



# NEWS

SEPTEMBER  
2007

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

## BLET, NS reach tentative agreement

The Brotherhood of Locomotive Engineers and Trainmen has reached a tentative contract agreement with Norfolk Southern that would run through 2014.

The agreement covers approximately 5,100 locomotive engineers and continues to provide an annual bonus opportunity based on the railroad's financial performance. In other words, the engineers' annual bonus is based on the same performance criteria used to determine management bonuses. The BLET has participated in Norfolk Southern's bonus program since 1996.

The union and the carrier were involved in negotiations for approximately one year before reaching the agreement announced on August 7. It is expected that the ratification process will take at between 30 to 60 days.

Specifics of the agreement will not be released pending membership ratification. In general terms, the tentative agreement includes general wage increases, an enhanced bonus program, improved incentive pay for weekend and holiday work, increased 401(k) matching contributions, and improvements to vacation arrangements that are coupled with new

qualifying requirements that will improve engineers' availability for work.

The agreement also includes work rule changes defining engineers' job responsibilities and rules that will permit more efficient operations.

Ray Wallace (NS-Southern Lines), the senior General Chairman on the property, complimented all General Chairmen and Local Chairmen involved in negotiations. He specifically commended fellow General Chairmen Willard Knight (NS-Eastern Lines) and Cole Davis (NS-Northern Lines) for a job well done in negotiating the tentative agreement. •

## What the AFL-CIO forgot to mention

*(Editor's Note: On August 8, the AFL-CIO Executive Council passed a UTU-sponsored statement that accuses the BLET of raiding the UTU. Even though the AFL-CIO Executive Council has no jurisdiction over the BLET, National President Don Hahs responded with the following statement.)*



BLET supporters join a 2003 rally to condemn the United Transportation Union and the operation of remote control locomotives. From left: Ed Wytkind, Executive Director, AFL-CIO Transportation Trades Department; Rich Trumka, AFL-CIO Secretary-Treasurer; Don Hahs, BLET National President; Pat Friend, National President, Association of Flight Attendants; and James P. Hoffa, Teamsters General President. Trumka is now condemning the BLET for "raiding" the UTU.

As the victim of raiding at the hands of the United Transportation Union for the better part of the last decade, it is an understatement to say that the Brotherhood of Locomotive Engineers and Trainmen takes exception to the AFL-CIO's August 8 statement.

In the last decade, this organization spent countless man hours and hundreds of thousands of dollars to protect our membership from numerous hostile takeover attempts waged by the United Transportation Union.

Out of respect for the 55,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen — the men and women who had to endure those constant attacks — it is my duty to set the record straight.

I count at least three separate resolutions passed by the AFL-CIO and its subordinate bodies condemning the UTU for raiding the

BLET, the most recent of which is still available for download from the AFL-CIO's own website:

- January 13, 1998: Rail Labor Division of the AFL-CIO's Transportation Trades Department unanimously passes a resolution condemning UTU raid of BLET.

- February 7, 2002: Rail Labor Division of the AFL-CIO's Transportation Trades Department passes a resolution condemning UTU raid of BLET at the Kansas City Southern Railroad.

- February 26, 2002: AFL-CIO Executive Council passes a resolution titled "Transportation Labor Solidarity with the BLET," which condemns the UTU for raiding the BLET and states that "UTU's action have

been declared violations of the AFL-CIO Constitution and policies..."

More recently, top AFL-CIO officials have publicly criticized the UTU and its leadership for its ceaseless raiding of the BLET and its members.

For example, AFL-CIO President John Sweeney's March 22, 2002, letter to UTU leaders warns that UTU's reaffiliation with the AFL-CIO is jeopardized considering UTU's history of aggressive raiding.

Another example came in March of 2003, when Rich Trumka, AFL-CIO Secretary-Treasurer, and Ed Wytkind, Executive Direc-

See AFL-CIO, Page 7

## BLET bill will help create rail expansion in New Hampshire

The governor of New Hampshire signed a BLET-backed measure on July 27 that will help create railroad jobs and revitalize freight and passenger rail service in the state.

Governor Lynch's signing of New Hampshire Senate Bill 75 at Nashua City Hall in Nashua, N.H., establishes the New Hampshire Rail Authority Board, which will make it easier for railroad companies to make inroads in New Hampshire while creating new job opportunities for BLET members.

Establishing viable railroads would help spur economic growth in the state, Governor Lynch said. Also, "It will help reduce congestion on our roads, improving public safety and reducing air pollution."

The measure establishes a New Hampshire Rail Transit Authority that will have responsibility for developing and providing commuter rail and

related rail transportation services in New Hampshire. The measure should help state lawmakers achieve a major rail transportation goal, which is the establishment of a high speed rail corridor between Boston and Montreal, via New Hampshire and Vermont.

According to William Remington, Legislative Representative of BLET Division 191 in Lunenburg, Mass., rail service in New Hampshire — with the exception of two Amtrak trains the Downeaster and Vermonter — is currently limited to tourist trains and a few shortline railroads.

"It was time for a change and we pushed for it," said Remington, who is also 3rd Vice Chairman of the Massachusetts State Legislative Board.

The BLET, in conjunction with the International Brotherhood of Teamsters, worked for

See New Hampshire, Page 7

## Carriers spend millions lobbying; Help our cause and support the BLET-PAC!

The nation's rail carriers have been extremely generous lately, but not when it comes to Rail Labor or members of the Brotherhood of Locomotive Engineers and Trainmen.

The same railroad companies that cry poor at the bargaining table have been pumping millions of dollars into lobbying the federal government.

According to our report on Page 5 of this issue, you'll see that America's biggest railroads have invested \$9 million in lobbying efforts in the first six months of 2007.

