of multinational companies and the Sultan, and that is not acceptable to the Teamsters. Labor and worker conditions in Oman are poor. Oman prohibits unions and collective bargaining while permitting forced labor and human trafficking.

We will continue to fight against the failed trade policies of the Bush administration. We will fight for trade agreements that are fair — and that means raising living standards and providing enforceable labor standards that protect workers, both here at home and abroad. The Oman agreement fails on all accounts and it is the American middle class that will continue to pay the price.

Fraternally,

James P. Hoffa
General President

Safety before profits

Abuses of Work Schedules for Profit

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Fraternally,

James P. Hoffa
General President

Advisory Board July 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, Assisted CSX general committees and GTW GCA; General office duties.

National Secretary-Treasurer William J. Wasjen – General supervision of BLET financial, record duties, HD office, BLET Education and Training Department, Internal Organization, Mediation, Strategic Planning, R}&R, Safety Task Force, Workshops with rail and financial institutions, national board Coordinating Committee, Kansas City Area, St. Louis, Chicago, etc., operations, etc., National Democratic Union; NRAB; Assisted CSX financial, etc., employment; National Democratic Union.

Vice-President Richard K. Radek – Assigned to CSX, NS and GTW general committees of adjustment; Single agreement negotiations, Assisted CSX general committees and GTW GCA, General office duties.

Vice-President Marle W. Grider Jr. – Assigned to BLET Trainmen’s Department, Kansas City Southern, Gateway Western, Missouri & Kansas, Southern & Southwestern, Gulf & Illinois, Missouri & Illinois, Union Pacific, Missouri & Kansas.

Vice-President E.L. “Lee” Pruitt – Assigned to: BLET Trainmen’s Department; Kansas City Southern; Gateway Western; Missouri & Kansas; Southern & Southwestern; Gulf & Illinois; Missouri & Illinois; Union Pacific, Missouri & Kansas.

Vice-President Marcus J. Ruef – Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Kansas, Missouri & Northern Arkansas (MRN), National Wages/Benefits Committee, Vice President Marle Grider’s retirement dinner, Chattanooga, Tenn., Wabash National Division office: General supervision of BLET activities; General office duties; Midwest Division; General office duties.

Vice-President Paul T. Sorrow – Assigned to: BLET Trainmen’s Department; Kansas City Southern; Gateway Western, Missouri & Kansas, Southern & Southwestern; Gulf & Illinois; Missouri & Illinois; Union Pacific, Missouri & Kansas.

Vice-President Marcus J. Ruef – Assigned to: BLET Trainmen’s Department; Kansas City Southern; Gateway Western, Missouri & Kansas, Southern & Southwestern; Gulf & Illinois; Missouri & Illinois; Union Pacific, Missouri & Kansas.

Vice-President Dale McPherson – Assigned to: BLET Trainmen’s Department; Kansas City Southern; Gateway Western, Missouri & Kansas, Southern & Southwestern; Gulf & Illinois; Missouri & Illinois; Union Pacific, Missouri & Kansas.

Vice-President John P. Tolman – Assigned to CSX, NS and GTW general committees of adjustment; Single agreement negotiations, Assisted CSX general committees and GTW GCA, General office duties.

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