



NEWS

SEPTEMBER
2006

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

Rail Labor: Used and abused!

Unions join together in demanding fair treatment for workers, fair shake in negotiations

Rail Labor is standing strong and united in the face of railroad greed and rail employer abuses. The carriers use us, then abuse us. We will not tolerate it; we will fight it.

A united Rail Labor demands that the carriers abandon their scorched earth policy of labor relations and negotiate fair and equitable contracts with all the unions representing railroad employees whose hard work and dedication have generated record profits for the carriers. Rail Labor demands fairness and respect. Nothing more; nothing less.

On the BLET website (www.ble-t.org) is a list of issues where rail labor has assisted the railroads over the past four decades. The carriers could not, on their own, have accomplished the passage of these legislative acts, which have returned billions of dollars to the rail industry. But rail labor, by aligning with the carriers, aided the carriers in passing legislation favorable to the rail industry during an era when the railroads were struggling financially.

And the carriers have shown their gratitude by



seeking givebacks and job cuts.

As a symbol of Rail Labor's solidarity and anger, the Rail Unions are launching the first salvo in an ongoing campaign to visibly demonstrate our members' anger at the carriers' greed and unfairness.

Each BLET Division will soon be receiving a supply of bumper stickers proclaiming: "The Nation's Railroads — They Use Us, Then Abuse Us." The bumper stickers carry the logos of all rail unions.

This campaign is the first of several coordinated

mobilizations intended to demonstrate our solidarity and joint resolve to obtain fair and equitable contracts. We will continue to ratchet up our efforts in the days and months ahead until we achieve a just resolution of our contract demands.

Please join with all of Rail Labor in this membership mobilization effort by proudly displaying a bumper sticker on your personal vehicle. Every rail union is doing the same. Standing together, we shall prevail! •

Reminder: Register to vote for important November 7 elections!

BLET members are encouraged to register to vote now in order to vote in the ultra-important November 7 elections.

The mid-term elections being decided on November 7 will decide the make up of the U.S. House and Senate. Additionally, many important state and local elections are being contested this year.

"Most BLET members and their families realize the significance of this year's election campaigns," BLET Vice President and National Legislative Repre-

sentative John Tolman said. "Many issues that will affect the future of working men and

**Register to vote
on the Internet:
www.eac.gov**

women will be decided by the outcome of this election. As we have seen in the past several years, the needs of working Americans are not being addressed by the current office holders in Washington, our

State Houses and Legislatures. Your vote on November 7 can hopefully turn the tides back towards working people and away from the corporate titans who value profits over people."

Registering to vote has been made simple by the U.S. Election Assistance Commission (EAC).

The deadline for voter registration is coming up soon in many states. To register to vote, go to: <http://www.eac.gov> and click on Register to Vote on the left hand side. •

BLET, SEPTA OK new pact

Locomotive engineers working on the Southeastern Pennsylvania Transit Authority's (SEPTA) regional rail line ratified a new, five-year collective bargaining agreement on August 23.

"This contract provides SEPTA engineers with annual wage increases of three percent," said Richard Dixon, General Chairman of the Brotherhood of Locomotive Engineers and Trainmen's (BLET) SEPTA general committee of adjustment. "In addition to wage increases, we won a significant change in the pay awarded to engineers for their federally required certification. Instead of a \$4 a day flat fee, they will now receive a 50 cent per hour increase for the certification."

Locomotive engineers on

SEPTA also won a reduction in the amount they pay for health care coverage. They will now pay just one percent of 40 hours of their wages per week for health care coverage effective August of 2008. Until then, they will pay nothing towards health care coverage.

"Locomotive engineers on SEPTA's regional transit system work very long hours, usually an average of 62 hours per week," Dixon said. "We've been working on getting a new contract since August of 2005 and our members deserve all of the improvements in this contract."

The BLET represents more than 195 locomotive engineers on SEPTA's regional transit system, which services Philadelphia and its outlying suburban communities. •

BLET, UTU national negotiating teams conduct joint meeting with railroads

The national negotiating teams from the Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union met jointly on September 6 in Kansas City with the National Carriers' Conference Committee (NCCC), which represents

most of the major railroads and many smaller ones.

"Our strong show of solidarity has let the carriers know that we are serious about negotiating a top notch agreement for our membership," BLET National President Don Hahs said.

First Vice President Ed Rodziewicz and UTU President Paul Thompson joined President Hahs at the meeting. Members of the BLET's National Negotiating Committee and members of the UTU's negotiating team were also in attendance.

"This is a time of record profits and record traffic volume for the carriers," Hahs said. "Those profits are due largely in part to our highly skilled and dedicated members, who deserve a

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BLET NEWS

Auxiliary Update

BLET Auxiliary educates in numerous ways

By Mabel Grotzinger
Vice President, BLET Auxiliary

I don't believe that changing our name from the GIA to the BLETA is really that big of a change. We are basically the same organization, the same people, we just changed our name.