Do your part to help make sure the voice of Rail Labor is heard in the halls of Congress and on Capitol Hill (see page 5 for details)! •



## SCHOLARSHIP NEWS

# BLET Auxiliary awards six scholarships

Six children of BLET members have each been awarded \$1,000 scholarships from the BLET Auxiliary.

The BLET Auxiliary awards scholarships each year based on academic success, leadership, character and personal achievement. Winners must have parents who belong to the BLET as well as the BLET Auxiliary for at least two consecutive years.

The scholarships are funded by the proceeds of various fund raising projects at the four regional conventions, donations, and memorial contributions.

The BLET Auxiliary awarded two scholarships to the children of members from the Eastern Union Meeting Association (EUMA). They are as follows:

- Kenneth A. Willard, a graduate student at the University of Michigan-Flint, is the winner of the John Thomas Collins and Mary M. Collins Memorial Scholarship. He is the son of Kenneth R. Willard, a CN locomotive engineer and member of BLET Division 122 (Lansing, Mich.), and his mother Kathy is a BLET Auxiliary Member-At-Large.

- Kyle W. Willard, a sophomore at Calvin College, is the winner of the Michael A. Grotzinger Memorial Scholarship. He is the son of Kenneth R. Willard, a CN locomotive engineer and member of BLET Division 122 (Lansing, Mich.), and his mother Kathy is a BLET Auxiliary Member-At-Large.

The Auxiliary also awarded two scholarships to the children of BLET

members from the International Western Convention (IWC). They are:

- Lynde A. Fitterer, a freshman at Montana State University, is the daughter of Lynn r. Fitterer and the late Sandra D. Fitterer. Brother Fitterer is a BNSF Railway locomotive engineer and a member of BLET Division 195 (Forsyth, Mont.)

- Lisa Marie Green, a junior at Montana State University-Billings, is the daughter of Mr. and Mrs. Barry E. Green. Brother Green is a BNSF Railway locomotive engineer and a member of BLET Division 180 (Glendive, Mont.)

Finally, the Auxiliary awarded two scholarships to the children of BLET members from the Southwestern region:

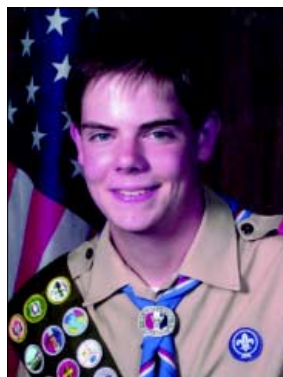
- Samuel Wells Dowell, a freshman at Abilene Christian University, is the son of Mr. and Mrs. Carl Dowell. Brother Dowell is a BNSF Railway locomotive engineer and a member of BLET Division 871 (Lubbock, Texas), while his mother Sylvia is a BLET Auxiliary Member-At-Large.

- Nicholas Peterson Davis, a junior at Pittsburg State University, is the son of Mr. and Mrs. William E. Davis. Brother Davis is a Union Pacific locomotive engineer and a member of Division 336 (Osawatomie, Kan.), while his mother Debra is a member of BLET Auxiliary No. 235 in Osawatomie.

The mission of the BLET Auxiliary is to support the interest and welfare of the Brotherhood of Locomotive En-



Lynde Fitterer



Sam Dowell



Nick Davis



Kyle Willard



Lisa Green



Kenneth Willard

gineers and Trainmen (BLET) Auxiliary and railroad families. The purpose of the Auxiliary is to provide support and promote issues that effect the health, safety, welfare and quality of life of railroaders and their families, to promote higher education with the families of its full members, to give assistance to widows, widowers, sisters and brothers, when needed, especially dur-

ing times of duress, and to render assistance whenever and wherever needed to further our mission.

For details on scholarship opportunities for the coming year, please contact Anita J. Caruso, BLET Auxiliary National Secretary, 3341 S. 112th St., Omaha, Neb., 68144-4709, or e-mail: [bunziegia@cox.net](mailto:bunziegia@cox.net). •

## Teamsters announce essay contest for \$1,000 scholarships

In November 1999, the Teamsters General Executive Board passed a resolution to create an independent, not-for-profit scholarship fund dedicated to the memory of the revered former General President, James R. Hoffa. Since its creation, the James R. Hoffa Memorial Scholarship Fund has helped hundreds of Teamster children and grandchildren finance their education. The total amount awarded to students last year was \$400,000.

An Essay Contest has now been made a permanent component of the Fund. Winners will receive one of 50 \$1,000 scholarships, with 10 awards distributed to each of the area regions. The Essay Contest is geared toward the student who can demonstrate a thorough understanding of labor principles and the impact of the labor movement

in their life. The award is payable exclusively as a one time, \$1,000 disbursement.



The deadline for receiving entries for the 2007 Essay Contest is September 30, 2007.

Applicants must meet the following criteria:

- Applicant must be the child or grandchild of a Teamster member who has been in good standing for 12 consecutive months prior to the application deadline.

- Applicant must be 23 years old or younger as of September 30, 2007.

- Applicant must attend a four-year or two-year college/university or an accredited vocational/technical program full time in the Spring of 2008.

- The applicant must submit a thoughtful 500-word essay on the topic listed below.

**Essay topic:** "If someone told you that unions are unnecessary for workers in today's environment, how would you refute that statement?"

**Deadline:** September 30, 2007.

**Application:** [http://www.teamster.org/resources/students/scholarship/pdfs/2007\\_essayapplication\\_eng.pdf](http://www.teamster.org/resources/students/scholarship/pdfs/2007_essayapplication_eng.pdf)

The 2007 essay topic is: "If someone told you that unions are unnecessary for workers in today's environment, how would you refute that statement?"

