



NEWS

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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 Hahs and UTU President Paul Thompson provided evidence that CSX officials have instructed 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 Administration has condemned in the past and said would be turned over to the Justice Department for investigation and prosecution if found to continue.

Hahs and Thompson cited a CSX Southern Region 2006 Safety Action Plan, updated in June, which orders CSX supervisors to identify so-called “bad actors” at each on-duty location.

Harassment and intimidation of operating employees is a widespread practice in the railroad industry and is something that is not specifically limited 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:

“...[Y]ou’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.”

“By federal law, once you have an injury, we have 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 from having a reportable injury.”

“If you 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 instructed CSX supervisors to target 1 percent of T&E employees.

These despicable actions are in direct contrast to what CSX says on its website: “Accident and injury 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 “wrong way.”

“CSX has taken a 180 degree turn and abandoned the standards previously established by a constructive, positive and progressive thinking rail carrier,” Hahs and Thompson told Ward in their joint letter.

“CSX’s new campaign is nothing more than a stalking, harassment and intimidation adventure which will reap no benefits and prove to be destructive to all involved. The good intentions and ground work initially set in place are appearing to be nothing more than a façade,” Hahs and Thompson wrote.

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

“We request your immediate involvement and investigation of this coordinated stalking, harassment and intimidation of T&ES employees.” •

Children of BLET members win top Hoffa Scholarships

The BLET congratulates six of its members’ children for winning scholarships 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 553 (Calwa City, Calif.) member F.L. Haas. She will be attending the University of California at Davis and plans to major in Biochemistry. Christine plans on becoming a research veterinarian. 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-



Sawyer



Haas

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 children 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 — daughter of W.E. Todd of BLET Division 857 (Tyler, Texas);

- Holli Brandt — daughter of M.E. Brandt, a member of BLET Division 727 (Sterling, Colo.); and
- Tyler 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 children of Teamster members that exhibit exemplary grades and activities. The finalists 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 Admission Directors from three universities.

This year there were

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BLET, SEPTA reach five-year tentative deal

The Brotherhood of Locomotive Engineers and Trainmen (BLET) has reached a tentative five-year contract agreement for its 195 members who work for the Southeastern Pennsylvania Transportation Authority (SEPTA).

Ballots were mailed on August 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 Chairman at SEPTA.

The parties reached a voluntary agreement following one meeting before Presidential Emergency Board No. 239. The five-year agreement gives BLET members improvements in wages and other benefits.

“Due to countless hours of preparation and unwavering commitment by General Chairman Rich Dixon, Vice General

Chairman Don Hill, President Steve Bruno and a host of others, the SEPTA General Committee has negotiated a fair agreement for Locomotive Engineers,” said BLET First Vice President Ed Rodziewicz, who heads the BLET’s Passenger Rail Department at the National Division.

If approved, the agreement will provide members with a \$1,000 signing bonus and wage increases of 12 percent over the life of the agreement. BLET locomotive engineers would also earn an improved certification allowance under the new contract.

Philadelphia commuters and the media paid close attention as negotiations unfolded between BLET and SEPTA, mainly because the threat of a strike that would have encompassed Philadelphia, four sub-

See SEPTA Contract, Page 2

VP Tolman testifies on human factors incidents

BLET Vice President and National Legislative Representative John Tolman testified before the House Transportation & Infrastructure Committee's Subcommittee on Railroads on July 25 regarding human factors incidents in the railroad industry.

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

First, he underscored prior BLET testimony concerning fatigue, and the ways in which the 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 technologies that rail carriers say will eliminate human factor accidents.

NTSB report cites fatigue in fatal collision, hazmat release

In July, the National Transportation Safety Board adopted a report determining that the 2004 Macdona, Texas, collision and toxic chlorine release, which killed three people, was caused by a fatigued crew's failure to respond to wayside signals. In the NTSB report, the crew was criticized for failing to effectively use off-duty time, thereby not obtaining sufficient restorative rest prior to reporting for duty. Union Pacific was criticized for train crew scheduling practices that created inverted crew members' work/rest patterns.

"For many decades, then-prevailing industry practices worked to minimize or camouflage potential fatigue problems," Tolman testified. "Much larger crew sizes greatly reduced the likelihood that an entire crew would be working while fatigued. Moreover, collective bargaining agreements contained maximum mileage regulations

— that were strictly enforced — under which a worker would be marked off for the remainder of the month when the maximum was exceeded.