The GLA has served the BLE since 1887. Our founders wanted to be of service to the BLE. The founding principles were to educate members, serve the BLE in social events, and to help and protect our members in times of distress.

Our Auxiliary, while moving into the 21st Century, has not lost sight of these principles. Education remains an important function of the BLET Auxiliary and we serve this principle in many ways. Through our scholarship program, funded only through donations, we are helping to educate our children.

The second part of education is in the form of educating our spouses and

family members. We help them to understand their benefits and rights under Railroad Retirement, health care issues, and more importantly, on laws under the Federal Employers Liability Act (FELA). We want all BLETA members to be able to protect their spouse in the event you they are hurt on the job and cannot speak for themselves.

This type of education is so important because there are many spouses out there that don't have the faintest idea what they would do if something happened to their husbands or wives while working on the railroad. I believe with the help of designated legal counsel, the BLETA can help them have some understanding of what they may be up against. We can also just be there to support the family.

The third part of education is legislation. BLETA President Becky Schneider and I both served the Auxiliary as National Legislative Representatives (NLR). As NLR, I worked tire-

lessly to mold this position into a more active one. Sometimes I feel like I might have created a monster; especially when it comes time to train the new NLR. The delegates at our convention in Las Vegas elected two very capable women to hold this position. Kathie Bailey is the NLR, and Sereena Hogan is her assistant. Becky and I have a great passion for this work so you can only guess what the No. 1 focus of this administration is.

The fourth part of education is to lobby. As a lobbyist you are an educator. You educate the membership and most of all the elected officials. It may surprise you to learn most of these officials, whether they are National or local, do not understand the issues that are important to Locomotive Engineers and Trainmen. In most cases, they haven't a clue, so a lobbyist's job is to educate the elected officials.

We still serve in social functions for the BLET. We put on Christmas parties,

picnics and various other events.

The last founding principle was to help and protect our members when they are in distress. In that capacity we have a Care and Assistance Program. This program gives a stipend to our members in need on a monthly basis. We are also there in case of tragedy and help families who have suffered after rail accidents. Unfortunately, there have been too many of those lately.

So that is what we are working for in this new administration. Our name may have changed but we are still following our founding mothers' principles. We are here to support and assist the BLET.

I was proud to be a member of the GIA and I am still proud to be a member of the Brotherhood of Locomotive Engineers and Trainmen Auxiliary. I believe the name change has done one thing - it makes us tied closer to the BLET and it will help people to understand who we are. •

BLET Job Bank: Metra

Metra is looking to hire certified locomotive engineers to operate its fleet of locomotives in the Chicago area and the six county region of northeastern Illinois. The 495-mile Metra system serves 230 stations in the counties of Cook, DuPage, Lake, Will, McHenry and Kane. Minimum acceptable qualifications:

- Must be currently certified as a locomotive engineer in good standing.
- At least 2 years minimum experience with no decertifications.
- Must be available for 24 hour call.
- Various other qualifications surrounding this level of responsibility, will be determined during the interview.

Only qualified candidates will receive consideration.

NOTE: Only documentation with salary history will be considered. Relocation is not available for this position.

If you are interested in applying for a position at Metra, please send your cover letter, which must include the position title, your resume and salary history to:

Metra
Office of Human Resources
547 W. Jackson Blvd.
Chicago, IL 60661
FAX: (312) 322-8937
E-mail: jobs@metrarr.com

(Metra is an Equal Opportunity Employer. It is Metra's policy to fill vacant positions with qualified candidates without regard to race, color, sex, religion, national origin, age, or disability, assuming an individual can perform the essential functions of the job with or without accommodation.)

Important notice to retirees of former IC, ICG, CCP, GMO and/or CN/IC properties

BLET General Chairman John Koonce is sending out a special advisory to all Engineers who retired from the former IC, ICG, CCP, GMO Southern Region and Northern Region (C&A) and/or CN/IC before August 1, 2006.

Retirees from these properties who qualify for the paid-up \$2,000 life insurance that was formally paid by MetLife (the old Travelers Policy) are advised that it is now being paid by the Canadian National Railway through the Retiree Benefit Center. Beneficiaries making a claim for this insurance must contact the CN Retiree Benefit Center at (800) 626-8567. It is suggested that the retiree contact the Retiree Benefit Center to make sure that they have all the information needed, such as change of

address, employment date, etc.

Engineers who retire after August 1, 2006, will have \$2,000 paid-up life insurance paid from the CN Retiree Benefit Center (800-626-8567) and will also have \$2,000 paid through MetLife (800-310-7770).

It cannot be stressed enough that retirees and those about to retire need to make sure that their information is filed correctly with these providers.

