



DAILY NEWS UPDATES
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Locomotive

ENGINEERS & TRAINMEN NEWS



OCTOBER/NOVEMBER 2011
VOLUME 25, ISSUE 8

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

PEB 243 ISSUES RECOMMENDATIONS

Report leaves much unfinished business for BLET, 10 other unions

Hearings held by Presidential Emergency Board (PEB) No. 243 concluded on October 20. PEB 243 then issued its recommendation on November 5, 2011 and the nearly two-year-old dispute over national wages, work rules and health and welfare benefits between 11 rail unions and the nation's largest freight carriers continues to move toward final resolution.

The five-member PEB was appointed on October 6 by President Barack Obama, and was comprised of Chairman Ira F. Jaffe and Members Roberta L. Golick, Joshua M. Javits, Gil Vernon, and Arnold M. Zack. Chairman Jaffe presided over the six (6) days of hearing that began on October 13 and concluded on October 20.

The PEB's Report was sent to President Obama and included recommendations to resolve all issues in dispute in the bargaining round. As this Newsletter goes to press, the parties are scheduled to meet on multiple occasions in an attempt to negotiate a voluntary settlement driven by PEB 243's Report.

If no such voluntary settlement is reached by 12:01 a.m. EST on December 6, the Railway Labor Act's procedures

will have been exhausted. At that point, self-help again becomes available to the parties, meaning that one or more unions could strike, and/or the carriers could lock-out their workers.

Congress has intervened numerous times in the past to legislatively prevent or stop self-help, usually by passing a law that requires the parties to accept the PEB's recommendations as their settlement. Such legislation could originate in either the Senate or the House of Representatives, would require a majority in both chambers for passage, and must be signed into law by President Obama.

CARRIER POSITIONS

The industry, represented by the National Carriers' Conference Committee of the National Railway Labor Conference, presented its case to the Board first. The carriers' argued that the recently-concluded agreement with the United Transportation Union (UTU), covering less than 30% of the workforce, should be treated as a pattern.

The carriers argued that record profitability did not support larger wage

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FRA issues safety advisory help prevent yard switching fatalities and injuries

On October 11, the Federal Railroad Administration (FRA) issued a safety advisory to the railroad industry in an effort to help prevent employee injuries and fatalities when working between rail cars during switching operations.

In recent months, the railroad industry has experienced three employee fatalities that occurred when employees were between rolling equipment. Over the last two years, two additional employee fatalities have occurred in the same circumstances.

The most recent fatalities in 2011 happened on September 8, August 15 and July 15. In each case, the FRA's preliminary investigations found evidence to "indicate that the workers involved either did not have enough room or time to avoid moving equipment, or were unaware that equipment was in motion."



The FRA's Safety Advisory seeks to raise awareness and ensure universal compliance with safety rules that protect employees who must physically place themselves between rolling equipment in the normal course of their work.

Highlights of the recommen-

dations contained in the October 11 Safety Advisory include:

- Reviewing and revising existing switching operation safety rules as needed;
- Ensuring the use of sound communication protocols to notify employees when going between two pieces of rolling

equipment;

- Emphasizing the shared obligation and responsibility of managers and employees in following established rules and procedures; and
- Encouraging heightened situational awareness and vigilance.

FRA Administrator Joe Szabo said: "Rail carriers must ensure a consistent and clear message throughout their organization that performing work safely takes priority over expediting a train movement."

In 1998, at FRA's request, a voluntary group comprised of industry stakeholders was formed to examine and address safety hazards in the yard operating environment. The Switching Operations Fatality Analysis (SOFA) Working Group, as it came to be known, includes representatives from the Association of American Railroads (AAR), the American

Short Line and Regional Railroad Association (ASLRRA), the Brotherhood of Locomotive Engineers and Trainmen (BLET), and the United Transportation Union (UTU). The Working Group has issued several reports, and notably five key "life-saver tips," which have been widely credited with bringing about tangible improvements in operating safety.

BLET National President Dennis Pierce thanked the FRA for its diligence in addressing this critical safety issue.

"I urge all BLET members to take the necessary time do their jobs safely," President Pierce said. "Going home safely to your family is the top priority." ©

VISIT THE BLET WEBSITE TO VIEW A COPY OF THE SAFETY ADVISORY:
WWW.BLE-T.ORG/PR/PDF/SA201102.PDF

BLET President's Message Fighting for your best interest **pg 2**



BLET Election News
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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

FIGHTING FOR YOUR BEST INTEREST

As this Newsletter goes to press, the BLET and the other unions who have not settled their contract differences are in the final stages of the negotiating process that is set forth in the Railway Labor Act. With PEB 243's report and recommendations in hand, both the Unions and the Carriers must now make some very important decisions. Ultimately, one of two things will happen.

The first option is for the Carriers and each Union to reach a voluntary settlement in the round, with the PEB's recommendations driving this final attempt to negotiate. Both good and bad can come from this option.

On the good side, any time the parties settle their differences without using a third party, totally removed from the impact of the final outcome, they generally benefit. If for no other reason, a voluntary settlement means that the membership has controlled the outcome through the ratification process, instead of allowing a third party — in this case, a highly unpredictable congress — to control the outcome.

On the down side, the only settlement available to us now includes the concessions on health and welfare benefits that we have steadfastly rejected from Day One. Add that if we do not reach and/or ratify a voluntary settlement, congress will be forced to take control. We cannot rule this option out as there are certain things that our membership will just not abide.

There are many in our union who feel that their issues in this round have been neglected by the Carriers and by the PEB. Even if the odds are against us, many of our members cannot reconcile the large gap between the way our corporate employers treat themselves and the way they treat us. We all struggle with



the gap between CEO compensation and the compensation and benefits that engineers receive. This is especially true in light of the fact that not one load of freight gets delivered from producer to consumer without an engineer doing his or her part in the process.

Unfortunately, if Congress does take control of our dispute, there are concerns over what those leading the war on the workers in congress will do. A congressional settlement requires legislation to be passed by both the House and the Senate, and signed into law by the President. We have all seen products from the legislative process that were offensive to labor, and we must assess those risks as we move forward.

The gulf that lies between these two options now places us at a crossroads as unionized railroad workers. We know in our hearts that there will be closure to the bargaining round one way

or the other, regardless of which path we choose. But we also know that we must find a way to bring closure to this bargaining round that insures that every ounce of the union's energy was put into our effort, that every possible solution was considered, and that no stone was left unturned. As your National President, trust that I do not take any of this lightly.

