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 search for 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.blet.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 in order to participate 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 Representative John Tolman said. “Many issues that will affect the future of working men and 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.

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 185 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 Rodzewicz and UTU President Paul Thompson joined President Hahs at the meeting. Members of the BLET’s National Nego- tiating 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

See Negotiations, Page 8
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 BLET is really that big of a change. We are basically the same organization, the same people, we just changed our name. The GIA has served the BLET since 1887. Our founders wanted to be of service to the BLET. The founding principles were to educate members, serve the BLET 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, laws under the Federal Employees Liability Act (FELA). We want all BLET members to be able to protect their spouses 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 BLET 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. BLET President Becky Schneider and I both served the Auxiliary as National Legislative Representatives (NLR). As NLR, I worked tirelessly to mold this position into a more active role. Sometimes I feel like I might have created a monster; especially when it comes time to train new NLRs. 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 educationator. 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 here in case of tragedy and help families who have suffered after railroad 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.

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:

Office of Human Resources
547 W. Jackson Blvd.
Chicago, IL 60661
FAX: (312) 322-8837
E-mail: jobs@metrarcc.com

(Metra is an Equal Opportunity Employer. Its policy is 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.)

BLET Auxiliary Update

BLET Auxiliary educates in numerous ways

BLET General Chairman John Koone is sending out a special advisory to all Engineers who retired from the former IC, ICC, CGM, GM South ern 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 data, etc.

Engineers who retire after August 1, 2006, will have $2,000 paid-up life insurance paid through the CN Retiree Benefit Center (800-626-8567) and will also have $2,000 paid through MetLife (800-514-0010 • (313) 962-1512)

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. Koone.

General Chairman, BLET
2909 Shelby Oaks Drive, Suite 139
Memphis, TN 38134
(901) 355-7011

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 450-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 de-certifications.
• 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.

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 pretext for eliminating the jobs of shop craft workers.”

ECP brakes are applied uniformly and virtually instantaneously on every railcar throughout the train, rather than sequentially from one railcar 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 re-structure the federal railroad brake safety standards to encourage railroads to invest in and deploy 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 green flash emergency brake applications, and runaway trains caused by loss of brake air pressure, could be eliminated with ECP brakes.

The technology can perform an electronic health check of the brakes to identify maintenance needs.
Burlington Northern Santa Fe

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 $360 million or 96 cents per share a year earlier. The results for the June quarter included a 4 cent per share benefit from lower fuel rates.

Revenue was $6.7 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 from $2.94 billion in 2005. Revenues grew 21 percent 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 CN$229 million, or CS1.35 per diluted share, including a deferred income tax recovery of CN$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 CN$479 million, or C$0.89 per diluted share, a 22 percent increase over year-earlier diluted EPS;
- Operating income of CN$805 million, up 13 percent;
- Record quarterly revenues of CS1.946 million and operating ratio of 58.6 percent, 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 announced that its second quarter net income was C$278 million, an increase of C$254 million over the same period in 2005. This increase included a C$176-million reduction in future income tax expense and a favourable swing in foreign exchange on long-term debt of C$88 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 C$160 million.
- Diluted earnings per share, before foreign exchange gains and losses on long-term debt and other specified items, improved 15 percent to C$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 C$489 million, an increase of C$285 million over the same period of 2005:

- For the first six months, the operating ratio was 73.8 percent, improving 2 percentage points over the same period in 2005. For the first six months, net income was a record C$680 million.
- Operating revenues for the first half of 2006 set a six-month record, increasing 14 percent to C$2.15 billion for the same quarter a year earlier. Railway operating revenues for any quarter in Norfolk Southern’s history and improved 11 percent compared to the second quarter last year. Surface Transportation operating income was C$645 million, including the insurance recoveries, compared to C$422 million for the same period last year. On a comparable basis, 2006 second quarter operating income was a record C$139 million, a 25 percent increase over last year, and reflected an operating ratio of 70.6 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 C$19.2 million, or 24 cents a share, on C$14.1 million in revenues. That was a big swing from last year’s loss of C$23.5 million, or 33 cents a share, on C$91.1 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 C$75 million compared with C$42 million for the same period of 2005.