Any questions that cannot be handled through the numbers provided above should be directed to:

John R. Koonce
General Chairman, BLET
2909 Shelby Oaks Drive, Suite 139
Memphis, TN 38134
(901) 385-7011

**Locomotive Engineers & Conductors
Mutual Protective Association**

535 Griswold • Suite 1210 • Detroit, MI 48226-3689
(800) 514-0010 • (313) 962-1512
FAX: (877) 633-1910 • E-MAIL: lecmpa1910@lecmpa.org •
WEB: www.lecmpa.org



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FRA to support new braking technology

The Federal Railroad Administration (FRA) announced in August its intention to propose revised federal rail safety regulations to facilitate the installation of Electronically Controlled Pneumatic (ECP) brake systems capable of preventing derailments and shortening train stopping distances.

"This technology has the potential to greatly improve the safety of our members," BLET National President Don M. Hahs. "However, we need to ensure that the industry does not use its implementation as a pretense for eliminating the jobs of shop craft workers."

ECP brakes are applied uniformly and virtually in-

stantaneously on every rail car throughout the train, rather than sequentially from one rail car to the next as is done with current air brake technology. The system provides improved train control when braking and can reduce stopping distances up to 60 percent.

"ECP brakes are to trains what anti-lock brakes are to automobiles—they provide better control," said FRA Administrator Joseph Boardman in a prepared statement. "It offers a quantum improvement in rail safety."

Boardman said the FRA intends to issue a notice of proposed rulemaking in 2007 to revise the federal brake system safety standards to encourage railroads to invest in and de-

ploy ECP brake technology.

According to FRA statistics, 14 percent of train accidents on main line track involved improper handling of the train or the automatic braking system in 2005. ECP brakes would give engineers better control over their trains and prevent many potential accidents.

In addition, current problems such as derailments caused by sudden emergency brake applications, and runaway trains caused by loss of brake air pressure, could be eliminated using ECP brakes. The technology can perform an electronic health check of the brakes to identify maintenance needs. •

BLET NEWS

Burlington Northern Santa Fe



Burlington Northern Santa Fe Corp., reported second-quarter profit above expectations as its trains remained busy

hauling coal and consumer goods across the nation. BNSF said it earned \$470 million or \$1.27 per share in the April-June quarter, compared to \$366 million or 96 cents per share a year earlier. The results for the June quarter included a 4 cent per share benefit from lower tax rates.

Revenue was \$3.7 billion, compared to \$3.14 billion a year ago, and beat the \$3.65 billion that analysts were expecting in the June quarter.

Chairman and CEO Matthew K. Rose reported unprecedented demand across its services, as second-quarter freight revenue rose 18 percent to a record \$3.59 billion. Revenue from coal shipments grew 21 percent, largely due to record loads from the Powder River Basin in Wyoming. Consumer product revenue rose 19 percent on both more volume and higher prices. Industrial and agricultural revenues also gained by double-digit percentages. The company raised about \$425 million from fuel surcharges, up from \$220 million a year ago. •

Canadian National Railway



CN reported its financial and operating results for the three-month and six-month periods ended June 30, 2006. Financial highlights include:

- Second-quarter net income of C\$729 million, or C\$1.35 per diluted share, including a deferred income tax recovery of C\$250 million (C\$0.46 per diluted share) largely attributable to lower corporate tax rates in Canada;
- Excluding this deferred income tax recovery, adjusted net income was C\$479 million, or C\$0.89 per diluted share, a 22 percent increase over year-earlier diluted EPS;
- Operating income of C\$805 million, up 13 percent;
- Record quarterly revenues of C\$1,946 million and operating ratio of 58.6 per cent, and
- First-half 2006 free cash flow of C\$740 million.

E. Hunter Harrison, president and chief executive officer of CN, said: “CN’s excellent financial performance during the quarter demonstrates the power and value of our precision railroading model.” •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway announced that its second quarter net income was \$378 million, an increase of \$254 million over the same period in 2005. This increase included a \$176-million re-

duction in future income tax expense and a favourable swing in foreign exchange on long-term debt of \$58 million.

The second quarter of 2006 showed various improvements over 2005:

- Income before foreign exchange gains and losses on long-term debt and other specified items improved 14 percent to \$160 million;
- Diluted earnings per share, before foreign exchange gains and losses on long-term debt and other specified items, improved 15 percent to \$1.00;
- Operating ratio improved 40 points to 75.1 percent, a Q2 best for CPR;
- Operating expenses, excluding the impact of higher fuel prices, were down more than 2 percent.

For the first half of 2005, net income was \$489 million, an increase of \$285 million over the first half of 2005. •

CSX Corporation



CSX Corporation reported second quarter 2006 net earnings of \$390 million, or \$1.66 per share. Earnings for the second quarter included insurance recoveries related to Hurricane Katrina and benefits associated with the resolution of tax matters with a combined impact of \$0.50 per share. Last year’s second quarter earnings were \$165 million, or \$0.73 per share, which included costs related to a debt repurchase of \$0.54 per share, partially offset by a state income tax benefit of \$0.31 per share. On a comparable basis, the company’s earnings per share for the second quarter of 2006 were \$1.16, a 21 percent increase, compared to \$0.96 for the same period last year.