"Over the past 60 years, technology has reduced crew size from five or six to two or three. Notwithstanding this fact, the supply of locomotive engineers, conductors and brakeman has not kept up with demand, creating enormous pressure on the industry to work crews above agreement-based mileage levels. The desire of railroad workers to improve, and not just maintain, their standards of living created similar pressure on unions to permit crews to continue working when those mileage levels were exceeded. As a result of these factors, smaller crews are working far more trips and miles than their historical predecessors."

Limbo time regularly abused

According to Vice President Tolman, the changes in the rail industry have been compounded by "limbo time," a system that is being abused by rail carriers and creating intolerable working conditions for train crews.

"The Hours of Service Act prohibits its operating employees from working more than 12 consecutive hours in any 24-hour period, with limited exceptions," Vice President Tolman said. "If a train cannot reach its destination within the 12 hours, the crew must stop in time to cease all work by the 12th hour, at which point they are considered 'outlawed.' A railroad that requires an operating employee to perform service covered by the Act beyond the 12th hour, unless the circumstances are exempted by statute, is subject to a civil penalty.

"Under current law, 'time spent in deadhead transportation to a duty assignment is time on duty, but time spent in deadhead transportation from a duty assignment to the place of final release is neither time on duty nor time off duty.' Thus, a crew who stops their train

short of the destination terminal because they have 'outlawed' are in 'limbo' status with respect to the Hours of Service Act while deadheading from where they stop to their off-duty point.

"The history of the Act shows a pattern of abuse by carriers that continues to this very day."

BLET compiling Hours of Service violations

Vice President Tolman told Congress that the BLET National Legislative Office is in the process of compiling examples of these abuses.

"Over the past nine months, we have received many thousands of reports of excessively long tours of duty," Vice President Tolman said. "Our staff presently is assembling these data into a usable form, which we expect will be completed later this year. However, I can tell you that the preliminary information we have is shocking."

According to data prepared by one of the four largest Class I railroads for the first six months of this year, on average, work tours for over 224 crews exceeded 14 hours every day. An average of nearly 103 crews a day work tours in excess of 15 hours, and over 46 and a half work tours in excess of 16 hours. Almost 20 crews every week for the first six months of this year had a work tour more than 20 hours long; that's 12 hours of work followed by more than 8 hours of deadhead/limbo time.

In addition to Vice President Tolman, the following individuals testified before the subcommittee: The Honorable Joseph Boardman, Administrator, Federal Railroad Administration; Robert Chipkevich, Director, NTSB; Office of Rail, Pipeline and Hazardous Materials Investigations; Dr. Martin Moore-Ede, M.D., Ph.D., Chief Executive Officer, Circadian Technologies, Inc.; Edward Hamberger, President and Chief Executive Officer, Association of American Railroads; W. Dan

Pickett, International President, Brotherhood of Railroad Signalmen; Richard F. Timmons, President, American Short Line and Regional Railroad Association; and James Stem, Alternate National Legislative Director, United Transportation Union.

In his questioning, Representative John D. Barrow (D-GA) noted that employees are spread too thin to get effective amounts of rest.

"If staffing levels are inadequate, people are going to try to work too long and get too tired," Representative Barrow said.

Representative Elijah Cummings (D-MD) asked whether the Hours of Service regulations are designed to protect workers and the general public. He also noted that the hours locomotive engineers spend on call is disruptive to their lives and puts them in danger. Representative Cummings compared the hours worked per month by locomotive engineers to those of truckers and airline pilots. Locomotive engineers can work a maximum of 432 hours per month, truckers can work a maximum of 260 hours per month and airline pilots can work a maximum of 100 hours.

In his testimony, Federal Railroad Administrator Joseph Boardman stated that 38 percent of all railroad accidents are caused by human factors, and acknowledged that fatigue was the cause of many of these incidents. He also noted that the Hours of Service Act was last amended 30 years ago, and since its last amendment, research has been done into the issue of that should help improve the regulations. He stated, however, that the FRA was powerless to help without assistance from Congress, the railroads and rail labor.

UTU Assistant Legislative Director Stem testified that he believed the FRA understands the problem, but said that action by Congress is now necessary to make changes in the industry. •

Why you should be a regular contributor to the BLET-PAC

By Sereena Hogan

Second Vice President, BLET Auxiliary

As a BLET spouse or family member, you may already be familiar with the BLET Political Action Committee (PAC) Fund. Many railroad families are already contributing to the fund. However, there are many who are not. Perhaps you don't even know what the PAC Fund is or what it's used for.

According to the law, corporations, trade associations and labor organizations may not contribute directly to federal candidates, either by dues or otherwise. A PAC is a legal, approved, straightforward and efficient method for a group of like-minded individuals to communicate with legislators and help them financially by pooling their campaign contributions. PACs make it possible for groups of individuals to inform and educate legislators more effectively than if contributors acted alone.