We are working now to find a way to negotiate a settlement in the round that, if nothing else, minimizes the impact of what the PEB has recommended for our health and welfare benefits. Time will tell if that effort is successful, but again, this must be part of our effort to insure that every possible solution is considered.

In the end, I know that — like my predecessors before me — I will have to make a very difficult and lonely decision. There are those who say that this is the membership's decision to make, and that I should submit the last

best offer that we receive to the membership and allow them to democratically make the decision. Others argue that, absent meaningful changes to the PEB recommendation, the answer should not only be no, but that no such tentative agreement should even be submitted for ratification. You can trust that I do not take this decision lightly either.

Along with our focused National Wage Team, I am working with the Presidents of the other unions who have not reached settlements, so that BLET members can benefit from the strength that our numbers can provide. I have also scheduled a meeting with all of the General Committees that are affected in any way by the outcome of this bargaining round.

I know that many of you work on properties where your wage and work rule issues have been settled, and that you did not expect to pay additional health care costs when you ratified your

wage packages. Indeed, our central fight has been to prevent that from happening. I can assure you that the input from each property, no matter how it is situated, will guide which path we choose to follow.

Our efforts on your behalf will continue until this fight is over, but please know this. We could not have gotten this far without the strong support of each and every man and woman in the BLET, because **you** have stepped up to the plate whenever we asked. As this dispute moves ever closer to final resolution there is no doubt in my mind that we will call upon you again, and that you will respond as you have in the past. Regardless of the outcome of the pending struggle, I take great comfort in your support.

Fraternally,

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 But we also know that we must find a way to bring closure to this bargaining round that insures that every ounce of the union's energy was put into our effort, that every possible solution was considered, and that no stone was left unturned. 99

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an "official communication." This is to provide that the actual question(s) are addressed, and ensures that when official

interpretations are made they have reference to a specific request and can be used in future correspondence.

The volume of e-mails received makes it impossible for the National President to answer all unofficial communications. Therefore, it is the policy of the BLET that e-mails addressed to the National President will be reviewed and forwarded to

the appropriate officer or staff for a timely response; however, an e-mail message is not considered an official communication.

Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender's membership status will not receive any reply or acknowledgement. This poli-

cy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member's unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

ADOPTED AT CLEVELAND, OHIO ON JULY 22, 2010. ©©



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

STANDING TOGETHER

Corporations with money to burn and the politicians they own are attacking our right to collectively bargain. Collective bargaining works — it works for the companies, the employees and for America. Collective bargaining rights make a decent, middle-class life possible for millions of U.S. workers — the kind of life where health care is affordable, we have a solid roof over our heads and where we have food on the table. But many corporations and elected officials are hell-bent on taking bargaining rights away. And it isn't just organized labor they're attacking.

I've been saying it for months now: A war is being waged against American workers. The

economic survival we once took for granted is less and less certain. The dangers of plant closures, unemployment, indebtedness and medical catastrophe loom closer even as our standard of living slowly erodes.

Workers have always had to stand together and fight for a fair wage, health benefits and retirement with dignity. And that's why labor unions fit right in with the protesters who are occupying Wall Street and dozens of other cities.

Today, the 99 percent are taking militant, nonviolent direct action in Lower Manhattan. They're camped out in front of Los Angeles City Hall and the Chicago Federal Reserve Bank and in Boston's Financial District. And, I am proud to see that

members of our Rail Conference, both Brotherhood of Locomotive Engineers and Trainmen and Brotherhood of Maintenance of Way Employees Division, have been out standing tall with other union members and activists.

We must demand action to get our country back on track. The crisis we have with jobs isn't a Republican problem or a Democratic problem. It is time for both sides to come together to help put Americans back to work for the good of our country.

Fraternally,

James P. Hoffa

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



66 I am proud to see that members of our Rail Conference, both Brotherhood of Locomotive Engineers and Trainmen and Brotherhood of Maintenance of Way Employees Division, have been out standing tall with other union members and activists. 99

NST Walpert becomes Trustee of Railroad Retirement Investment Trust

Bill Walpert, National Secretary-Treasurer of the Brotherhood of Locomotive Engineers and Trainmen, has begun his term as a Trustee of the National Railroad Retirement Investment Trust (NRRIT).

All Rail Labor Presidents, representing the 13 labor organizations whose members are covered by the Railroad Retirement system, unanimously appointed Brother Walpert to a shadow trustee position on May 13, 2011. He became a full Trustee following the confirmation of Walt Barrows as Labor Member of the Railroad Retirement Board on September 26, 2011.

BLET National President Dennis Pierce congratulated NST Walpert on his full time Trustee position.

The NRRIT was established by the Railroad Retirement and Survivor's Improvement Act of 2001, which was signed into law on December 21, 2001.

The purpose of the Trust is to manage and invest Railroad Retirement Assets. The Trust invests the assets of the Railroad Retirement Account into a diversified investment portfolio in the same manner as those of private sector retirement plans. Prior to



the Act, investment of Railroad Retirement Account assets was limited to U.S. government securities.

The Trust oversees investments currently totaling approximately \$25 billion.

The NRRIT Board is comprised of seven Trustees, three selected by railroad labor unions and three by railroad companies. The seventh Trustee is an independent Trustee selected by the other six Trustees.

More information on the Trust is available on the Railroad Retirement Board website: www.rrb.gov/mep/nrrit.asp. @

Senate confirms Walt Barrows to RRB Labor Member post

On September 26, the U.S. Senate confirmed Walter A. Barrows to serve as the Labor Member of the Railroad Retirement Board.

Brother Barrows is the candidate unanimously endorsed by the BLET and the Teamsters Rail Conference Policy Committee, and he previously served as Secretary-Treasurer of the Brotherhood of Railroad Signalmen (BRS).

"Brother Barrows has our unanimous support and his expertise as a Trustee for the Railroad Retirement Investment Trust makes him by far the most qualified person for the position," said Dennis R. Pierce, BLET National President and President of the Teamsters Rail Conference. "On behalf of the BLET, and the men and women of the Rail Conference, I offer congratulations to Brother Barrows on his hard-earned confirmation."

President Barack Obama nominated Brother Barrows for the RRB Labor

Member position in March of 2011. Regarding Brother Barrows and other nominees confirmed along with him, President Obama said: "I am honored that these talented individuals have decided to join this Administration and serve our country. I look forward to working with them in the months and years to come."