The final selection of the winners will be determined by a group of independent labor educators. Awards are disbursed directly to the winners' schools.

Awards would be made available for the spring 2008 semester. Proof of

parent's/grandparent's membership status and enrollment must be provided to the JRHMSF with acceptance of the award. (Alternates will also be selected)

A workplace flyer announcing the scholarship contest, as well application forms, are available on the Teamster website:

[http://www.teamster.org/resources/students/scholarship/pdfs/2007\\_essayapplication\\_eng.pdf](http://www.teamster.org/resources/students/scholarship/pdfs/2007_essayapplication_eng.pdf)

## Brotherhood's Relief & Compensation Fund announces scholarship changes

The Brotherhood's Relief and Compensation Fund (BR&CF) has announced changes to its annual Luther G. Smith Scholarship Program.

BR&CF President J.M. Robb explained that under the old scholarship rules, previous winners could receive financial assistance through the Program until they achieved the degree level sought at the time of the initial scholarship award, not to exceed four years (providing they met eligibility requirements).

The 2007 winners still fall under those guidelines. Beginning with the 2008 winners, however, each winner will receive a one-time award of \$1,000.

Applications are available to the children, stepchildren and adopted children, age 27 and younger, of active BR&CF members who are "In Good and Regular Standing," as defined by the BR&CF Constitution.

Members with questions should contact Nita Saultz of the BR&CF at (800) 233-7080. For more details, visit the BR&CF website at [www.brcf.org](http://www.brcf.org), or write:

**Brotherhood's Relief & Compensation Fund**  
2150 Linglestown Road  
Harrisburg, PA 17110 •



# Switching safety: Remain vigilant, remain safe

The Switching Operations Fatality Analysis (SOFA) Working Group is once again reminding railroad workers in yard and switching service to remain vigilant in the coming months. SOFA operating recommendations are important: a switching operation omitting one or more appropriate recommendations, and leading to a fatality, can not be undone.

The original SOFA Report was released in October 1999. Prior to the release, there were 47 Switching Fatalities related to the report's Five Operating Recommendations in the 7.75-year period January 1992 through September 1999. Expressed as a rate, there were 6.07 Switching Fatalities per year related to Operating Recommendations. In the post-SOFA Report period of 7.65 years, October 1, 1999 through May 25, 2007, there were 21 Switching Fatalities related to the Five Operating Recommendations. Expressed as a rate, there were 2.75 Switching Fatalities per year related to Operating Recommendations, a reduction of nearly 55%.

As of its prior quarterly report, there were no switching fatalities in 2007. However, since the publication of that report, there have been two switching fatalities as of August 15. The first was on July 7 in Berry, Ariz. A 37-year-old conductor was in the process of setting off nine cars on the siding at Berry when radio communication ceased. The locomotive engineer stopped, walked back to check on the conductor, and found him pinned under the wheel of a freight car. He was later pronounced dead.

The second occurred on July 27 in Fulton, Ky. A 46-year-old conductor was a member of a three person switching crew that was classifying cars into various tracks in the yard. The trainman was making the final few switching moves and heard the conductor state that he was hurt. The trainman found the conductor between two cars and determined that he had been knocked down and run over by a rail car.

The SOFA working group reminds BLET members of the following:

**Recommendation 1**

Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground. Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must insure that the cut of cars to be coupled into is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached



to the locomotive to insure that they are completely stopped and, if necessary, a sufficient number of hand brakes must be applied to insure the cut of cars will not move.

**Discussion**

This recommendation emphasizes the importance of securing the equipment. A thorough understanding by all crew members that the area between cars is a hazardous location, whether equipment is moving or standing, is imperative.

**Recommendation 2**

When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken:

**SAME TRACK**

Two or more crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crew members involved.

**ADJACENT TRACK**

Protection must be afforded when there is the possibility of movement on adjacent track(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with yardmaster and/or other crew members.

**Recommendation 3**

At the beginning of each tour of duty, all crew members will meet and discuss all safety matters and work to be accomplished. Additional briefings will be held any time work changes are made and when necessary to protect their safety during their performance of service.

**Recommendation 4**

When using radio communication, locomotive engineers must not begin any shove move without a specified distance from the person controlling the move. Strict compliance with "distance to go" communication must be maintained.

When controlling train or engine movements, all crew members must communicate by hand signals or radio signals. A combination of hand and radio signals is prohibited. All crew members must confirm when the mode of communication changes.

**Recommendation 5**

Crew members with less than one year of service must have special attention paid to safety awareness, service qualifications, on-the-job training, physical plant familiarity, and overall ability to perform service safely and efficiently. Programs such as peer review, mentoring, and supervisory observation must be utilized to insure employees are able to perform service in a safe manner.

In addition to the Five Operating Recommendations, the SOFA Working Group wants to make those engaged in switching operations aware of Special Switching Hazards. In its review of each of the 124 fatalities, the working identified a number of fatalities involving close clearances (10 fatalities), being struck by mainline trains (8 fatalities), and occurring during shove movements (61 fatalities). The number of fatalities involving close clearance and being struck by mainline trains would be greater if those classified both as a Special Switching Hazard and an Operating Recommendation were included in these fatality counts. The following are special switching hazards:

- Close Clearances;
- Free Rolling Railcars;
- Exposure to Mainline Trains;
- Tripping, Slipping, or Falling Exposures;
- Adverse Environmental Conditions;
- Shoving Movements;
- Unsecured Cars;
- Unexpected Movement of Cars;
- Equipment Defects;
- Motor Vehicles or Loading Devices;
- Drugs and Alcohol; and
- Other Special Hazards or Events. •





# BLET NEWS

## History of the Brotherhood of Locomotive Engineers and Trainmen

### Part 2 of a Series

(Continued from the June/July 2007 issue)

At this time two engineers, S.J. McCurdy and Orville Baker, went before the Michigan Central management in Detroit, demanding better working conditions. A.S. Sweet occupied the post of superintendent of machinery, and it is said that he had been given the place on the pledge that he would cut costs. The committee waited on Sweet, and he agreed to advance the wages of engineers \$10 per month. This encouraged them to such an extent that a little later a second committee was sent to Sweet, and the pay for first-class engineers was increased to \$85 per month; which restored the wage scale to approximately what it had been prior to the reductions the men had been forced to take some time before.