Therefore, the BLET has created its own political action committee, the BLET PAC Fund, to raise money to help elect candidates for Congress who will represent our interests. Having a strong PAC enables us to have a voice in issues affecting railroad employees, retirees, and their families in Washington, D.C., and in policy decisions being made every day

that can impact all of us. The BLET PAC contributes to the election campaigns of pro-labor candidates who understand the issues of importance to the railroad industry. Our PAC is bipartisan, contributing to both Republicans and Democrats who support our issues. Some of those issues include railroad retirement, Amtrak funding, Federal Employers' Liability Act (FELA), railroad security and railroad safety.

The Carriers spend a huge amount of money in Washington to influence members of Congress and push their anti-worker plans, outspending working families on politics by more than 15-1. Through grassroots political action and aggressive lobbying on Capitol Hill and in State Houses and City Halls across America, labor has stopped some of the worst attacks on working people.

With the anti-labor sentiment of our current administration, it is more important than ever that we support those in elected office who support us on issues that are important to us and our families. It is imperative that we react when important issues arise. It is just as important for us to get in the game early and help set the agenda. The PAC enables us to do just that. Even with the campaign finance scandals in Washington, and the efforts to pass significant campaign finance reforms that would help level the

playing field for the average American, the fact is that without PAC money to help elect and re-elect labor- and railroad-friendly candidates, we would have an even harder time bringing our issues before Congress.

All PACs are regulated by the Federal Election Commission, and the BLET must disclose where every penny of each dollar is contributed. All of the contributions go directly to candidates running for the U.S. House or Senate.

I realize that many of you, like me, are in charge of your family budget. We are all stretched to the limits, especially those of us who are still supporting growing children or taking care of aging parents. Please take a moment to review your finances and see if there is some way that you can see clear to make even a small monthly contribution of \$10 to \$15 to the PAC. Then have your spouse contact his or her Division Secretary-Treasurer, who is authorized to initiate a payroll deduction for your contribution.

Do it today so you won't forget about it. The outcome of the upcoming mid-term elections in November will make a big difference in whether our issues are seriously considered over the next two years.

We must work hard to get labor-friendly candidates elected this November! •

BLET NEWS

Rate Tables effective July 1, 2006

The rate Tables effective July 1, 2006, reflect a 1 ¢ per hour Cost of Living Allowance to the basic daily rate and \$0.0008 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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TABLE I — LOCOMOTIVE ENGINEERS — PASSENGER SERVICE Effective July 1, 2006 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS (Pounds)			Mileage		Hourly
			Daily	Regular	Under Art. VIII Straight Time
less than 80,000			\$158.40	\$1.2007	\$1.2320
80,000 and less than 100,000			\$158.40	\$1.2007	\$1.2320
100,000 and less than 140,000			\$158.49	\$1.2016	\$1.2329
140,000 and less than 170,000			\$158.57	\$1.2024	\$1.2337
170,000 and less than 200,000			\$158.66	\$1.2033	\$1.2346
200,000 and less than 250,000			\$158.75	\$1.2042	\$1.2355
250,000 and less than 300,000			\$158.83	\$1.2050	\$1.2363
300,000 and less than 350,000			\$158.92	\$1.2059	\$1.2372
350,000 and less than 400,000			\$159.00	\$1.2067	\$1.2380
400,000 and less than 450,000			\$159.09	\$1.2076	\$1.2389
450,000 and less than 500,000			\$159.18	\$1.2085	\$1.2398
500,000 and less than 550,000			\$159.26	\$1.2093	\$1.2406
550,000 and less than 600,000			\$159.35	\$1.2102	\$1.2415
600,000 and less than 650,000			\$159.43	\$1.2110	\$1.2423
650,000 and less than 700,000			\$159.52	\$1.2119	\$1.2432
700,000 and less than 750,000			\$159.60	\$1.2127	\$1.2440
750,000 and less than 800,000			\$159.69	\$1.2136	\$1.2449
800,000 and less than 850,000			\$159.77	\$1.2144	\$1.2457
850,000 and less than 900,000			\$159.86	\$1.2153	\$1.2466
900,000 and less than 950,000			\$159.94	\$1.2161	\$1.2474
950,000 and less than 1,000,000			\$160.03	\$1.2170	\$1.2483
1,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:			\$.08 and \$.09 Alternately		\$.08 and \$.09 Alternately
MOTOR AND ELECTRIC CARS In multiple or single unit Daily Earnings Minimum			\$159.36 \$159.92	\$1.2256	\$1.3161