Brother Barrows was elected to Secretary-Treasurer of the BRS in 1999 and was reelected in 2002, 2006, and 2010.

In 2004, 2007, and 2010, Barrows was elected as a labor Trustee to oversee the National Railroad Retirement Investment Trust Fund. The Trust manages investments currently totaling approximately \$25 billion. BLET National Secretary-Treasurer Bill Walpert, who was appointed to serve as a shadow Trustee in May of 2011, fills the position vacated by Barrows and has become a full Trustee (see related article).

Barrows replaces outgoing Labor Member V. M. "Butch" Speakman on the three-member board. Speakman was scheduled to retire upon confirmation of his successor.

The Teamsters Rail Conference Policy Committee is comprised of members of the Brotherhood of Maintenance of Way Employees Division and the Brotherhood of Locomotive Engineers and Trainmen, both divisions of the Rail Conference of the International Brotherhood of Teamsters. @



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The News Flash alerts are news articles from the BLET National Division website that are sent automatically emailed to you.

TO REGISTER, JUST GO TO WWW.BLE-T.ORG. In the lower right hand corner of the page, you will find an area to

enter your email address to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.

Open enrollment began November 1, 2011 for BLET Short Term Disability plan

Open Enrollment for 2012 under the BLET's Short Term Disability insurance plan began on November 1, 2011 and runs through December 15, 2011.

If you are a locomotive engineer working on a railroad that participated in the Wage/Rules portion of the National Agreement dated December 16, 2003 (BNSF, NS and Amtrak did not participate in this Plan and this information does not apply to engineers working on these properties), then your coverage under Part A (described below) of the BLET Short Term Disability Plan will automatically continue.

Last year, if you opted out of Part B Coverage (also described below), you may opt back in during this enrollment period. If you currently participate and wish to opt out of Part B coverage, then you can also do so during this enrollment period.

PART A NON-OCCUPATIONAL DISABILITIES

Effective January 1, 2012, there will be no changes to Part A coverage:

- Your eligibility is based on a \$40 premium submitted by the railroad on a monthly basis.
- Part A pays \$402 per week for non-occupational disabilities only.
- Occupational disabilities are not covered.
- Each eligible member is insured for \$50,000 of Accidental Death and Dismemberment (AD&D) coverage.

PART B OCCUPATIONAL DISABILITIES

Effective January 1, 2012, the cost for Part B coverage will remain \$23 per month, with no additional changes:

- Part B is voluntary. Participation in this additional occupational coverage is not required.
- The weekly benefit for occupational disabilities is \$402 per week.
- Each eligible member is insured for an additional \$50,000 of AD&D coverage.
- The benefit is not subject to repayment after a personal injury settlement, such as a FELA settlement.
- The benefit is not considered tax-

able income.

- The premium will be payroll deducted with your monthly union dues.

NOTE: UTU members working as engineers are eligible for Part A and may purchase Part B coverage by making an annual payment of \$276 to the BLET Trust Fund. (Complete the form at the link below and return to address noted by December 15, 2011.)

FILING A CLAIM FOR BLET SHORT TERM DISABILITY

- Call 1-800-858-6506 – MetLife Claim Center.
- Tell them you would like to file a claim under BLE-T Short Term Disability.
- Provide information requested, including contact information for your attending physician(s).
- A Case Manager will be assigned and you will receive a file number, which you must keep available for future reference.
- Following the call, you will receive an authorization for release of medical information.
- Sign the document and return to MetLife.

IMPORTANT:

Eligibility for Part B is dependent on your eligibility for Part A. In order to be eligible for Part A, you must have seven (7) starts in a month with one (1) start as an engineer.

If you are furloughed to train service and become ineligible for Part A coverage, you must notify the Secretary-Treasurer of your local division immediately. At that time, you have three options:

1. Continue coverage of Part A and Part B by paying \$40 directly to the BLET Short Term Disability Trust Fund, by the 10th of the month and continuing payroll deduction of \$23 for Part B. Coverage may only be continued for six (6) months under this option. If you choose this option, you will need to contact the Plan Administrator (information below) for additional instructions.
2. Discontinue coverage of Part B temporarily until you return to engineer status and become re-eligible for Part A. An engineer who loses Part A coverage due to no fault of their own, may resume



coverage for Part B, once they return to engineer status and become re-eligible for Part A. You must keep the Secretary-Treasurer of your local division informed of your status.

3. OPT-OUT of Part B by completing an OPT-OUT form (see below). If you choose to opt-out of Part B, you may only resume coverage during a subsequent annual enrollment period.

CHOICES THAT MUST BE MADE BY DECEMBER 15, 2011

If you currently do NOT participate in Part B and choose to do nothing, you will continue to be eligible for Part A coverage only.

If you currently do NOT participate and would like to sign-up for Part B coverage during this open enrollment period, or if you DO currently participate and would like to opt-out of Part B coverage, you must complete and return the attached form (see below), by December 15, 2011, to the Secretary-Treasurer of your local division. Your election will become effective on January 1, 2012.

Members, who OPT-OUT of Part B coverage effective January 1, 2012, will not be eligible to enroll for the coverage until the next annual enrollment period.

DESIGNATION OF BENEFICIARY(IES)

You are able to designate your beneficiary(ies) for the AD&D coverage on-line. If you would prefer to submit a paper beneficiary form, it is available on MetLife's website. A simple registration process is required the first time you access <http://www.metlife.com/mybenefits>. Designating your beneficiary(ies) will ensure that your benefit proceeds are paid according to your wishes. If you do not have a designation of beneficiary(ies) on file, proceeds will be paid according to the AD&D plan's facility of payment clause. Beneficiary designation for this coverage will not impact beneficiary designations for any other Life Insurance or AD&D plans that you may have with MetLife.

QUESTIONS

Anyone with questions regarding BLET Short Term Disability should contact Jim Bradford, BLE-T Short Term Disability Administrator, at 216-241-2630 (ext. 205) or email Bradford@ble-t.org. @

A COPY OF THE OPT-IN/OPT-OUT FORM IS AVAILABLE AT:
WWW.BLE-T.ORG/PR/PDF/2012_STD_OPT_IN_OUT.PDF



BLET ENGINEERS ENROLLMENT 2012 OPT-IN/OPT-OUT FORM

PART B – BLET SHORT TERM DISABILITY INSURANCE PLAN

If you desire to OPT-IN or OPT-OUT of Part B coverage under the BLET Short Term Disability Insurance Plan, complete the remainder of this form. Be sure to include your signature and the date, and deliver to your Division Secretary-Treasurer by DECEMBER 15, 2011.

