



# NEWS

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## House hearing on harassment

### Rail workers testify about on-the-job injury cover ups

Rail union employees from Union Pacific and Norfolk Southern railroads testified on October 25 before a House committee about how their supervisors discouraged them from reporting serious accidents or even delayed treatment for their injuries.

The House Transportation and Infrastructure Committee hearing focused on harassment and intimidation of rail workers. Some railroads coerce employees to not report on-the-job accidents and injuries. Thus, the Federal Railroad Administration (FRA) may never be notified about a large number of injuries and accidents. As a result, FRA safety statistics may not accurately reflect the number of accidents and injuries in the industry.

"I was struck in the head by a piece of steel on a rail car brought into Kansas City," said Greg Haskins, a former

Union Pacific employee. "When I came to, I was lying face down in my own blood. No call to 911 was ever made. No one volunteered to rush me to an emergency room."

Haskins did not receive medical attention for more than two hours. He finally was sent home to take aspirin, his head bandaged. The following day, through intervention of his family, he was seen by a neurological surgeon in Kansas City and diagnosed with Post Concussive Syndrome. Haskins now suffers from depression and other serious medical issues and no longer works on the rails, something that was once his lifelong ambition.

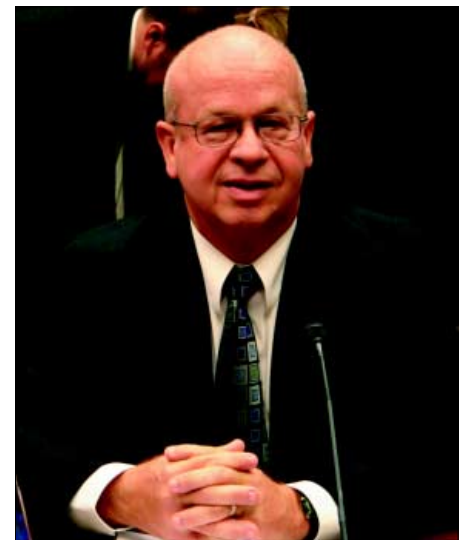
Former Norfolk Southern employee Timothy Knisely testified that when he attempted to disconnect an air hose from a set of rail cars, the hose broke loose, continually striking him in the

head, chest, arms and legs with 80 pounds of pressure.

"The trainmaster tried to persuade me to not report the injury," Knisely said. "But I resisted his pressure and reported it. The next day I was charged with making a false report. After 27 years of dedicated and loyal service to the railroad, I was subsequently charged with lying about being struck in the head and eventually fired."

David Cook, a former CSX locomotive engineer and a member of Brotherhood of Locomotive Engineers and Trainmen (BLET) Division 769 in Sanford, Florida, also testified about his experiences after being injured on the railroad. In closing his statement, he implored the Committee to ensure that railroad workers are treated better.

"U.S. workers deserve to be treated



David Cook, a former engineer and member of Division 769 (Sanford, Fla.), testifies about his experiences after being injured on the railroad.

with dignity and respect in their workplace and this has not been happening,"

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### IN THE LINE OF DUTY

## J.D. Artino, J.P. Walker

Two members of the Brotherhood of Locomotive Engineers and Trainmen lost their lives in a fatal Union Pacific train accident on November 10.

Locomotive engineer J.D. Artino, 56, and conductor J.P. Walker, 42, were both killed when their Union Pacific train rear-ended another in Bertram, Calif., on UP's Yuma Subdivision.

Brothers Artino and Walker were both members of BLET Division 660 in Los Angeles. Brother Artino joined the BLET on July 1, 2004, and had worked for the railroad since June of 1998. Brother Walker joined the BLET on October 1, 2006, and began railroading in March of 2004.

Members of the BLET

Safety Task Force were on the scene almost immediately and are assisting the National Transportation Safety Board with its accident investigation.

According to media reports, both trains were on an eastbound track near Mecca shortly before 1 p.m. on November 10 when one crashed into the other.

One train was carrying 60 cars of rock material from Victorville to Arizona. The second, heading to Arkansas from Long Beach with 111 cars carrying shipping containers, was the train that was hit.