TABLE II — LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) - \$6.00 Effective July 1, 2006 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight time	Over-time
less than 140,000	\$176.69	\$1.3624	\$1.4721	\$22.0858	\$33.1286
140,000 and less than 200,000	\$177.12	\$1.3684	\$1.4764	\$22.1395	\$33.2093
200,000 and less than 250,000	\$177.29	\$1.3699	\$1.4781	\$22.1608	\$33.2411
250,000 and less than 300,000	\$177.44	\$1.3714	\$1.4796	\$22.1795	\$33.2693
300,000 and less than 350,000	\$177.59	\$1.3735	\$1.4811	\$22.1983	\$33.2974
350,000 and less than 400,000	\$177.80	\$1.3756	\$1.4832	\$22.2245	\$33.3368
400,000 and less than 450,000	\$178.01	\$1.3777	\$1.4853	\$22.2508	\$33.3761
450,000 and less than 500,000	\$178.22	\$1.3798	\$1.4874	\$22.2770	\$33.4155
500,000 and less than 550,000	\$178.43	\$1.3816	\$1.4895	\$22.3033	\$33.4549
550,000 and less than 600,000	\$178.61	\$1.3834	\$1.4913	\$22.3258	\$33.4886
600,000 and less than 650,000	\$178.79	\$1.3852	\$1.4931	\$22.3483	\$33.5224
650,000 and less than 700,000	\$178.97	\$1.3870	\$1.4949	\$22.3708	\$33.5561
700,000 and less than 750,000	\$179.15	\$1.3888	\$1.4967	\$22.3933	\$33.5899
750,000 and less than 800,000	\$179.33	\$1.3906	\$1.4985	\$22.4158	\$33.6236
800,000 and less than 850,000	\$179.51	\$1.3924	\$1.5003	\$22.4383	\$33.6574
850,000 and less than 900,000	\$179.69	\$1.3942	\$1.5021	\$22.4608	\$33.6911
900,000 and less than 950,000	\$179.87	\$1.3960	\$1.5039	\$22.4833	\$33.7249
950,000 and less than 1,000,000	\$180.05	\$1.3978	\$1.5057	\$22.5058	\$33.7586
1,000,000 and less than 1,050,000	\$180.23	\$1.3996	\$1.5075	\$22.5283	\$33.7924
1,050,000 and less than 1,100,000	\$180.41	\$1.4014	\$1.5093	\$22.5508	\$33.8261
1,100,000 and less than 1,150,000	\$180.59	\$1.4032	\$1.5111	\$22.5733	\$33.8599
1,150,000 and less than 1,200,000	\$180.77	\$1.4050	\$1.5129	\$22.5958	\$33.8936
1,200,000 and less than 1,250,000	\$180.95	\$1.4068	\$1.5147	\$22.6183	\$33.9274
1,250,000 and less than 1,300,000	\$181.13	\$1.4086	\$1.5165	\$22.6408	\$33.9611
1,300,000 and less than 1,350,000	\$181.31	\$1.4104	\$1.5183	\$22.6633	\$33.9949
1,350,000 and less than 1,400,000	\$181.49	\$1.4122	\$1.5201	\$22.6858	\$34.0286
1,400,000 and less than 1,450,000	\$181.67	\$1.4140	\$1.5219	\$22.7083	\$34.0624
1,450,000 and less than 1,500,000	\$181.85	\$1.4156	\$1.5237	\$22.7308	\$34.0961
1,500,000 and less than 1,550,000	\$182.03	\$1.4176	\$1.5255	\$22.7533	\$34.1299
1,550,000 and less than 1,600,000	\$182.21	\$1.4194	\$1.5273	\$22.7758	\$34.1636
1,600,000 and less than 1,650,000	\$182.39	\$1.4212	\$1.5291	\$22.7983	\$34.1974
1,650,000 and less than 1,700,000	\$182.57	\$1.4230	\$1.5309	\$22.8208	\$34.2311
1,700,000 and less than 1,750,000	\$182.75	\$1.4248	\$1.5327	\$22.8433	\$34.2649
1,750,000 and less than 1,800,000	\$182.93	\$1.4266	\$1.5345	\$22.8658	\$34.2986
1,800,000 and less than 1,850,000	\$183.11	\$1.4284	\$1.5363	\$22.8883	\$34.3324
1,850,000 and less than 1,900,000	\$183.29	\$1.4302	\$1.5381	\$22.9108	\$34.3661
1,900,000 and less than 1,950,000	\$183.47	\$1.4320	\$1.5399	\$22.9333	\$34.3999
1,950,000 and less than 2,000,000	\$183.65	\$1.4336	\$1.5169	\$22.9558	\$34.4336
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