"I _____ (Print your name here and sign below), hereby choose to: (Mark with an "X")
 _____ OPT-IN
 _____ OPT-OUT

of the BLET Short Term Disability Insurance Plan, Part B. I understand that if I OPT-OUT, I may only seek enrollment in Part B during a future open enrollment period."

Signature: _____

Date: _____

Phone Number: _____

DEADLINE IS DECEMBER 15, 2011



UTU-E ENGINEERS ENROLLMENT 2012 OPT-IN FORM

PART B – BLET SHORT TERM DISABILITY INSURANCE PLAN

If you desire to OPT-IN to Part B coverage for 2012 under the BLET Short Term Disability Insurance Plan, you must be eligible for Part A. If you purchased coverage for 2011, your coverage will end on December 31, 2011. Complete the remainder of this form. Be sure to include your signature and the date. A check made out to the "BLET Trust Fund" for \$276 should be sent by DECEMBER 15, 2011 to:

Jim Bradford
 BLET STD Administrator
 222 Lake Ridge Rd.
 Kerrville, Texas 78028

"I _____ (Print your name here and sign below), hereby choose to OPT-IN to the BLET Short Term Disability Insurance Plan, Part B."

Signature: _____ Date: _____

Address: _____ City/State _____

Phone #: _____ E-mail: _____

Railroad: _____ UTU Local # _____

DEADLINE IS DECEMBER 15, 2011

Bobby Brown elected General Chairman of BNSF GCA (C&S, CRI&P, FWD)

Bobby J. Brown of BLET Division 574 (Amarillo, Texas) was elected General Chairman of the Burlington Northern Santa Fe (former C&S, CRI&P, FWD) General Committee of Adjustment at their quadrennial meeting in Amarillo, Texas, September 15-16, 2011.

Brother Brown has held continuous membership in the BLET for nearly 32 years, first joining the Brotherhood on December 1, 1979.

Also elected were: 1st Vice Chairman Joe R. Berlin II (by acclamation), Division 189 (Fort Worth, Texas); 2nd Vice Chairman Barry W. Allen, Division 186 (Denver, Colo.); 3rd Vice Chairman Craig B. Knight (by acclamation), Division 703 (Teague, Texas); Secretary-Treasurer Tim R. Williamson (by acclamation), Division 430 (Trinidad, Colo.); and Alternate Secretary-Treasurer Steve Brant (by acclamation), Division 186 (Denver, Colo.).

BLET National President Dennis R. Pierce congratulated Brother Brown



Front row, from left: Craig Knight; Frank "Bucko" Schulze; and Joe Berlin. **Back row:** Tim Williamson; Barry Allen; Troy Martin; and Bobby Brown

on his election.

"I have every confidence that Brother Brown, along with all the officers of the General Committee, will do an excellent job of representing their members and enforcing their contract," President Pierce said.

He also recognized outgoing General Chairman Austin Morrison of

BLET Division 574 (Amarillo, Texas), thanking him for his many years of service to the BLET.

"Brother Morrison faithfully served the Brotherhood as General Chairman for 22 years," President Pierce said. "That is a long time to serve any elected office, and on behalf of the entire BLET,

I thank Austin Morrison for his dedication and commitment."

Upon advising the National Division of the election results, Brother Morrison said: "As Chairman for 22 years it has been a true blessing and pleasure to have worked with each of you in the preservation and future of our great Brotherhood." ©©

GTW General Chairman John Karakian reelected by acclamation for sixth straight term

The BLET's Grand Trunk Western (GTW) General Committee reelected General Chairman John Karakian by acclamation for a sixth consecutive four-year term at their quadrennial meeting in Novi, Mich., on August 17.

Brother Karakian, a member of BLET Division 812 (Detroit), first joined the Brotherhood on June 1, 1977. He began serving as GTW General Chairman in 1992, when he replaced outgoing GC Paul Hicks.

Also reelected by acclamation for his sixth straight term was Vice General Chairman Marty J. Tyler of Division 650 (Durand, Mich.). Brother Tom Greenman of Division 33 (Battle Creek, Mich.) was reelected by acclamation as Secretary-Treasurer; and Michael Negus of BLET Division 650 (Durand, Mich.) was elected by acclamation to serve as alternate Secretary-Treasurer.

Representatives from the BLET Na-

tional Division included: National President Dennis R. Pierce; National Secretary-Treasurer William C. Walpert; Vice President & National Legislative Representative John P. Tolman; National Vice President Willard E. Knight; and Director of Benefits A. Dan Cook. Greg Powell, Chairman of the Michigan State Legislative Board, was also in attendance.

"As evidenced by his sixth straight term of office by acclamation, Brother Karakian is a hard working and tenacious General Chairman," President Pierce said. "I thank him and his delegates for their efforts on behalf of the Brotherhood and offer my congratulations to Brother Karakian and all officers of the Grand Trunk Western GCA."

BLET National President Emeritus Paul T. Sorrow, who has a long-standing association with the GTW General Committee spanning nearly 20 years, was also in attendance as an honored guest.

"I thank all the National Division officers for attending," General Chairman Karakian said. "It was a huge honor for our General Committee. And I especially thank Paul Sorrow. It was great having two Presidents at our meeting — President Emeritus Sorrow and National President Pierce."

The BLET's Grand Trunk members are proud of the significant role their forefathers played in the founding of our Brotherhood more than 147 years ago. A Grand Trunk loco-

otive engineer, B. Northrup, was one of the 19 original delegates who met for four days beginning on May 5, 1863, to form the original Brotherhood of the Footboard.

The GTW GCA represents 250 locomotive engineers who operate over approximately 700 miles of track predominantly 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. ©©



BLET officers, delegates and guests attending the Grand Trunk Western's quadrennial meeting in Novi, Mich., on August 17, 2011.

Transportation Workers
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email: lecmpa1910@lecmpa.org | web: www.lecmpa.org

David K. Brown reelected Minnesota State Legislative Board Chairman

David K. Brown was re-elected by acclamation to a second term as Chairman of the Minnesota State Legislative Board at their quadrennial meeting in Bloomington, Minn., September 27-29, 2011.