But these increases proved to be of short duration. Presently, regular runs were so changed that there resulted reductions in pay rather than increases. Locomotive engineers and their firemen of every class were affected by this action; and the men felt so outraged by the treatment accorded them that agitation for some form of organization again became rampant up and down the lines of the Michigan Central. The men met in groups and discussed the situation. The machinists in Detroit used strong language in connection with the treatment they were receiving. They carried a pointed protest to Sweet, who in view of the agitation had had the railroad offices barricaded with iron bars. Sweet declared to the protesting committee that, "He considered half a loaf preferable to no bread at all." But that was not the end of it. He proceeded at once to discharge the superintendent of machinists because he had attended a protest meeting. He endeavored to have all those men let out who had put in an appearance at the conference, much in keeping with the tactics of the employer.

J.C. Thompson, one of the original organizers of the Brotherhood of Locomotive Engineers, declared that Sweet became so incensed at having been

challenged in the matter of discharging the leaders, he laid off a number of firemen who had been longest in the service, and gave their places to unskilled men who knew nothing of the work required of them. This brought an immediate clash, for the engineers refused to go out on their runs where regular firemen had been dismissed. And this attitude was an initial open display of the desire of locomotive engineers to protect firemen.

To add to the difficulties of the situation, there were some who, while professing friendship for the strikers, nevertheless did not hesitate when the opportunity presented itself to advance their standing with the road officials. These men not only informed Sweet of what was going on, but they added a great deal to it, which made the officers difficult to deal with.

It is rather singular that the movement to organize engineers started in the East but came to a head west of the Allegheny Mountains, which were at that time the dividing line between East and West. Doubtless this was because the Eastern roads treated their engineers somewhat better than did the Western. During the fall and winter of 1862, managements of the western roads slashed rates of pay and extended working hours until the men could scarcely live. They were driven like cattle. These conditions were endured through the winter. However, a flare-up of engineers took place in the month of April, 1863. This took place on the Michigan Central.

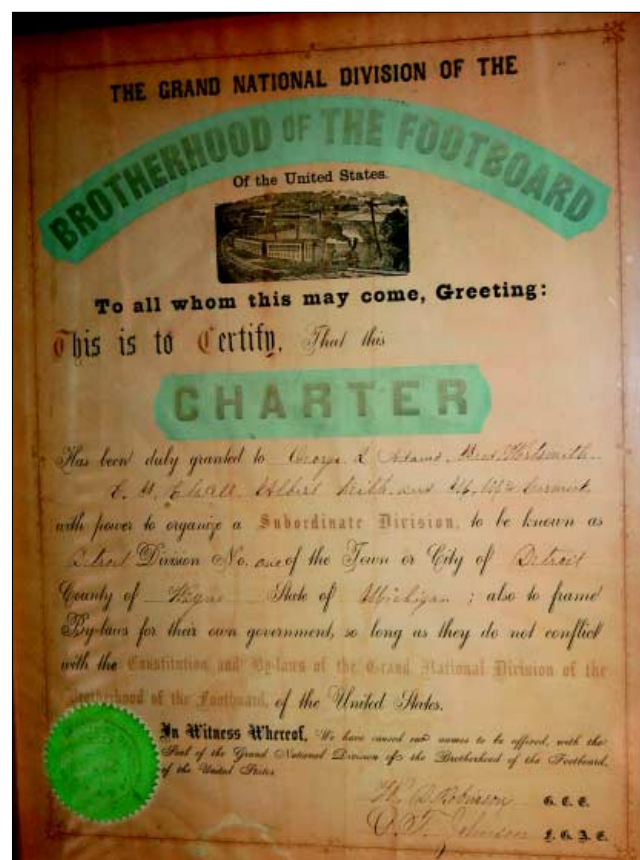
The men all over the system were discouraged, and on a Sunday morning in April, 1863, at Marshall, Mich., a number of engineers gathered to discuss conditions and to map out a plan of action. The most important of all these meetings was that of a group which came together in the shade of an old flat car, which had done service with the sand house for many years. Among those in this party were W.D. Robinson, Sam McCurdy, John Brown, Thomas Nixon, Henry Hall, Sam Hill, Henry Lathrop, George Q. Adams and Alfred (Sam) Keith. They were animated by a

sincere desire to effect a protective organization that would enable the men to exert some influence on the management, and in the end, rebound to their own advantage. They were discussing their grievances when somebody discovered the division master mechanic watching them. So they went to Mr. Robinson's house where they carried on their discussions.

There were 13 in this company which met under the flat car. They agreed that if any one of them was discharged by Sweet, the rest would quit on the spot. A circular was prepared and they all signed it. Then they carried further their plan, which they called a Protective Association. If other engineers affiliated with the group they, too, would be required to take upon themselves the obligation to quit the service if any member was dismissed.

Copies of the circular containing the prescribed oath were circulated over the Michigan Central; and certain engineers, known to be of the right kind, were given the opportunity to obligate themselves, as had the 13 in the original compact. The prime movers in the group were surprised at their success in getting signatures. This brought them to think they would soon be able to put up a formidable front. Whereupon, a committee of five was selected, composed of John McCurdy, Orville Baker, Sam Hill, Gil Havin and Alfred (Sam) Keith, to go to Detroit to interview Sweet, and to insist on an advance in wages equal to what other first-class workers were paying.