TABLE III — LOCOMOTIVE ENGINEERS LOCAL AND WAY FREIGHT SERVICE — WITHOUT A FIREMAN (HELPER) — \$6.00 Effective July 1, 2006 STANDARD RATES OF PAY					
WEIGHT ON DRIVERS			Mileage		Hourly
	Daily	Regular	Under Art. VIII	Straight time	Over-time
less than 140,000	\$177.26	\$1.3801	\$1.4797	\$22.1570	\$33.2355
140,000 and less than 200,000	\$177.69	\$1.3844	\$1.4840	\$22.2108	\$33.3161
200,000 and less than 250,000	\$177.86	\$1.3861	\$1.4857	\$22.2320	\$33.3480
250,000 and less than 300,000	\$178.01	\$1.3876	\$1.4872	\$22.2508	\$33.3761
300,000 and less than 350,000	\$178.16	\$1.3891	\$1.4887	\$22.2695	\$33.4043
350,000 and less than 400,000	\$178.37	\$1.3912	\$1.4908	\$22.2958	\$33.4436
400,000 and less than 450,000	\$178.58	\$1.3933	\$1.4929	\$22.3220	\$33.4830
450,000 and less than 500,000	\$178.79	\$1.3954	\$1.4950	\$22.3483	\$33.5224
500,000 and less than 550,000	\$179.00	\$1.3975	\$1.4971	\$22.3745	\$33.5618
550,000 and less than 600,000	\$179.18	\$1.3993	\$1.4989	\$22.3970	\$33.5955
600,000 and less than 650,000	\$179.36	\$1.4011	\$1.5007	\$22.4195	\$33.6293
650,000 and less than 700,000	\$179.54	\$1.4029	\$1.5025	\$22.4420	\$33.6630
700,000 and less than 750,000	\$179.72	\$1.4047	\$1.5043	\$22.4645	\$33.6968
750,000 and less than 800,000	\$179.90	\$1.4065	\$1.5061	\$22.4870	\$33.7305
800,000 and less than 850,000	\$180.08	\$1.4083	\$1.5079	\$22.5095	\$33.7643
850,000 and less than 900,000	\$180.26	\$1.4101	\$1.5097	\$22.5320	\$33.7980
900,000 and less than 950,000	\$180.44	\$1.4119	\$1.5115	\$22.5545	\$33.8318
950,000 and less than 1,000,000	\$180.62	\$1.4137	\$1.5133	\$22.5770	\$33.8655
1,000,000 and less than 1,050,000	\$180.80	\$1.4155	\$1.5151	\$22.5995	\$33.8993
1,050,000 and less than 1,100,000	\$180.98	\$1.4173	\$1.5169	\$22.6220	\$33.9330
1,100,000 and less than 1,150,000	\$181.16	\$1.4191	\$1.5187	\$22.6445	\$33.9668
1,150,000 and less than 1,200,000	\$181.34	\$1.4209	\$1.5205	\$22.6670	\$34.0005
1,200,000 and less than 1,250,000	\$181.52	\$1.4227	\$1.5223	\$22.6895	\$34.0343
1,250,000 and less than 1,300,000	\$181.70	\$1.4245	\$1.5241	\$22.7120	\$34.0680
1,300,000 and less than 1,350,000	\$181.88	\$1.4263	\$1.5259	\$22.7345	\$34.1018
1,350,000 and less than 1,400,000	\$182.06	\$1.4281	\$1.5277	\$22.7570	\$34.1355
1,400,000 and less than 1,450,000	\$182.24	\$1.4299	\$1.5295	\$22.7795	\$34.1693
1,450,000 and less than 1,500,000	\$182.42	\$1.4317	\$1.5313	\$22.8020	\$34.2030
1,500,000 and less than 1,550,000	\$182.60	\$1.4335	\$1.5331	\$22.8245	\$34.2368
1,550,000 and less than 1,600,000	\$182.78	\$1.4353	\$1.5349	\$22.8470	\$34.2705
1,600,000 and less than 1,650,000	\$182.96	\$1.4371	\$1.5367	\$22.8695	\$34.3043
1,650,000 and less than 1,700,000	\$183.14	\$1.4389	\$1.5385	\$22.8920	\$34.3380
1,700,000 and less than 1,750,000	\$183.32	\$1.4407	\$1.5403	\$22.9145	\$34.3718
1,750,000 and less than 1,800,000	\$183.50	\$1.4425	\$1.5421	\$22.9370	\$34.4055
1,800,000 and less than 1,850,000	\$183.68	\$1.4443	\$1.5439	\$22.9595	\$34.4393
1,850,000 and less than 1,900,000	\$183.86	\$1.4461	\$1.5457	\$22.9820	\$34.4730
1,900,000 and less than 1,950,000	\$184.04	\$1.4479	\$1.5475	\$23.0045	\$34.5068
1,950,000 and less than 2,000,000	\$184.22	\$1.4249	\$1.5493	\$23.0270	\$34.5405
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$179.20	\$.18	\$.18		