Brother Brown is a member of BLET Division 517 (St. Paul, Minn.) and has 40 years of service with the BNSF Railway. He first joined the Brotherhood on December 1, 2002.

"I am honored for the opportunity to serve the members of this board and the BLET for another four years," Brother Brown said. "Together we will work to support legislation and the candidates in this state and this nation that benefit our rail labor agenda."

The delegates elected the following slate officers — all by acclamation — to serve BLET members in Minnesota:



Proud Minnesota BLET Brothers: Officers reelected by acclamation at the quadrennial meeting of the Minnesota State Legislative Board, September 27-29, 2011, from left: Chuck Loomis (Div. 549), 2nd Vice Chairman; Mark Anderson (Div. 333), Secretary-Treasurer; Dave Brown (Div. 517), Chairman; and Wally Czerwinski (Div. 202), 1st Vice Chairman.

Wally Czerwinski of BLET Division 202 (Dilworth, Minn.) was elected 1st Vice Chairman; Chuck Loomis of BLET Division 549 (Willmar, Minn.)

was elected 2nd Vice Chairman; Mark Anderson of BLET Division 333 (St. Paul, Minn.) was reelected to his third term as Secretary-Treasurer; and Joel

Mueller of BLET Division 9 (Waseca, Minn.) was elected Alternate Secretary-Treasurer.

Elected to the Audit Committee were: Joel Mueller, Division 9 (Waseca, Minn.); Greg Shirley, Division 27 (St. Cloud, Minn.); and Rick Johnson, Division 357 (Minneapolis, Minn.).

BLET National President Dennis R. Pierce congratulated these officers on their election and thanked them for serving the Brotherhood. He expressed his regret that he was unable to attend the meeting himself due to National Mediation Board hearings in Washington, D.C., regarding the BLET's national contract and possible strike.

"Congratulations to Brother Brown on his second term of office," President Pierce said. "I have every confidence that he and his slate of dedicated officers will do an excellent job of representing the best interests of BLET members in Minnesota."

In place of President Pierce, BLET 1st Vice President E. Lee Pruitt addressed the delegates. He discussed current contract negotiations, possible strike scenarios, FRA Emergency Order 26 and inward facing cameras in locomotive cabs.

National Secretary-Treasurer William C. Walpert reported on National Division finances, membership totals and the state of the BLET Education and Training Department and the proposed training center in Cleveland.

BLET Vice President and National Legislative Representative John P. Tolman spoke about a bill to propose favorable changes to the Rail Safety Improvement Act.

Sereena Hogan, BLET Auxiliary Vice President and National Legislative Representative, made a presentation on the Auxiliary and how they can help the BLET members.

Other VIPs and guests included: Ken Kroeger, BLET Special Representative and Coordinator of Education and Training; Matt Wilson, BLET General Chairman (BNSF-MRL GCofA); John Reynolds, BLET General Chairman (CN/WC); Keith Stauber, BLET General Chairman (CN/DM&IR); Katherine Blauvelt, Field Director for U.S. Senator Al Franken; Minnesota Senator Scott Dibble, Ranking Minority Member of the Senate Transportation Committee; Minnesota Representative Frank Hornstein, DFL Lead of the Transportation Policy and Finance Committee; Tom Dwyer, National President of NARVRE; Mike Condon, Railroad Retirement Board; Rick Olson, BLET Safety Coordinator for the BNSF Railway — Twin Cities Region; Mike Muscha, North Dakota State Legislative Board Chairman and NASLBC Region 4 Legislative Chairman; Paul Piekarski, Illinois State Legislative Board Chairman; and Jeff Kurtz, Iowa State Legislative Board Chairman and NASLBC Vice Chairman.

The officers and members of the Minnesota State Legislative Board thanked all those who helped make their meeting a success.

The Minnesota State Legislative Board is comprised of 12 Divisions representing a total of 1,025 members. ©



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LECMPA (*)	\$59.50	\$87.50	\$117.25	\$41.25 every month
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The BR&CF is the least expensive protection when disciplined for eligible occurrences and is committed to remaining affordable. You could save up to \$672 each year. The BR&CF offers you the best price, value and service.

The BR&CF is a not-for-profit organization with a proven track record of giving back to members and the rail labor community. The BR&CF created the North American Railway Foundation to help make things better for all of us.

**Compare apples to apples.
It's clear the BR&CF works for you.**

To apply for membership and become a part of the BR&CF... act today... ask a BR&CF member where you work for an application or visit our web site at www.brcf.org or call us toll free at

800 233-7080

LECMPA and UTU rates are accurate and effective on date of print.



2011

Calendar & Events

November 18, 2011

U.S. Railroad Retirement Board Informational Conference

METairie, LA.

Registration begins at 8 a.m. The program begins at 8:30 a.m. and ends at 12:30 p.m. At the Four Points by Sheraton, 6401 Veterans Memorial Blvd.

December 2, 2011

U.S. Railroad Retirement Board Informational Conference

TAMPA, FLA.

Registration begins at 8 a.m. The program begins at 8:30 a.m. and ends at 12:30 p.m. At the Embassy Suites, 3705 Spectrum Blvd.

December 11-14, 2011

BLET Education and Training Department Secretary-Treasurer Workshop

CLEVELAND, OHIO

At the Hyatt Regency Cleveland at the Arcade. Expanded workshop includes an optional training session in Microsoft Excel on Thursday morning, December 15. Limited to the first 24 who register. For information, please contact Ken Kroeger, Coordinator of the BLET Education & Training Department, (216) 272-0986 or email: Kroeger@ble-t.org.

PLAN AHEAD FOR 2012!

JUNE 24-29, 2012

85th annual Southeastern Meeting Association (SMA)

WALT DISNEY WORLD, ORLANDO, FLA.

Chairman Earl Karper (Division 35) and Vice Chairman Mike Tanner (Division 769) are hosting the 2012 SMA at Disney. For details, visit www.SMA2012.com. Contact Brother Karper: earlk@cfl.rr.com.

JULY 29-AUGUST 1, 2012

72rd annual International Western Convention (IWC)

CROWN PLAZA HOTEL BILLINGS, MONT.