The company posted record Surface Transportation revenues of \$2.4 billion, which represented a 12 percent increase from the second quarter last year. Surface Transportation operating income was \$645 million, including the insurance recoveries, compared to \$422 million for the same period last year. On a comparable basis, 2006 second quarter operating income was a record \$519 million, a 23 percent increase over last year, and reflected an operating ratio of 78.6 percent. •

Kansas City Southern



It’s been 10 years since KCS acquired a stake in Mexico’s biggest railroad and just more than a year since the company took full control of it. After reporting second-quarter results, KCS chairman and chief executive Michael R. Haverty said it was time and money well spent.

“We are proud of what has been accomplished to date, and our expectations for future growth far exceed the internal projections we made a decade ago,” he said. “The railroad is running better today than I’ve seen it in all these years.”

KCS posted earnings of \$19.2 million, or 24 cents a share, on \$413.1 million in revenues. That was a big swing from last year’s loss of \$27.3 million, or 33 cents a share, on \$381.1 million in sales. In addition to higher revenues and lower costs fueled by the integration of its U.S. and Mexican operations,

KCS posted an improved operating ratio of 81.2%. That ratio reflects a 3.0 point improvement compared with the first quarter 2006.

(With reporting from the Kansas City Star.) •

Norfolk Southern



For the second quarter of 2006, Norfolk Southern Corporation reported net income of \$375 million compared with \$424 million for the same period of 2005. For the first six months, net income was a record \$680 million an increase of 10 percent compared with \$618 million for the same period of 2005.

Second-quarter railway operating revenues of \$2.39 billion were the highest of any quarter in Norfolk Southern’s history and improved 11 percent compared with \$2.15 billion for the same quarter a year earlier. Railway operating revenues for the first half of 2006 set a six-month record, increasing 14 percent to \$4.7 billion compared with \$4.1 billion for the first half of 2005. Coal revenues increased 1 percent to a record \$584 million.

The second-quarter operating ratio of 71.7 percent, which was the lowest since the Conrail integration. For the first six months, the operating ratio was 73.8 percent, improving 2 percentage points over to the same period in 2005. •

Union Pacific Corp.



Union Pacific Corporation reported second quarter 2006 net income of \$390 million compared to \$233 million in the same quarter last year.

Operating income during the second quarter of 2006 was \$717 million, up from \$468 million reported in the second quarter of 2005.

Quarterly operating revenue was an all-time record \$3.9 billion compared to \$3.3 billion in the second quarter of 2005.

Commodity revenue set an all-time quarterly record, up 17 percent to \$3.7 billion. This compares to \$3.2 billion in the second quarter of 2005 and was driven by improved yields, higher fuel surcharge recoveries and a 5 percent increase in volume.

The second quarter 2006 operating ratio improved to 81.7 percent compared to 86 percent in 2005. This was the best operating ratio in over two years.

The Railroad’s average quarterly fuel price increased 29 percent versus the year ago quarter, from \$1.67 per gallon in 2005 to \$2.15 per gallon in the second quarter of 2006. The fuel surcharge recovered 80 percent of the cost in excess of the Railroad’s \$.75 per gallon base fuel price.

Employee productivity, as measured by gross ton-miles per employee, gained 3 percent versus the year ago quarter.

In the face of record volume, operating metrics remained stable. Average terminal dwell time increased slightly and average quarterly train speed remained flat versus a year ago.

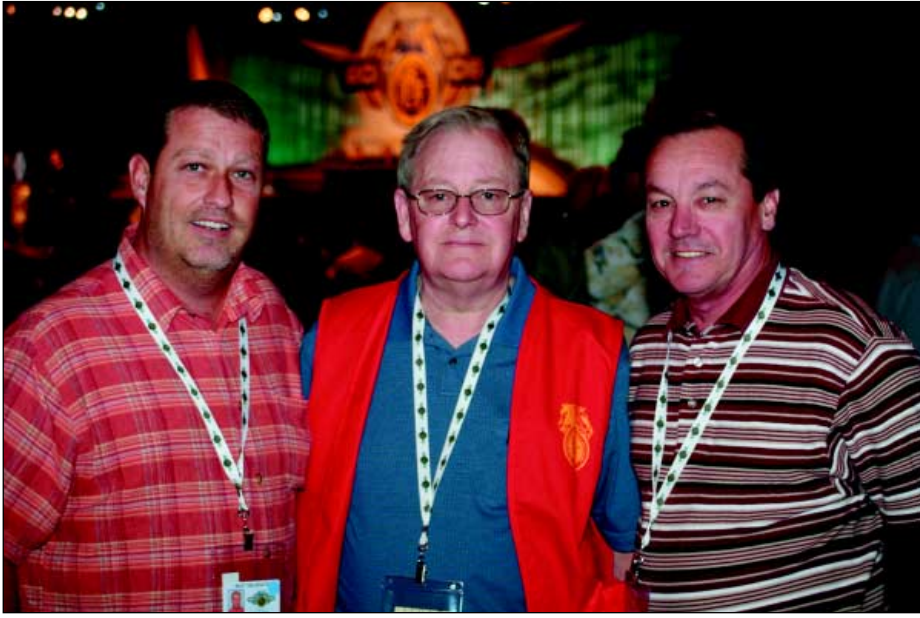
Second quarter railroad commodity revenue increased in the following areas over the same period of 2005:

- Agricultural up 22 percent;
- Automotive up 18 percent;
- Chemicals up 17 percent;
- Intermodal up 16 percent;
- Energy up 16 percent; and
- Industrial Products up 15 percent •

FIRST QUADRENNIAL CONVENTION



From left: S.J. Bruno, Chairman of the Eastern Caucus; M.L. Wallace, Chairman of the Southeastern Caucus; and D.R. Pierce, Chairman of the Western Caucus.



From left: T.R. Thompson, Local Chairman of BLET Division 423 (Tuscumbia, Ala.); Don Moates, CSX-Western Lines General Chairman; and Rick Skidmore, Local Chairman of Division 782 (Etowah, Tenn.)



From left: BLET National President Don M. Hahs presents a certificate of thanks to Brother Henry Zappia of BLET Division 28 (Tucson, Ariz.) for his work in providing radios for members of the Arrangements Committee. Zappia owns his own radio business and provided his services to the Brotherhood at no cost, when an outside vendor would have charged thousands of dollars.



Delegates observe the convention proceedings and impressive stage settings from their seats near the back of the convention hall.

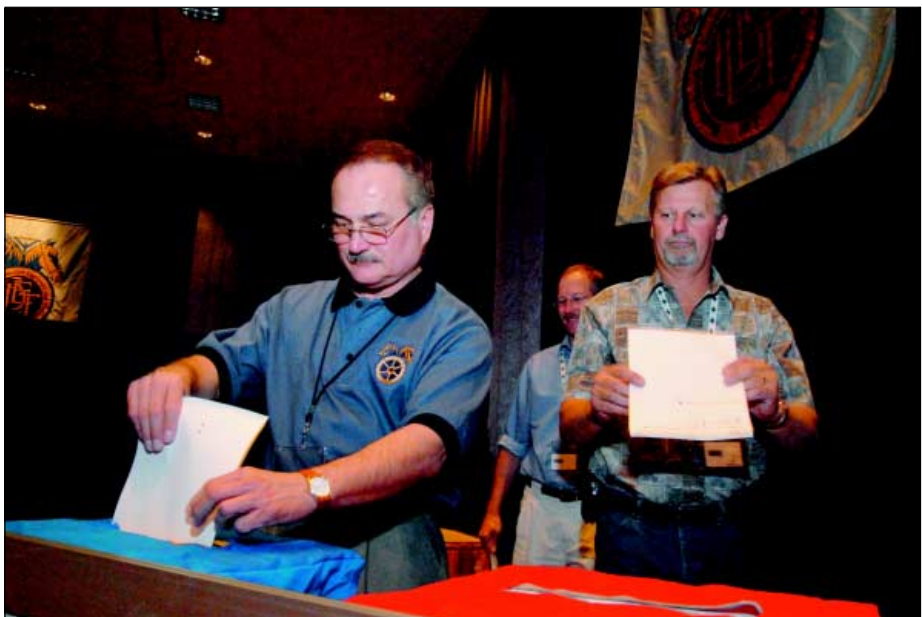


Delegates and officers on the convention floor during the BLET's First Quadrennial Convention at Bally's in Las Vegas.

JUNE 19-22, 2006



The Color Guard presents the flag for the national anthem during opening ceremonies.



Delegate Catarino "Cat" Garcia, representing BLET Division 566 (Del Rio, Texas), submits his ballot.



The display booth for the BLET's Education and Training Department was set up just outside the convention floor.



Not only did delegates hear from current National President Don Hahs, they welcomed three past presidents as well. From left, President Hahs stands on stage with International President Emeritus Ronald P. McLaughlin (1991-1996), International President Emeritus Edward Dubroski (1998-2001), and International President Emeritus Clarence V. Monin (1996-1998).



BLET NEWS

Election Supervisor’s Report to BLET-IBT Members

Candidates Nominated for International Office at the 27th IBT International Convention – 1799 delegates, including delegates elected from BLET General Committees of Adjustment, attended the 27th International Convention of the IBT in Las Vegas, Nevada from June 26 through June 30, 2006. At the convention, delegates nominated candidates for IBT International offices. There are contested elections for the offices of General President, General Secretary-Treasurer, Vice-President At-Large, and Vice-President for the Central, Eastern and Southern regions. The candidates nominated for the ballot are listed below, by slate affiliation and office sought. The order of names corresponds to the lottery results for the appearance of candidates’ campaign literature in the September 2006 Teamster. You can read the candidates’ campaign literature in the Teamster magazine or on line at www.Teamsters.org.

Each candidate received at least five percent of the delegate votes cast in their nomination contest.