TABLE IV — LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY — WITHOUT A FIREMAN — \$6.00 Effective July 1, 2006			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$187.36	\$23.42	\$35.1296
500,000 and less than 550,000	\$187.61	\$23.45	\$35.1764
550,000 and less than 600,000	\$187.83	\$23.48	\$35.2177
600,000 and less than 650,000	\$188.04	\$23.50	\$35.2571
650,000 and less than 700,000	\$188.26	\$23.53	\$35.2983
700,000 and less than 750,000	\$188.48	\$23.56	\$35.3396
750,000 and less than 800,000	\$188.69	\$23.59	\$35.3789
800,000 and less than 850,000	\$188.91	\$23.61	\$35.4202
850,000 and less than 900,000	\$189.12	\$23.64	\$35.4596
900,000 and less than 950,000	\$189.34	\$23.67	\$35.5008
950,000 and less than 1,000,000	\$189.56	\$23.69	\$35.5421
For each additional 50,00 pounds over 1,000,000 or fraction thereof add:	\$0.215		

TABLE V — LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY — WITHOUT A FIREMAN — \$6.00 Effective July 1, 2006			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$175.24	\$21.90	\$32.8566
500,000 and less than 550,000	\$175.45	\$21.93	\$32.8959
550,000 and less than 600,000	\$175.63	\$21.95	\$32.9297
600,000 and less than 650,000	\$175.81	\$21.98	\$32.9634
650,000 and less than 700,000	\$175.99	\$22.00	\$32.9972
700,000 and less than 750,000	\$176.17	\$22.02	\$33.0309
750,000 and less than 800,000	\$176.35	\$22.04	\$33.0647
800,000 and less than 850,000	\$176.53	\$22.07	\$33.0984
850,000 and less than 900,000	\$176.71	\$22.09	\$33.1322
900,000 and less than 950,000	\$176.89	\$22.11	\$33.1659
950,000 and less than 1,000,000	\$177.07	\$22.13	\$33.1997
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

President Hahs welcomes Davidson to Arbitration staff

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.

In terms of service to the Brotherhood, Brother Davidson took over the local chairman position for Division 96 when his predecessor resigned in 1988. An effective labor leader, Davidson was re-elected in 1989, 1992, 1995, 1998, 2001, and 2004. He also represented his division as a delegate to four BLET National and International Conventions (1991, 1996, 2001 and 2006).

"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.

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**Brotherhood's Relief
and Compensation Fund**

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www.brcf.org

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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 mass 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.

“Such vulnerabilities place the lives of train 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 Coast Guard mandates security standards for our nation’s ports, both to protect our eco-

nomic infrastructure and to protect the people living nearby. On the other hand, the railroad 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. •

HIGH ALERT:
Railway Security Gaps Endanger America

American Lives, First Responders, Rail Workers At Risk

Mr. Michael Chertoff
Secretary
United States
Department of
Homeland Security
Washington, DC

Dear Mr. Chertoff:

As a First Responder – law enforcement officer, firefighter, emergency medical services provider, hazardous materials handler, physician or nurse – I am among those who will be called to service in the event of a hazardous materials spill, accident, or terrorist attack on the nation’s rail system. I am deeply disturbed to learn that the safety and security of the rail network is fraught with vulnerabilities:

The FBI has declared the U.S. rail network a likely target for terrorists, and the Department of Transportation calls the materials shuttling along the rail lines weapons of mass destruction. The Chlorine Institute says a 90-ton tank car targeted by an explosive device could create a toxic cloud 40 miles long and 10 miles wide. According to the U.S. Naval Research Lab, such a toxic plume could kill 100,000 people in 30 minutes. It is not uncommon for such tank cars to sit in easily accessible and unattended rail yards for hours.

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.

Such vulnerabilities place my life, the lives of rail workers and millions of American residents in jeopardy in the event of an attack on the rail network.

I call on the Department of Homeland Security and the Transportation Security Administration to protect American lives by demanding that rail carriers immediately implement a viable security plan to be enforced by the TSA.