Second-quarter railroad operating revenues of C$2.39 billion were the highest of any quarter in Norfolk Southern’s history and improved 11 percent compared to C$2.15 billion for the same quarter a year earlier. Railroad operating revenues for the first half of 2006 set a six-month record, increasing 14 percent to C$4.7 billion compared with C$4.1 billion for the first half of 2005. Coal revenues increased 1 percent to a record C$384 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.

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 $7.50 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

Union Pacific Corp.

Union Pacific Corporation reported second quarter 2006 net income of C$390 million compared with C$323 million in the same quarter last year.

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

Quarterly operating revenue was an all-time record C$2.1 billion, compared to C$1.8 billion in the second quarter of 2005.

Commodity revenue set an all-time quarterly record, up 17 percent to C$3.7 billion. This compares to C$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.
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.
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.

### Election Supervisor’s Report to BLET-IBT Members

Candidates Nominated for International Office at the 27th IHT International Convention – 1799 delegates, including delegates elected from BLET General Committees of Adjustment, attended the 27th International Convention of the IHT in Las Vegas, Nevada from June 26 through July 6, 2006. The Convention elected a General Board, delegated 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 ballot results for the appearance of candidates’ campaign literature in the September 2006 Teamster. You can watch the candidates’ campaign literature on 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.

<table>
<thead>
<tr>
<th>Candidate Name</th>
<th>Office Sought</th>
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<tbody>
<tr>
<td>Tom Leedham</td>
<td>General President</td>
<td>BLET General Committees</td>
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<tr>
<td>Richard W. Mark</td>
<td>Election Supervisor</td>
<td>BLET General Committees</td>
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<tr>
<td>John Thyer</td>
<td>Eastern Region Vice-President</td>
<td>BLET General Committees</td>
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<tr>
<td>Dan Scott</td>
<td>At-Large Vice-President</td>
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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, 2006.

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

In addition, a candlelight 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 Yambr and City Council Member Adrian Garcia. Kathy Yambr, a co-worker and dear friend of G.Y. Bailey, is President and Legislative Representative of BLET Division 184 in Houston.

Larger piece of the pie.

The BLET and UTU have scheduled a second joint negotiating session with the carriers for October 6.

It has been nearly two years since the sides exchanged Railway Labor Act Section 6 notices. The new notices are demands for changes in wages, rules and working conditions. Under the Railway Labor Act, contracts can 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 55,000 rail railroaders.

Members of the BLET negotiating committee include President Hafs, Vice Presidents: Dave McPherson and Steve Speagle, and General Chairman Tom Roberts, Den- sis Pierce and Tony Smith. Also representing BLET at the meeting was Dennis Zimmerman, Assistant to the President.

### Political and Campaigning Rights of IBT Members – Including BLET Members

The BLET continues to negotiate as part of the Rail Labor Bargaining Coalition (RLBC), a coalition of seven unions representing nearly 55,000 railroaders. Members of the BLET negotiating committee include President Hafs, Vice Presidents: Dave McPherson and Steve Speagle, and General Chairman Tom Roberts, Dennis Pierce and Tony Smith. Also representing BLET at the meeting was Dennis Zimmerman, Assistant to the President.

**Political and Campaigning Rights of IBT Members – Including BLET Members**

### BLET NEWS

### Western Region Vice-Presidents

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<tr>
<td>Jim Sastri</td>
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<tr>
<td>G. B. Hubert</td>
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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

### Teamsters Canada Vice-Presidents

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### Officers Elected at the 27th International Convention

The number of candidates nominated at the Convention for regional officers was greater for the Western Region than for Teamsters Canada. The Northern region had only enough candidates to fill the number of positions available. Accordingly, on the last day of the convention the Election Supervisor certified that these International officers were duly elected:

- Richard W. Mark
- Election Supervisor

### Officers of the IBT

- Tom Leedham: General President
- Richard W. Mark: Election Supervisor
We have designated attorneys who are qualified to serve as counsel for BLET members in cases involving railroad injuries. Our union has designated attorneys who are qualified to serve as counsel for BLET members in injury cases, please don't hesitate to contact one of these law firms for a consultation concerning your legal rights and remedies.
The Department of Homeland Security was recently revealed to have never before used 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 every day, 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 their employees for 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 safety and security of their employees and the public. During national negotiations with the rail carriers we have repeatedly demanded rail police.

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 parts. 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 probably 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 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.

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More and more legislators are writing rail security bills for submission to their 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.

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