Tom Leedham – Strong Contracts, Good Pensions Slate	Hoffa 2006 – America’s Strongest Union Slate
General President Candidate	General President Candidate
Tom Leedham	James P. Hoffa
General Secretary-Treasurer Candidate	General Secretary-Treasurer Candidate
Sandy Pope	C. Thomas Keegel
Central Region Vice-President Candidates	Central Region Vice-President Candidates
Tim Buban	Gordon Sweeton
Butch Lewis	Walter A. Lytle
Richard Berg	John T. Coli
Darwin Moore	Cheryl Johnson
Mark Huckleberry	Patrick Flynn
	Eastern Region Vice-President Candidates
	John Murphy
	Frank Gillen
	Dan Kane, Sr.
	Jack Cipriani
Southern Region Vice-President Candidates	Southern Region Vice-President Candidates
T.C. Bundrant	Tyson Johnson
Toni Jackson	Kenneth W. Wood
International Trustee Candidates	International Trustee Candidates
Doris Cash	Henry Perry
	Ferline Buie
	Franklin Gallegos
At-Large Vice-President Candidates	At-Large Vice-President Candidates
Kevin McNiff	George Tedeschi
Eunice Rodriguez	Fred Potter
Chris Roos	Ken Hall
Scott Webber	Carl Haynes
Ed Michael	Fred Simpson
Dan Scott	Randy Cammack
John Thyer	Fred Gegare
Virtue- DiLeo Slate	Independent Candidates
Eastern Region Vice-President Candidates	General Secretary-Treasurer Candidate
Daniel Virtue	Michael Klootwyk
Donald DiLeo	At-Large Vice-President Candidate
	Dotty Malinsky

Candidate Forum – The 2006 IBT International Officer Candidate Forum took place on August 25, 2006 in Washington, D.C. The participants in the Candidate Forum were General President Candidate Tom Leedham and General Secretary-Treasurer Candidate C. Thomas Keegel. General President Candidate James P. Hoffa exercised his right to designate the General Secretary-Treasurer Candidate on his slate as his representative to appear at the forum. A panel of journalists posed questions to the candidates.

You can watch the Candidate Forum at any time from any computer with an internet connection (cable modem, DSL, or dial-up with at least a 56K modem). The full video recording can be viewed at www.ibtvote.org OR at www.teamsters.org. At less than 56K, you can still listen to the forum over the internet, but you will not see the video. Anyone may link to or promote www.ibtvote.org as a source for the Candidate Forum. You can read or download a transcript of the Candidate Forum at any time from any computer with an internet connection. The complete transcript is available at www.ibtvote.org OR at www.teamsters.org.

DVD’s of the forum have been distributed to every General Committee of Adjustment and you can borrow a copy there. Copies of the DVD have also been made available to the candidates to distribute. Any member can also get a DVD recording and/or a transcript of the Candidate Forum, free of charge, by calling the Election Supervisor’s Office at 888-IBT-2006 (888-428-2006) or, in the Washington, D.C. area, 202-429-8683; or by sending an email with the member’s name, local union number, and mailing address to ElectionSupervisor@ibtvote.org. You may also obtain a copy of the transcript at www.ibtvote.org

General Election Dates – Every IBT member, including members from the newly merged BLET, will have an opportunity to campaign, support and vote for any candidate or group of candidates in the International officer election. The Office of the Election Supervisor will conduct the mail ballot election for the contested offices. Ballots will be mailed to the entire IBT membership, including BLET members, on October 6, 2006, and the ballot count will start on November 14, 2006 continuing each day to completion. Details of the balloting and count are available on www.ibtvote.org. Please make sure your General Committee of Adjustment has your correct mailing address. If you do not receive a ballot by October 15, 2006, please contact us at 1-888-428-2006 and we will send one to you.

Political and Campaigning Rights of IBT Members –Including BLET Members – The Rules protect the rights of all members to support or oppose any candidate and it is unlawful for the International or any local union to subject any member to retaliation for exercising political rights. Candidates have the right to have display campaign literature on local union campaign literature tables or local union bulletin boards and members may put campaign bumper stickers and signs on their personal cars (but not on union-supplied cars, or employers’ vehicles). Candidates and members have the right to distribute campaign literature to members entering and exiting employee parking lots at employer locations. This right extends to all employee parking lots where IBT members, work, not just the candidate’s local union jurisdiction. IBT members may also wear campaign buttons at work, if any type of buttons or pins have been worn by employees in the past, unless at the time they are wearing a campaign button they are also wearing a company uniform and interacting with the public, or if wearing the campaign button poses a safety hazard while working around machinery or equipment. In July, we upheld a member’s right to wear campaign buttons while on the clock in a setting where the member was not interacting with the public and where employees had a pre-existing right to wear such items. *In re Misich*, 2006 ESD 323 (July 8, 2006), *affirmed*, 06 EAM 56 (July 21, 2006).