Sincerely,

First Responders for Rail Security

Name (please print)
 Profession
 Address
 City/State
 Signature

Please fax completed forms to the Safe Rails/Secure America Campaign at (202) 624-6910.

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.

“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 live 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

BLET members approve 'one-member, one-vote' initiative

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 4,328 to 2,649.

- 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 4,446 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'Bryan, Division 57 (Boston), Amtrak GCA Secretary-Treasurer; T. B. Vassie, Division 382 (Buffalo, N.Y.); M. D. Frank, Local Chairman Division 899 (Birmingham, Ala.); S. M. Schelling, Local Chairman Division 165 (Louisville, Ky.); T. W. Brown, 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. •

Rail Conference elects leadership



From left: John Murphy, IBT Vice President and Director of the Rail Conference; Ed Rodziewicz, 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 Rodziewicz, 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

BLET Executive Staff member Chuck Anderson was invited to give the invocation on June 28 at the 27th International 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 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.

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 is a true story from my son, Daryl, who is a staff sergeant in the 1st Radio Battalion, USMC, 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!

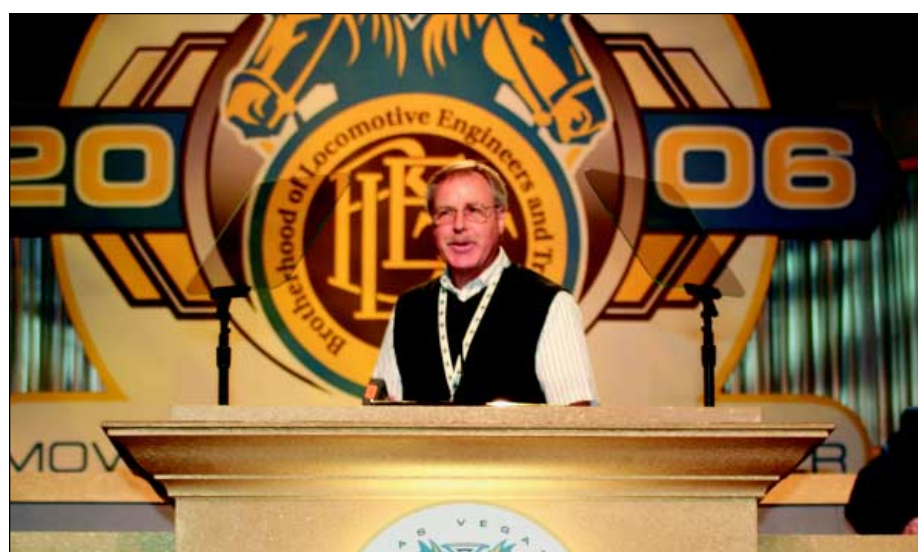
Please join me in prayer.

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 undying 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, uncaring, 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 important decisions before us.

We pray for our officers at the helm of this fine union, as they daily shoulder the enormously heavy responsibility 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 officers, 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 whatsoever 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. •

BLET NEWS

A message from Teamsters General President Jim Hoffa

Safety before profits



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 of how the rail corporations view our members—without concern for their safety or the safety of the communities through which trains travel. Its 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 employ.

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 faulty scheduling is the 2004 accident that happened in Macdona, Texas. The NTSB recently decided that it was fatigue that caused that crash which killed three people, one of whom was Heath Pape, a BLET member.

Oman Free Trade Agreement

Recently the Oman Free Trade Agreement passed by the U.S. House of Representatives not only will continue our current job-killing, race-to-the-bottom trade model, but it jeopardizes our ability to secure our nation’s ports.

The agreement gives Oman and foreign companies incorporated in Oman the right to own and operate important and sensitive infrastructure in the United States, including our ports. If

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 Oman 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 multinationals 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
 James P. Hoffa
 General President