The committee met in Detroit,



The original, hand-signed charter of Division 1 (Detroit) of the Brotherhood of the Footboard hangs in the office of the BLET National President. It has hung in the President's office for countless decades.

called at Sweet's office, only to find him absent — engaged with the master car builder. They sent one of the committee to see him and requested him to come to his office, but Sweet ignored the committeeman. He did not so much as speak to him. Then another committeeman went and returned. Finally, Alfred Keith took upon himself the job of interviewing Sweet. Keith, after he had explained his mission, induced Sweet to accompany him to his office. When Keith and Sweet approached the other members of the committee, Sweet called out, "Well, boys, what do you propose to do, shut up the road?"

Sam Hill replied, "We are here as gentlemen, representing gentlemen and the desire to be treated as such." Hill went on to say that the committee was acting as a unit and that they were speaking for all the engineers from Detroit to Chicago — that they had grievances that they wished to adjust. The schedule for engineers now called for \$80 per month of 2,500 miles. The committee discussed all of the points at issue very thoroughly and it ended by Sweet granting the whole of their requests.

When the success of this conference became known, it gave a tremendous impetus to the Protective Association, and it was now decided that the membership should not be limited to the Michigan Central Railroad. The movement gained such headway that it was agreed at once that a communication be sent to engineers on every road running out of Detroit, Indianapolis, and Chicago, inviting them to send representatives to Marshall to confer on the advisability of forming a permanent association. May 5, 1863, was the date fixed for the meeting; Detroit the place. Thus the grounds were laid for the advent of the Brotherhood of the Footboard, which soon thereafter was to become the Brotherhood of Locomotive Engineers.

(To be continued...) •



Wisconsin Central locomotives and crews. From the BLET Archives.



# Railroads: Big spenders on Capitol Hill

Spend \$9 million lobbying the federal government in first six months of 2007

In just over a year, America will face one of the most important presidential elections in history. Your vote will be important, but so will your contribution to the BLET-PAC!

It is the goal of the BLET — as well as all of organized labor — to elect a pro-labor White House to work with the pro-labor Congress elected in November of 2006. Your vote will help us to achieve our goal, so it is extremely important that you register to vote.

And you can bet that labor's enemies are working against you along every step of the way.

Even though the election isn't until November of 2008, America's Big Railroads have already approximately \$9 million on high priced lobbyists.

According to recent reports — made available on the Internet by the Senate's public records office — here is what the nation's railroads have spent to lobby the federal government in the first six months of 2007:

- Association of American Railroads (AAR): \$3.4 million;
- UP: \$2 million;
- NS: \$1.5 million;
- CSX: \$1.2 million;
- BNSF: \$901,000; and

• The American Short Line & Regional Railroad Association (ASLRRA): \$265,000.

The railroads already have a head start \$9 million. Keep in mind, the \$9 million spent on lobbying is just for the first six months of the year — you can expect that to double to more than \$18 million by the end of 2007, and to only increase during the Presidential election year of 2008.

You can see what your BLET representatives in Washington, D.C. are up against, and we ask that you do your part to help level the playing field.

**Sign up to support BLET-PAC today!**      <http://www.bletdc.org/action/PAC>  
**Login: SIGNUP — Password: BLETDC**

The law prohibits the use of union dues for political purposes, so the contributions of individual members to our PAC is what gives our union leverage in the political battles in Washington, D.C., and the states by enabling us to support politicians who are receptive to our widely held concerns.

A strong BLET PAC demonstrates that our union is engaged in the process. It dem-

onstrates that our members are plugged into the process and paying attention to what is going in the political arena.

For more information on the BLET PAC, speak to your Legislative Representative or call the BLET's National Legislative Office in Washington, D.C., at (202) 624-8776.

Brothers and Sisters, don't get caught sitting in the siding. Do your part to support the BLET PAC today!! •

## Memorial fund to help children of late BLET member

Brother Sean McClintock, Local Chairman of BLET Division 78 in Louisville, Ky., was killed in a motorcycle accident on Monday, May 28. He was just 35 years old.

He joined the BLE on Dec. 20, 1995. He was a member of Zoneton Lodge No. 964 F. & A.M. and a Kentucky Colonel.

He is survived by his wife, Sherry Powell McClintock; and three sons, Bailey McClintock, Dakota McClintock, and Austin Stanbery. He is also survived by his parents, Carolyn and Paul McClintock; brother, Chris McClintock; aunts, Sandy Bailey and Paula Walldridge; and a host of family and friends.

Memorial gifts may be made to a Scholarship Fund for Bailey, Austin and Dakota in care of:

**First Federal Savings Bank**  
11810 Interchange Dr.  
Hillview, KY 40229. •

## Decertification Helpline

**(800) 393-2716**

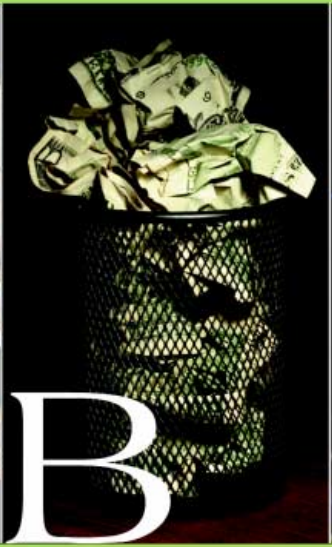
The railroad industry's first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers and Trainmen



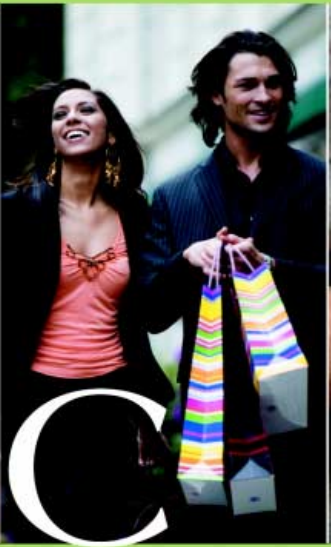
## Is financial protection against discipline a multiple choice decision?