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

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

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

Richard W. Mark
Election Supervisor

Events honor the late G.Y. Bailey

As this issue of the News goes to press, two events were scheduled to honor the memory of fallen BLET member G.Y. Bailey, who was killed when his Union Pacific freight train collided with another train in dark territory near Houston on September 14, 2005.

A proclamation was to be presented to the Houston City Council in Brother Bailey’s honor.

In addition, a candle-light vigil was to be held in Sheppard, Texas, on September 15 — the one-year anniversary of Bailey’s death. The vigil will be held at Centennial Garden (Railroad Avenue), at 7 p.m.

The proclamation is the culmination of work done by Herb and Kathy Yambra and City Council Member Adrian Garcia. Brother Yambra, a co-worker and dear friend of G.Y. Bailey, is President and Legislative Representative of BLET Division 194 in Houston. •

BLET, UTU teams meet with NCCC

Negotiations

Continued from Page 1

larger piece of the pie.”

The BLET and UTU have scheduled a second joint negotiating session with the carriers for October.

It has been nearly two years since the sides exchanged Railway Labor Act Section 6 notices, which are demands for changes in wages, rules and working conditions. Under the Railway Labor Act, contracts do not expire, but continue in force until changes are agreed upon and ratified by the membership. Section 6 refers to the section of the law providing for the sides to exchange demands for contract changes. Cost-of-living adjustments (COLAs) are paid semi-annually during the period of contract talks.

The BLET continues to negotiate as part of the Rail Labor Bargaining Coalition (RLBC), a coalition of seven unions representing nearly 85,000 rail workers.

Members of the BLET negotiating committee include President Hahs, Vice Presidents Dale McPherson and Steve Speagle, and General Chairmen Tom Roberts, Dennis Pierce and Tony Smith. Also representing BLET at the meeting was Dennis Simmerman, Assistant to the President. •

DESIGNATED LEGAL COUNSEL

Our union has designated attorneys who are qualified to serve as counsel for BLET members in accordance with the Federal Employers’ Liability Act (FELA) governing workplace accidents.

In the event of an injury or death and before reaching any settlement with a railroad, members or surviving families should contact an attorney listed to get competent advice concerning their legal rights under the FELA.

In addition, if you or any members of your family have questions concerning medical malpractice, product liability or other types of injury cases, please don’t hesitate to contact one of these law firms for a consultation concerning your rights and remedies.

ARKANSAS

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As of July 17, 2006

BLET NEWS

A message from Teamsters General President Jim Hoffa

Security and the bottom line



The Department of Homeland Security recently revised their rules for air travel, yet not a word was said about rail travel. Certainly airline travel has been a high profile type of target since 9/11 and we have benefited from the stringent security rules and preventative measures taken by law enforcement officers. In addition, the undercover police work that goes on everyday, evidenced by the thwarting of the recent airline plot, makes a difference. But, why is rail security still neglected?

Passengers can still board an Amtrak train or commuter rail system anywhere in the country and not have their bags inspected, not need to remove their shoes and not have to be screened by a metal detector. Most baggage on the rails is within easy reach of passengers during their entire trip. All this, plus the fact that rails carry five-times as many passengers as the airlines.

The big reason for the lack of security on the rails is big business. In 2004, Big Rail spent \$6 million on contributions to politicians. Governor Schwarzenegger of California vetoed a rail security bill that was supported by both state houses because he, "...didn't believe in it." Not coincidentally the governor had recently received campaign contributions from Union Pacific and Burlington Northern Santa Fe. After he vetoed the bill, UP donated more money. Schwarzenegger took \$35,000 from rail corporations. This seems like a lot, but he could have held out for more.

Nothing but the bottom line is more important to Big Rail. They don't want to be forced to train employees on safety and security rules and they don't want to hire more rail police. Security training can be expensive, but apparently their bottom line is more important than the security and safety of their employees and the public. During national negotiations with the rail carriers we have seen a similar posturing. The rail carriers are constantly insisting that they need to cut the number of employees operating a locomotive and that they want to hire more subcontractors for maintenance of way projects. Our position is that more rail crew members will better ensure the safety of the locomotive and its cargo. The government and the public would never

consider allowing a single pilot to fly a plane, so why should it be any different to run a train with at least two, or more, crew members? And, the maintenance of our track, switch and rail tunnel systems should be exclusively entrusted to maintenance of way members. The hiring of subcontractors to perform union work opens up the rails for possible tampering and inconsistent standards of work.

More and more legislators are writing rail security bills for submission to their states. Cities from Atlanta to Cincinnati to Fresno to Houston are waking up to the dangers posed by unsecured rail yards, the scant presence of rail police, haz mat rail cargo and lack of safety plans. Just as state legislatures are taking up the rail security issue, we will continue our support of federal officials who do the same.

We will continue to fight so that all rail employees have safety training in order to protect themselves and the public for harm. Big Rail may believe that the safety of their employees and the public are secondary concerns when it comes to profits, but we believe that our members, those on the rails everyday, the true eyes and ears of the rails, are the most valuable assets the rails can have.