AUGUST 2006
 CALENDAR & EVENTS

- SEPTEMBER 15... U.S. Railroad Retirement Board Informational Conference, Ft. Worth, Texas**
 At the Holiday Inn South, 100 East Alta Mesa Blvd. The U.S. Railroad Retirement Board will offer free informational conferences for elected officers of the Brotherhood of Locomotive Engineers and Trainmen throughout the remainder of 2006. Registration for all conferences begins at 8 a.m. The program begins promptly at 8:30 a.m. and ends at 12:30 p.m.
- OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Huntington, W.Va.**
 At the Ramada Inn Limited, 3094 16th St. Registration for all conferences begins at 8 a.m.
- OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Philadelphia, Pa.**
 At the Hilton Philadelphia Airport, 4509 Island Ave. Registration for all conferences begins at 8 a.m.
- OCTOBER 13... U.S. Railroad Retirement Board Informational Conference, Pittsburgh, Pa.**
 At the Greater Pennsylvania Regional Council of Carpenters Union Hall, 650 Ridge Road. Registration for all conferences begins at 8 a.m.
- MAY 27-31, 2007... 67th International Western Convention, Tacoma, Wash.**
 Hosted by David Beech and the members of Division 238, the 67th annual IWC will be held at the Sheraton Tacoma Hotel in Tacoma, Wash. More details to come!
- JUNE 10-15, 2007... 80th Annual Southeastern Meeting Association, Orlando, Fla.**
 Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. More details to come!
- AUGUST 20-23, 2007... 69th Annual Eastern Union Meeting Association, Traverse City, Mich.**
 Hosted by Don Zatteau and the members of Division 286, the 69th annual EUMA will be held at the Grand Traverse Resort and Spa in Acme, Mich. More details to come!
- OCTOBER 11-17, 2007... 72nd Annual Southwestern Convention Meeting, Shreveport, La.**
 Hosted by Bud Pickett and the members of Division 599, the 72nd annual SWCM will be held at Sam’s Town in Shreveport, La. More detaisl to come!

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; Midwest Rail Craft Scholarship Foundation golf tournament fund raiser, Kansas City, Mo. International Western Convention, Rapid City, S.D.; Meeting w/ G. Faulkner and D. Knoll, Cleveland; Meeting with James. Finamore, CSX, Cleveland; Various phone calls and correspondence.

First Vice-President & Alternate President Edward W. Rodziewicz— Assisted President in general operation of National Division Office; Vice President assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; President-IBT Rail Conference.

National Secretary-Treasurer William C. Walpert—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Midwest Rail Craft Scholarship function, Kansas City, Mo.; Standard Bldg. operations mtg.; National Democratic Club event, Washington, D.C.; International Western Convention, Rapid City, S.D.

Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; Single agreement negotiations, CSX; GTW negotiations with President; PLB executive session; PLB CSX Western Lines; Mtg. w/ CSX Western Lines to work on single agreement; Assisted CSX general committees and GTW GCA; General office duties.

Vice-President Richard K. Radek— ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; New employee orientation, Cleveland; NMB Section 3 committee, Washington, D.C.; International Western Convention, Rapid City, S.D.; Local Chairmen’s training class, Rapid City; NRAB administration, mtg. w/ Cook County Commissioner Anthony Pereica, Metra, Chicago; SBA No. 1151, EJ&E, Chicago (manning provision/remote control arbitration); NRAB 66-1-47, et al, UP; NRAB arb. prep. and admin., various, Chicago; Part 240.409 dockets this month: EQAL 02-67, 02-01, 01-06, 00-84.

Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmtc.; National wage/rules; General office duties, telephone, correspondence; International Western Convention, Rapid City, S.D.; EJ&E arbitration regarding remote control operations, Chicago; Conference w/ Birmingham Southern GC and labor relations, re: Health and welfare.

Vice-President Merle W. Geiger Jr.— Assigned to: BLET Trainmen’s Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; International Western Convention, Rapid City, S.D.; Holiday; Vacation; Correspondence, research and general office duties.

Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Vice President Wingo’s retirement dinner, Chattanooga, Tenn; Wabash Hospital dinner, Fort Worth; Attend Safety Summit II meeting, Decatur; International Western Convention, Rapid City, S.D.; Meeting and conference with R. Gibbons and BNSF, Kansas City, Mo.

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; Assisting General Chairmen UPRR & Tacoma Belt & STD; Assisting GC Robertson, Tacoma Belt RR, Tacoma, Wash.; Assisting GC Gore, UPSRGCA, Houston and San Antonio, Texas.

Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington D.C. office; BLET Security Officer; General office duties, telephone, correspondence; Mtg. w/ GAO; Testified before House RR Subcommittee on fatigue, training and technical safet issues; Attended International Western Convention, Rapid City; Mtgs. w/ several Congressmen.

Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad; Allegheny Ludlum Steel Co.; and Birmingham Southern; Paperwork, general assistance, NRAB transition; review PLB materials; Path, LIRR general assistance; NYSW PLB submission; Review and preparation, re: SBA 1063; PLB 6912; Union RR telephone conference; SBA 1063 and PLB 6912 hearings, Boston (NS and NYSW); Review WLE cases (PLB 6657); LIRR Part 240 assistance; W&LE strategy mtg.; Assist in presentation of EJ&E remote control case, Chicago;



LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS
 Brotherhood of Locomotive Engineers and Trainmen
 A Division of the Rail Conference, International Brotherhood of Teamsters

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