Hosted by Arrangements Chairman Craig Gilchrist (Montana State Legislative Board Chairman, BLET Division 298) and Co-Chair D.B. Kenner (Division 195). At the Crown Plaza Billings (27 North 27th St., Billings, Mont. 59101, phone: (406) 252-7400). Contact Brother Gilchrist: blecag@nemontel.net.

AUGUST 19-24, 2012

74th annual Eastern Union Meeting Association (EUMA)

ATLANTIC CITY, N.J.

Hosted by Arrangements Chairman Matt Kronyak (New Jersey State Legislative Board Chairman and Division 231 Local Chairman), the 2012 EUMA will be at Bally's (Park Place and the Boardwalk (1900 Pacific Ave.), Atlantic City, NJ 08401, phone: (800) 345-7253, www.ballysac.com). Contact Brother Kronyak: mckronyak@aol.com or (201) 978-6436.

SEPTEMBER 9-13, 2012

77th annual Southwestern Convention Meeting (SWCM)

GALVESTON, TEXAS

Hosted by Arrangements Chairman Jack Sweeny, Division 776 Local Chairman), the 2012 SWCM will be at the Moody Gardens Hotel (Seven Hope Blvd., Galveston, Texas 77554, phone: (888) 388-8484, www.moodygardenshotel.com). Contact Brother Sweeny: jrsweeny@coastal-link.net.

SUMMARY ANNUAL REPORT FOR BLET DISABILITY AND WELFARE BENEFIT TRUST FUND

This is a summary of the annual report for the Brotherhood of Locomotive Engineers and Trainmen Disability and Welfare Benefit Trust Fund, 30-0262584/501, for 01/01/2010 through 12/31/2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The plan has a contract with Metropolitan Life Insurance Company to pay certain claims incurred under the terms of the plan. The total premiums paid for the plan year ending 12/31/2010 were \$8,255,479.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$4,662,475 as of 12/31/2010, compared to \$4,208,793 as of 01/01/2010. During the plan year the plan experienced an increase in its

net assets of \$453,682. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$9,346,393, including employer contributions of \$6,808,909, employee contributions of \$2,240,522, gains of \$62,531 from the sale of assets and earnings from investments of \$234,431.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial and information on

payments to service providers;

3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and

5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Brotherhood of Locomotive Engineers and Trainmen, who is Plan Administrator, at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH, 44113-1702, (216) 241-2630. The charge to cover copying costs will be \$3.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, if any, or a statement of income and expenses of the plan and accompanying notes, if any,

or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes, if any, will be included as part of that report. The charge to cover copying costs given above does not include a charge for copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH, 44113-1702 and at the U.S. Department of Labor in Washington DC, or obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington DC 20210. ©

PEB 234 RECOMMENDATIONS

CONTINUED FROM PAGE 1

increases, claiming that future profit margins are at risk. They also argued that huge increases in productivity over the past 30 years were due to technological improvements and various other factors. According to the carriers, there is "no evidence that rail labor jobs are more difficult, require more skill or effort, or that rail labor has in any other way become inherently more productive than labor in general."

Concerning health care benefits, the carriers argued that Rail Labors benefits are "overly generous" and urged the PEB to recommend massive cost shifting from the carriers directly onto the shoulders of the oldest and least healthy workers, and those with families.

RAIL LABOR POSITIONS

The unions were represented by two coalitions: the Coalition of Rail Unions, representing 38% of those before the PEB; and the Rail Labor Bargaining Coalition (RLBC), representing 62% of those before the PEB.

The Coalition of Rail Unions is comprised of: American Train Dispatchers Association; International Brotherhood of Electrical Workers; International Association of Machinists and Aerospace Workers; Transportation Communications Union, including its Brotherhood of Railway Carmen; and Transport Workers Union. The RLBC consists of: Brotherhood of Locomotive Engineers and Trainmen; Brotherhood of Maintenance of Way Employees Division; Brotherhood of Railroad Signalmen; International Brotherhood of Boilermakers and Blacksmiths; National Conference of Firemen and Oilers; and Sheet Metal Workers International Association.

BLET CRAFT-SPECIFIC ISSUES

Each union presented argument, evidence and testimony concerning major issues of craft-specific importance to its members. The BLET's presentation sought favorable PEB recommendations regarding: elimination of the entry rate and the two-tiered pay system; adoption of the away-from-home-terminal meal allowance provision contained in the BLET Collective Bargaining Agreement with CSX Transportation as the national standard; immediately increasing the certification allowance to \$10.00 per trip or tour of duty, adjusted for future general wage

increases; and improved and enforceable minimum locomotive cab standards.

The BLET's position was supported with an extensive brief, supplemented by six dozen exhibits, and by testimony from President Pierce. To counter the carriers' argument that worker skill and effort have not contributed to increased productivity, Pierce provided a detailed explanation of how distributive power is utilized, while a video was played showing the behemoth, 9-locomotive / 294-car / 3-mile long train that Union Pacific Railroad operated between Dallas and Long Beach, Calif., in January of 2010.

RAIL LABOR'S JOINT ISSUES

The coalitions also made joint presentations concerning wages, vacation and health care benefits.

- Regarding wages, the unions argued that continuing record profitability and sustained productivity gains provide a justification for general wage increases greater than those agreed to during the last round of bargaining.

- Regarding vacation, the unions requested a 6th week for those having more than 25 years of service, and proration of vacation for those workers who fail to qualify for the full allotment. BLET National President Dennis R. Pierce testified on this issue, explaining the complicated process by which locomotive engineers qualify for vacation.

- Regarding health care benefits, the unions requested that the PEB recommend no changes at this time. Rail Labor countered the carriers' claims that the current health and welfare plan is too generous by presenting evidence that the current level of benefits is no more costly than the national average, after discounting for reserves, adjusting for fluctuations and factoring in data establishing that risks unique to the railroad industry have produced a relatively less healthy workforce. The unions also produced data showing several changes over recent bargaining rounds that have reduced medical inflation in the plan to only a fraction of what it is nationally.

PEB 243'S RECOMMENDATIONS

In some ways the PEB recommended adoption of some of the Carriers' arguments that the United Transportation union (UTU) settlement be followed, but in other ways it modified those terms to give the employees represented by the other unions a more generous settlement. For example, the general wage increases

proposed by the Board are greater than those found in the UTU agreement. In addition, the Board has recommended a lump sum signing bonus for all employees covered by the agreement, while the UTU agreement only pays lump sums to employees working under the entry rate progression that UTU had previously agreed to.