Invest in a BR&CF membership. It offers more benefits and is the least expensive protection when disciplined for eligible occurrences.



Waste money purchasing an expensive policy from a company that offers much less.



Spend your money now. Live payday to payday. Collect toys.



Do nothing. Gamble. Convince yourself that procrastination is a good thing.

The best choice is obvious!  
**A. Invest in a BR&CF membership**



2150 Linglestown Road  
Harrisburg, PA 17110  
Local: 717 657-1890  
Toll Free: 800 233-7080  
[brcf@brcf.org](mailto:brcf@brcf.org)  
[www.brcf.org](http://www.brcf.org)



# BLET NEWS

## GTW General Chairman Karakian reelected by acclamation

The Grand Trunk Western (GTW) General Committee reelected General Chairman John Karakian by acclamation for a fifth consecutive four-year term at meetings in Troy, Mich., on August 2.

Also reelected by acclamation was Vice General Chairman Marty J. Tyler of Division 650 (Durand, Mich.). Brother Tom Greenman of Division 33 (Battle Creek, Mich.) was elected as the new Secretary Treasurer to fill the void created by Brother Larry Gilbert, Division 33, who announced that he would not seek reelection due to his impending retirement plans.

The Grand Trunk quadrennial meeting was held in Troy, Mich., on August 2, 2007. BLET National President Don Hahs and Vice President Paul Sorrow, who has a long-standing association with the GTW General Committee spanning over 14 years, were also in attendance and addressed the delegates. The business of the organization was handled in proper form and a good time was had by all in attendance.

The Grand Trunk Western General Committee of Adjustment is one of the five original Committees that founded



Delegates, officers and guests attending the Grand Trunk Western General Committee of Adjustment meeting in Troy, Mich., on August 2. From left: Dan Harris, LC Division 812 (Detroit); Brian Miscikowski, LC Division 850 (Flat Rock, Mich.); Paul Sorrow, Vice President; John Karakian, General Chairman; Don Hahs, National President; Tom Greenman, LC Division 33 (Battle Creek) and newly elected S-T of the GCofA; Marty Tyler, LC Division 650 (Flint, Mich.), Vice-General Chairman and Alternate S-T to the GCofA; Dave Butler, LC Division 920 (Pontiac, Mich.); Jerry Tibble, LC Division 122 (Port Huron, Mich.); and Larry Gilbert of Division 33 (Battle Creek, Mich.), who is the outgoing ST of GCofA.

and established the BLE in 1863.

The GTW represents 250 locomotive engineers who operate over ap-

proximately 700 miles of track predominately in Michigan. The GTW's main corridor is from Port Huron, Mich., to

Chicago, but also has operations in Illinois, Indiana, Ohio and the province of Ontario, Canada. •

## BNSF General Chairman Austin Morrison reelected by acclamation

General Chairman Austin G. Morrison was reelected to his sixth consecutive term by acclamation at the BNSF (former C&S, FWD and JTD) General Committee meetings in Amarillo, Texas, on August 15-16.

Brother Morrison has been a member of BLET Division 574 in Amarillo, Texas, since Dec. 1, 1979. Rounding out the executive committee is: 1st

Vice Chairman Bobby Brown of BLET Division 574 (Amarillo), who was reelected by acclamation; 2nd Vice Chairman Bucko Schulze of Division 376 (Wichita Falls, Texas); Secretary-Treasurer Tim Williamson of Division 430 (Trinidad, Colo.), who was reelected by acclamation; and Alternate Secretary-Treasurer Steve Brant of Division 186 (Denver), who won election by acclamation.

BLET Vice President Stephen Speagle represented the National Division during the meetings. He said delegates conducted routine business and discussed at length the on-property portions of the July 1, 2007, contract settlement.

The BNSF (former C&S, FWD and JTD) General Committee of Adjustment represents approximately 385 members. •

## National Labor College announces 2008 hazardous materials training

The National Labor College is now accepting applications for two Radiological Transportation "Train-the-Trainer" courses that will be held next year, April 12-16, 2008, and May 12-14, 2008.

The U.S. Department of Energy (DOE) has shipped large amounts and a variety of radioactive material by rail for years. The number of rail shipments is expected to increase in coming years, beginning as early as 2007, with a 38-year DOE project to transport Spent Nuclear Fuel and High Level Radioactive Waste from DOE sites to storage and disposal facilities. With the increase in rail shipments comes the increased risk for rail incidents involving radioactive material.

The Rail Workers Hazmat Training Program was awarded funding to provide training to rail workers to increase their knowledge of the transportation of radioactive materials. To meet this training need, the Rail Program will conduct a two-day Radiological Transportation Train-the-Trainer course.

The BLET Education &

Training Department encourages all BLET members to take advantage of this important training, especially considering the increase in radioactive rail shipments slated for years to come.

The Rail Workers Hazardous Materials Training Program is funded to provide this training by a federal grant from the National Institute of Environmental Health Sciences (NIEHS) which provides transportation, lodging, and meals for training participants, and also sponsored in part by funding from the North American Railway Foundation (NARF) to support peer trainer activities.