Fraternally,

James P. Hoffa
General President



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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SEPTEMBER 2006
CALENDAR & EVENTS

- OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Huntington, W.Va.**
At the Ramada Inn Limited, 3094 16th St. The U.S. Railroad Retirement Board offers free informational conferences for elected officers of the BLET throughout the remainder of 2006. Registration for all informational conferences begins at 8 a.m. The programs begin promptly at 8:30 a.m. and end at 12:30 p.m.
- OCTOBER 6... U.S. Railroad Retirement Board Informational Conference, Philadelphia, Pa.**
At the Hilton Philadelphia Airport, 4509 Island Ave.
- OCTOBER 13... U.S. Railroad Retirement Board Informational Conference, Pittsburgh, Pa.**
At the Greater Pittsburgh Regional Council of Carpenters Union Hall, 650 Ridge Road.
- NOVEMBER 17... U.S. Railroad Retirement Board Informational Conference, Metairie, La.**
At the Plumbers & Steam Fitters Union Hall, Service Road West (corner of Severn and I-10 Service Rd.).
- MAY 20-24, 2007... 67th International Western Convention, Tacoma, Wash.**
Hosted by David Beech and the members of Division 238. More details to come!
- JUNE 10-15, 2007... 80th Annual Southeastern Meeting Association, Orlando, Fla.**
Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. More details to come!
- 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 7-11, 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 details to come!

Advisory Board August 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; Teamsters Joint Council 41 10th annual conference, Sandusky, Ohio; Southwestern Convention Meeting (SWCM), Little Rock, Ark.; Division 271 annual information meeting, Greenup, Ky.
First Vice-President & Alternate President Edward W. Rodzicz— 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; South Buffalo RR; IBT Joint Council 41 meeting; Southwestern Convention Meeting, Little Rock, Ark.
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; Joint Division mtg., Moberly, Mo.; IBT Joint Council 41 mtg., Sawmill Creek, Ohio; Building operations mtg., Cleveland; IBT Office of Election Supervisor mtg., Cleveland; Southwestern Convention Meeting, Little Rock, Ark.; Informational mtg., Greenbo, Ky.
Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; Attended GTW informational mtg.; Negotiations w/ CSXT and CSXT General Committee in connection with single agreement; Contract negotiations w/ CN on behalf of GTW engineers; Informational mtg., Moberly, Mo.; Division mtg., Moberly, Mo.; Attended informational mtg. CSX Western Line divisions (Greenbo State Park); Work on Public Law Board awards and 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; Pre-hearing and NRAB arbitration, UP and various, Chicago; New arbitrator orientation mtg.; L/M quarterly mtg., Metra, Chicago; Commuter Rail Labor Assn. mtg., Metra; Conc. Vazquez appeal, CSX(N), Chicago; NARR/NRAB panel mtg. w/ BMWED, re: NMB, Chicago; Southwestern Convention Meeting, Local Chairmen's classes, Little Rock, Ark.; KCS/NYD arb., files transfer, Cleveland; PLB 6936 arbitration, CSX, Chicago; FRA Part 240.409 dockets this month: EQAL 02-67, 02-01, 01-29, 01-26, 01-69, 02-10, 02-04, 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 cmt.; National wage/rules; General office duties, telephone, correspondence; BLET First Quadrennial Convention, Las Vegas; Rail Conference First Quadrennial Convention, Las Vegas.
Vice-President Merle W. Geiger Jr.— Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Preparation for PLB No. 6884; PLB No. 6884 (KCS) session, Chicago, Ill.; Vacation; Research, correspondence and general office duties.
Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; ID meeting w/ GC Williams, BNSF; Attend Div. 86 mtg., Moberly, Mo.; Public Law Board 6983 member, New York; Southwestern Convention Meeting, Little Rock, Ark.; Vacation; Office work.
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.
Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington D.C. office; BLET Security Officer; General office duties, telephone, correspondence; National Association of State Legislatures and SWR meetings; Interview w/ CBS in Atlanta on rail security issues; Mtg. w/ AAR, Railroad Retirement Board on funding issues; Mtg. w/ the Dem. Labor. Comm.; Several mtgs. w/ IBT Government Affairs, Washington, D.C.
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; Union RR mtg., Pittsburgh; Mtg. w/ NS(N) 1st VGC, Cleveland; Allegheny Ludlum Steel mtg., W&LE mtgs.; NRAB; NYSW general assistance; LIRR Part 240 help, union shop dispute; Division mtg., Moberly, Mo.; W&LE strategy mtg., discuss various rules case scenarios, Moberly; Claims screening, NS(N); NYS&W contract negotiations w/ GC Ben Martin, Syracuse, N.Y.; PATH research; W&LE bonus letter of obj; NS(N) general assistance; NS(S) "Aiken" case; Assist NS(S) GCA w/ NYD claims, Pittsburgh; ABC/W&LE single carrier research; W&LE assistance; PATH edit PLB submission.

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