However, the Board did recommend that the parties adopt all of the health and welfare changes the Carriers sought and got from UTU, but again with certain variations. Insofar as increases to coinsurance and deductibles are concerned, the Board has recommended that these changes be phased in over an 18-month period instead of being implemented immediately. Lastly, the PEB recommended adoption of only one craft-specific union proposal, and that proposal did not affect members of BLET. As for the others, it suggested "local handling" for a few and withdrawal of all the rest. The majority of BLET's craft specific issues were included in the latter of those two categories. The only BLET craft specific issue that the Board did not recommend be withdrawn was BLET's request for certification pay for the conductors that it represents but the Board did not recommend it be adopted either; instead it referred that issue to on-property handling.

Although the recommendations are not what BLET and the other unions sought, President Pierce said the focus now is returning to the bargaining table with the Board's recommendation in hand in an attempt to reach a voluntary settlement to the bargaining round dispute. "Both the Organizations and the Carriers have an interest in reaching a voluntary settlement, but the jury is still out on whether or not the Board's recommendations will move the parties to such a voluntary settlement. Based on the detailed and comprehensive presentations BLET made to the PEB, I am hopeful that the carriers will recognize that more is needed to achieve a settlement that is satisfactory to both sides and avoid the need for anyone to resort to self help or a Congressionally-imposed resolution. Last month our membership spoke loudly and with a single voice when they voted to strike, if that became necessary. We are working now to exhaust all efforts to come to an agreement worthy of consideration by BLET's voting members, and to ensure they will have the final word on what is fair for locomotive engineers and trainmen." ©



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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VOLUME 25 • NUMBER 8 • October/November 2011

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,
1370 Ontario Street, Cleveland, OH 44113-1702.
Periodicals postage paid at Cleveland, OH.

USPS: 0002-244 ISSN: 0898-8625

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.

11/11

Photo of the Month: October/November 2011

PARTICIPANTS IN THE BLET'S Legislative Representative training workshop at Teamsters headquarters in Washington, D.C., October 14, 2011.



Advisory Board July and August 2011 Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published monthly:

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Cleveland; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; International Brotherhood of Teamsters (IBT) convention, Las Vegas, Nevada; Various Rail Labor Bargaining Coalition (RLBC) mtgs., Wash. DC; Eastern Union Meeting Association (EUMA), Hauppauge, N.Y.; Eastern General Chairmen's Assoc. mtg., Hauppauge, N.Y.; New York State Legislative Board mtg., Hauppauge, N.Y.; CBN/WC-CN/DMIR General Chairmen's mtg., Wash., DC; Advisory Board conference call, Cleveland; Grand Trunk Western GCA mtg., Novi, Mich.; International Western Convention (IWC), San Luis Obispo, Calif.; RLBC/TCU coalition mtg., Wash., DC.

FIRST VICE PRESIDENT E.L. "LEE" PRUITT: National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; IBT convention, Las Vegas; Independence Day holiday; Mtgs. for national negotiations, Wash., DC; UPRR on-property negotiations, Houston, Texas, San Luis Obispo, Calif., Denver, Colo., and Portland, Ore.; Vacation; EUMA, Long Island, N.Y.; IWC, San Luis Obispo, Calif.

NATIONAL SECRETARY-TREASURER WILLIAM C. WALPERT: General supervision of accounting dept., records dept., online services dept., tax compliance dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Publications Committee; Teamsters Rail Conference Policy Committee; Shadow trustee, National Railroad Retirement Investment Trust (NRRIT); EUMA, Long Island, N.Y.; Advisory Board conference call; Grand Trunk Western GCA mtg., Detroit, Mich.; IWC, San Luis Obispo, Calif.; NRRIT conference call; IBT convention, Las Vegas; National Democratic Committee event, Wash., DC; NRRIT mtg., Wash., DC; National Transportation Safety Board Training Class, Wash., D.C.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; BLET Security Officer; General office duties, telephone, correspondence communications; Coordinate content of NLO website; National Democratic Club annual outing, Sterling, Va.; IBT convention, Las Vegas; Mtg. w/ AAR, re: FMLA, Wash., DC; Amtrak roundtable discussion, Wash., DC; Mtg. on Surface Transportation issues, Wash., DC; EUMA, Long Island, N.Y.; Hosted evening reception for Cong. Tim Bishop, Long Island, N.Y.; Grand Trunk Western quadrennial GCA mtg., Novi, Mich.; IWC, San Luis Obispo, Calif.; Hosted meet and greet for Cong. Lois Capps, Calif.'s 23rd District; CA Advisory Board mtg; Various receptions for U.S. Representatives, Wash., DC and other locations.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Grand Trunk Western; Duluth Missabe & Iron Range; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Work w/ Doug Davidson on resource materials, Chicago; Assist GC Whitchurch and Div. 10 LC Marshall, Chicago Terminal issues, CN-IC, Chicago; Assist GC Kaulins at claims conference, BRC, Chicago; Assist GC Reynolds w/ Duluth NYD Sec. 4 negotiations, CN/WCL, Minneapolis, Minn.; Assist GC Hobbs w/ trackage rights and claims issues, CNEJ&E, Chicago; Draft dissent for SBA 1157, URR; Assist WC GC w/ various issues and ADR MOU draft, WC; Prepare NYD info for President Pierce and memo for Executive Committee; DLCOC conference call and prepare memoranda; Assist VGC Thompson w/ discipline case, NS-S; Assist VP Bruno w/ LIRR discipline case, LIRR; EUMA mtg. and Local Chairman workshop/ mock investigation & arbitration, Long Island, N.Y.; First Division docket inventory, NRAB; DMIR & WC coordination and strategy, Wash. DC; Assist GC Whitchurch w/ cab condition issues, CN-IC, Chicago; Assist GC Cundari w/ MOU draft and assist GC Kaulins w/ discipline issues, IHB/BRC, Chicago; Duluth coordination, WCL; NRAB administrative issues; Assist GC Reynolds, WC, Green Bay, Wisc.; DMIR/WC/DWP NYD Section 4 negotiations, Green Bay, Wisc.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western, Eastern Idaho), Central Region, Southern Region (New Orleans & Gulf Coast); Tacoma Belt RR; Utah RR; and Longview Portland & Northern and Longview Switching; Utah Rwy. Ratification mtg., Provo, Utah; DMIR/WC/DWP Section 4 New York

Dock implementing agreement negotiations, Minneapolis, Minn.; Portland and Western RR Section 6 negotiations, Salem, Ore.; Eastern Idaho RR contract ratification mtg., Burley, Idaho; UP Section 6 contract negotiations, San Luis Obispo, Calif.; EUMA, Long Island, N.Y.; DMIR/WC NYD Section 4 mtgs., Wash. DC; UP contract negotiations, Denver, Colo. and Portland, Ore.