NARF is a non-profit operating foundation formed by the Brotherhood's Relief and Compensation Fund (BR&CF) to support rail history, education, safety and technology in the United States and Canada. With initial funding and continued Board of Directors stewardship coming from the BR&CF, NARF has supported many non-political projects throughout the United States and Canada over the past 10

years. The primary focus of these efforts has been in support of organized rail labor — giving back to all of the men and women of the railroad community across America.

The 16-hour DOE-sponsored Modular Emergency Response Radiological Transportation Training (MERRTT) train the trainer course will be conducted on the George Meany Campus of the National Labor College in Silver Spring, Md.

The program will begin on Monday evening, and end at 2 p.m. on Wednesday. Funding for this course will cover travel costs, overnight room accommodations and three meals a day at NLC. Call Carol Rodgers at the Hazmat office (301-439-2440) for more information.

Since space for this course is limited, completed registration forms should be faxed, mailed or e-mailed to the Hazmat office (see below) as soon as possible. Interested rail workers may also call the Hazmat office to register by phone, or register online: <http://www.hazmatgmc.org>.

An application form is

available on the BLET website: <http://www.ble-t.org/pr/pdf/NLC2008hazmat.pdf>.

Members may also contact: Rail Workers Hazardous Mate-

rials Training Program  
10000 New Hampshire Avenue  
Silver Spring, Maryland 20903  
Phone: (301) 439-2440  
Fax: (301) 628-0165  
Email: [croders@nlc.edu](mailto:croders@nlc.edu) •

### 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: [lecempa1910@lecempa.org](mailto:lecempa1910@lecempa.org) •  
WEB: [www.lecempa.org](http://www.lecempa.org)



Job Protection Headquarters for Transportation Employees  
Since 1910



# What the AFL-CIO forgot to mention

## AFL-CIO

Continued from Page 1

tor of the AFL-CIO's TTD, joined myself and hundreds of Teamsters at a rally in front of Federal Railroad Administration headquarters in Washington, D.C., to protest the use of remote control locomotives. Trumka and Wytkind delivered passionate speeches pledging to support BLE and condemning the UTU for stealing BLE jobs.

In spite of these numerous resolutions condemning the UTU, and in spite of their solemn pledges to support the BLE, the AFL-CIO's leaders did an about-face and welcomed the UTU back into the fold with open arms. Why the sudden change of heart? The AFL-CIO faced a huge loss of revenue when the Change to Win Coalition unions withdrew from the AFL-CIO. When it came down to it, the UTU's slate was wiped clean and AFL-CIO leaders sold out to the all mighty dollar.

Another item the AFL-CIO Executive Council neglected to mention in its August 8 statement is that the UTU was twice found guilty of raiding the BLE. On February 27, 1998, an impartial AFL-CIO umpire found the UTU guilty of raiding BLE membership at the Union Pacific Railroad in violation of Article XX of the AFL-CIO constitution. Article XX is the "no raiding" clause that prohibits one affiliate from raiding another. The other such case was in the 1980s on

**"The AFL-CIO accuses the BLET of offering reduced dues in hopes of enticing UTU members to join the BLET. What the AFL-CIO fails to mention is that the UTU offers reduced dues to locomotive engineers as a way of enticing BLET members to join the UTU."**

the Springfield Terminal/Delaware & Hudson.

The AFL-CIO Executive Council also neglected to mention that the AFL-CIO formally sanctioned the UTU in June of 1999 for raiding the BLE. The sanctions removed AFL-CIO protections against raids on the UTU by other unions and prohibited the UTU from filing Article XX complaints.

Deeming those sanctions too light, the BLE spent the following months lobbying the Executive Council to adopt stiffer penalties for habitual raiders like the UTU. And in February of 2000, the Executive Council adopted a new policy that stiffened sanctions against non-compliant affiliates that were found guilty of violating Article XX. The new sanctions would force non-compliant affiliates (like the UTU) to financially compensate affiliates adversely impacted by raiding (like the BLE). In order to avoid those penalties, the UTU withdrew from the AFL-CIO and immediately began to raid the BLE at the Kansas City Southern.

Today, with this history in mind, it is inexcusable for AFL-CIO leaders to accuse the BLET of raiding the UTU. Such slanderous accusations are not taken

lightly by the BLET and I cannot let such statements go unchecked.

The AFL-CIO's August 8 statement is based entirely on hearsay and conjecture. BLET agreements do not sell out other crafts or classes of workers. The BLET does not support reductions in the size of operating crews. BLET agreements protect the work and the jobs of its members.

The AFL-CIO accuses the BLET of offering reduced or free dues in hopes of "enticing UTU members to join the BLET." What the AFL-CIO fails to mention is that, even today, the UTU offers reduced dues to locomotive engineers as a way of enticing BLET members to join the UTU.

The BLET dues structure for trainmen varies from property to property and is very much in the ballpark with UTU dues. In some cases, it may even be more. BLET does not give "free dues." We offer trainmen first-class representation in what now appears to be the railroad industry's only remaining operating union now that UTU has become a part of the Sheet Metal Workers union. •

## Department of Labor announces revised LM-30 reporting requirements

On July 2, the Department of Labor announced revisions to the LM-30 reporting requirements for union officers and employees.

Union officers and employees (except employees performing exclusively clerical or custodial services) must file a Labor Organization Officer and Employee Report, Form LM-30, if they or their spouses or minor children have certain interests or dealings. Labor organization officers and employees who are required to file Form LM-30 must do so within 90 days after the end of their fiscal year.

The reporting requirements are designed to disclose possible conflicts between personal interests and the officer's or employee's duty to the union and its members. The Final Rule is effective for fiscal years beginning August 16, 2007 and thereafter. The current Form LM-30 may be filed for reports covering any fiscal year beginning before that date.

The July 2 announcement de-

scribes some of the major changes as:

1. An individual who is paid by the employer to perform union work, either under a "union leave" or "no-docking" policy, is an employee of the labor organization for reporting purposes if the individual performs services for, and under the control of, the labor organization. Such payments must be reported on Form LM-30 unless they totaled 250 hours or less for the year and were made pursuant to a bona fide collective bargaining agreement.

2. Labor organization officers and employees do not have to report any payments or gifts totaling \$250 or less from any one source. Payments or gifts valued at \$20 or less do not need to be included in determining whether the \$250 threshold has been met.

3. The scope of the terms "your labor organization" or "your union" as applied to a labor organization official is narrower than that proposed in the NPRM. Local officials are excluded from reporting financial interests in

### LM-30 Online Assistance

**Download a blank Revised Form LM-30 (PDF):**

[http://www.dol.gov/esa/regs/compliance/olms/gpea\\_forms/RevisedFormLM30.pdf](http://www.dol.gov/esa/regs/compliance/olms/gpea_forms/RevisedFormLM30.pdf)

(Note: This sample is only for guidance. The electronically fillable version of the Revised Form LM-30 will be available by August 15, 2007)

**Revised Form LM-30 Instructions (PDF):**

[http://www.dol.gov/esa/regs/compliance/olms/gpea\\_forms/RevisedLM-30\\_Instructions.pdf](http://www.dol.gov/esa/regs/compliance/olms/gpea_forms/RevisedLM-30_Instructions.pdf)

**Fact Sheet: Filing Revised Form LM-30 - An Overview of Union Officer and Employee Reporting (PDF):**

<http://www.dol.gov/esa/regs/compliance/olms/revisedlm30factsheet.pdf>

**PowerPoint Presentation: Filing Revised Form LM-30 - An Overview of Union Officer and Employee Reporting (PowerPoint Show (pps) format - 314 KB):**

<http://www.dol.gov/esa/regs/compliance/olms/RevisedLM30.ppt>

businesses and employers that are involved with higher level components of their union's hierarchy. The reporting obligations of officials of national and international labor organizations and

intermediate bodies have also been clarified and reduced from the proposal in the NPRM.

More information is available from the Department of Labor website. •

## BLET-backed bill will help smooth railroad expansion in New Hampshire

### New Hampshire

Continued from Page 1

months to secure passage of the measure through the New Hampshire legislature.

The Senate bill, SB-75 (New Hampshire Rail Authority Board), passed by a vote of 189-120 and was signed by Governor Lynch on July 27, 2007. It became effective the same day. The House bill, HB-311 (Committee to Review Liability Issues for Commuter Rail Opera-

tions), was passed by a vote of 17-0.

Also, as part of the bill, Governor Lynch will appoint three board members — with rail experience — to the Rail Transit Authority. Their job will be to seek funding and open corridors that would bring commuter rail into the state, while protecting the interest of existing communities.

Dan Lauzon, 1st Vice Chairman of the Massachusetts State Legislative Board, and Wayne Gagne, a member of BLET Division 57 (Boston), played key rolls in testifying and furthering

the legislation. Brother Remington said that George Newman, Chairman of the Massachusetts State Legislative Board, and Mike Twombly, Springfield Terminal-Delaware & Hudson General Chairman, were also extremely supportive and continually lent assistance throughout the process.

Also playing a large role was Dennis Caza, a D.R.I.V.E. Field Representative from the International Brotherhood of Teamsters and a member of Teamsters Local 633.

"It is a great experience working


with Brother Caza and look forward in working with him and the Teamsters again," Brother Remington said.

Brother Gagne also serves as Chairman of the New Hampshire Commuter Rail Advisory Committee. Brother Remington is the founder and first president of the New Hampshire Railroad Revitalization Association. He is also Legislative Representative of the New Hampshire Commuter Rail Advisory Committee and committee member of the New Hampshire Operation Life Saver. •

# National health care

While many believe that a national health care system is a recipe for bloated government bureaucracy and inefficiency, they're unaware that it can't be much worse than our convoluted market-based system. According to the Organization for Economic Cooperation and Development, we spent far more on health care coverage than any other developed nation—an average of \$6,012 per person on health care in 2004, which consisted of 15.2 percent of our gross domestic product (GDP), far above \$2,550, or 8.9 percent of GDP.



  
James P. Hoffa  
General President

**James P. Hoffa**  
**General President**

**SAFETY TASK  
FORCE HOTLINE  
(800) 306-5414**



**Report major accidents when they happen**

# SEPTEMBER 2007 CALENDAR & EVENTS

At the Holiday Inn, 9150 Baymeadows Road. Registration begins at 8 a.m. and conference starts at 8:30 a.m. Elected BLET officers only, please.

# Advisory Board July Activity

Discuss SLE w/ HAR; Assist RGD w/ Alexander LERB petition; Assist URR w/ Article 10 dispute, PLB establishment agreement; Mtg. w/ USWA Local 1196, A-L Steel, Brackenkridge, Pa.; PLB 5191; PLB 6912; Set up PLB for NEC CN border crossing dispute; Southeastern Meeting Association, Orlando; Mtgs. w/ NS GC, DMH, CWD, RCW, re: Div. 325 & 590 dispute; NS agreement extension talks, Norfolk, Va.; Mediation case A-13445, Washington, D.C.; Forwarded mediated NYS&W agreement to DMH for approval; Installation of new office equipment: Discuss A-L Steel/USWA w/ HAR.



A Division of the Rail Conference, International Brotherhood of Teamsters

**POSTMASTER: Send address changes to**  
*Locomotive Engineers & Trainmen News — BLET*  
 Records Department, 1370 Ontario Street, Mezzanine  
 Cleveland, OH 44113-1702.

**PERIODICALS  
POSTAGE  
PAID AT  
CLEVELAND, OH**