VICE PRESIDENT WILLARD E. KNIGHT: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; Grand Trunk Western; National Democratic Club function, Wash. DC; PLB 7159 w/ VGC Mark Wallace, Fort Myers, Fla.; Mtg. w/ GC Karakian and GTW labor relations, Chicago, Ill.; CF&E negotiations w/ GC Bob Linsey, Covington, Ky.; General office duties; Vacation; SBA 1063 w/ GC Linsey, Norfolk, Va.; GTW GCA mtg. w/ GC Karakian, Detroit, Mich.; Ohio Central ratification mtgs. w/ GC Martin, Coshocton, Ohio; GTW negotiations w/ GC Karakian, Chicago, Ill.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; Conference call w/ GC Louis, CSXT, day off issues; DRC resolution issues, CSXT; General office duties, paperwork, correspondence, telephone calls, etc.; EUMA, Long Island, N.Y.; Roger Peace funeral, Greenville, S.C.; IRR negotiations; CSXT conference calls, LR and Bill Wheelock, IRR; IRR negotiations, Indianapolis, Ind.; Conference call w/ CSX Generals, LR on safety; Mtg w/ Louis on SAA negotiations; Work on Shared Assets proposal, CSXT; PLB 7353 executive session, CSXT; Work on Dispute Resolution Cmte. Issues, CSXT; Advisory Board conference call; PLB 7384 w/ GC Smith, CSX, Jacksonville, Fla.; DRC mtg. w/ GCs, Jacksonville, Fla.; FMLA mtg. w/ ARR, Wash. DC; PLB 7363, Kohn-Thornton, CSX, Chicago; DLC oversight cmte., Chicago.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Austin Western RR, Great Western; General office duties, telephone, correspondence communications, etc.; IBT convention, Las Vegas; Vacation; National Democratic Club event, Wash., D.C.; BNSF Division mtgs. w/ GC Wilson, Seattle, Pasco, Vancouver and Spokane, Wash.; Great Western RR negotiations w/ GC Williams, Denver; Panhandle Northern RR negotiations w/ GC Williams, Denver; Austin Western RR negotiations w/ GC Wilson, Ft. Worth, Texas; MNA negotiations w/ GC Gibbons, Kansas City; PLB 5939 and PLB 7383 w/ GC Wilson, BNSF, Boston; International Western Convention, San Luis Obispo, Calif.; Mobilization training w/ Special Rep Confer & GC Wilson, BNSF, Las Vegas.

VICE PRESIDENT COLE W. DAVIS: to Kansas City Southern (MidSouth Rail, SouthRail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Montreal, Maine & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; Codification of agreement w/ carrier, KCS, assist GC Parker w/ SBA; Conference call, SHSH agreement, KCS w/ GC Parker; St. Lawrence & Atlantic contract, GC K. More; I&M tentative agreement, GC Whitchurch; Tex Mex issues, GC Rodriguez; Mid South agreement, GC Whitchurch, Jackson, Miss.; Louisville & Indiana discipline cases, GC Hartel; Ellsworth SBA prep, GC Parker; CP Rail discipline cases and general assistance, GC Semeneck; EUMA, Long Island, N.Y.; Arbitration prep, GC Parker; Huron & Eastern RR and LYI RR assistance, GCs Brandt & Hartel; Advisory Board conference call; Medical disqualification case, Tex Mex, GC Rodriguez; IWC, San Luis Obispo, Calif.

VICE PRESIDENT STEPHEN J. BRUNO: Assigned to various Rail Safety Advisory Committees (RSAC); Regulatory duties as assigned by the President; Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; Birmingham Southern; Assist Amtrak, B&S, NYT and LIRR, telephone calls, correspondence, general office duties, etc.; National Democratic Committee event, Wash. DC; Dark territory conference call; SEPTA and Union RR assistance; Septa Division mtg., report on PHOS; Septa negotiations, Philadelphia; NMB case no. A-13559; Fatigue website conference call; PLB 7490, LIRR, New York, NY; Passenger Hours of Service review and analysis, regulatory work; EUMA, Long Island, N.Y.; Transfer DRA duties, Wash. DC; NJT & LIRR write and edit briefs for arbitration; NMB case no. 13559, Septa; Advisory Board conference call; Div. 483 mtg., Amtrak; Passenger HOS report; Dark territory switch TF, St. Louis, Mo.; Vacation; Prepare and edit submissions for 409 hearing, SEPTA.

BLET JOB BANK: AMTRAK

Amtrak has advised the BLET National Division that it is recruiting locomotive engineers to fill positions in six areas: Washington, D.C.-Zone 2; Washington, D.C.-Zone 5; Harrisburg, Pa.; Pittsburgh, Pa.; Charlotte, N.C.; and Florence, S.C.

According to Amtrak's "help wanted" ad: "Duties include safe operation of locomotives, complying with train orders, wayside signals, railroad operating rules, special instructions, federal, state and local regulations to transport passengers and equipment safely and efficiently. Perform air brake tests as required. Must make timely and critical

decisions under stressful conditions frequently."

Additionally, "candidates must have a high school diploma or GED. Candidates must have a current Class 1 Engineer Certificate and have operated an engine within one year. Candidates must pass the Hogan Personality Inventory test. Candidates must be able to report to their crew base within a two-hour call period. Rate of pay ranges from \$26.93 to \$35.90 per hour, depending on how much service the candidate has as an engineer."

Please fax resume as soon as possible to:

(202) 906-3349. Please indicate "Attention: Sarah Ray-ENG" on the fax cover sheet, and indicate the specific location you are interested in.

Interested parties are also advised to check the Amtrak website to see if these and other possible engineer vacancies are listed. Please go to www.amtrak.com and click on "careers."

Amtrak is an equal employment opportunity employer. EOE, F/M, D/V ☯

(BLET EDITOR'S NOTE: Amtrak provided the language for this job vacancy announcement as well as the brief description of locomotive engineer job duties.)