The force of the crash caused three locomotives on the 60-car train and eight rail cars on the train hauling containers to derail.

The lead locomotive of the 60-car train caught fire. According to reports received by the BLET National Division,

the crew of the 111-car train immediately went to the lead locomotive of the 60-car train, but were unable to provide any type of assistance or rescue because heat from the fire was too intense.

The NTSB and Safety Task Force are continuing their investigation into the incident to determine probable cause. More details will be made available at a later date.

"On behalf of the 59,000 members of the Brotherhood of Locomotive Engineers and Trainmen, I extend our deepest sympathies to the families and friends of Brother Artino and Brother Walker," said Don Hahs, National President of the BLET. "Our thoughts and prayers are with them."

## FMLA update: Unions wait for Supreme Court action

Several BLET members have contacted the National Division recently regarding the status of the Family and Medical Leave Act (FMLA) court ruling last reported on in May.

In that May 4 update, it was reported that all 11 active judges of the United States Court of Appeals for the Seventh Circuit unanimously rejected the request of the rail carriers to rehear the dispute over whether the FMLA allows management to override agreement provisions to require the employees to substitute their paid vacation and personal leave for unpaid FMLA leave.

That May 4 ruling upheld a March 2 ruling, which blocked carrier efforts to force employees to use their vacation and personal leave days for FMLA purposes, rather than at the times the employees choose as provided in the collective bargaining agreements.

Following that favorable ruling for Rail Labor, the carriers petitioned the Supreme Court for review of the ruling. Presently, the unions have until December 15, 2007 to file their oppositions to the petition. It then takes several months for the Court to decide whether it wants to hear the case. The Supreme Court usually grants petitions in less than a hundred cases from amongst thousands filed in any given year.

If the current schedule is adhered to, it is likely that the Court will not decide whether to take the case until later in the winter or early spring 2008. If the Court does grant the Carriers' petition, the case then has to be fully briefed on the merits and set for oral argument. Under this scenario, oral argument would not occur until the Supreme Court's next term, which begins next Octo-

See FMLA Update, Page 7



# LAST RUNS & HONOR ROLLS

## Division 11 (N.Y.) honors two recent retirees



After 31 years of railroad service, BLET Division 11 (New York, N.Y.) member William "Bill" Hotchkiss made his last run on October 27, 2006. Brother Hotchkiss hired out in 1976 and joined the BLET on February 1, 1981.

His last run was as a locomotive engineer on yard assignment YDR-704 covering the SP-4, taking Amtrak regional express train #127 to New York's Penn Station.

Brother Hotchkiss spent time as an engineer instructor during his 30-plus year railroad career.

Old friends may congratulate Brother Hotchkiss by writing: 737 1st St., Middletown, N.J. 07748-1239.



Brother Joseph Rafanelli Jr. ended his 38-year railroad career when he finished his last run on August 29, 2006, as locomotive engineer of Amtrak's Acela Express Train Number 2109. He is seen here receiving wishes for a safe Last Run by Tom Pyle, superintendent of the New York Division. Brother Rafanelli served as Local Chairman of BLET Division 11 (New York, N.Y.). Brother Rafanelli hired out in 1968 and joined the Brotherhood on February 1, 1969. Throughout his career, he spent time as a member of Division 501 and Division 53.

Friends may contact Brother Rafanelli by writing: 810 Erik Lake Road, Brandon, FL 33510.

### Long-time members of Div. 219 in Shreveport reach Honor Roll

#### George F. Henley

George F. Henley of BLET Division 219 (Shreveport, La.) celebrated 47 years of continuous BLET membership on May 12.

Following in the footsteps of his father, grandfather and uncles, Henley began his railroad career as a

clerk on the Texas & Pacific in Shreveport in 1943. He went firing on July 13, 1948 and earned promotion to locomotive engineer on June 6, 1954 for the T&P. He joined the BLE on May 12, 1960.

Due to mergers and acquisitions during his career,

Henley became employed as an engineer at Missouri Pacific and Union Pacific. His last run was on March 20, 1992 for the UP. Prior to his work in the rail industry, He served in the U.S Army. Stationed in Alaska for 21 months, he received a citation for his expert rifle skills.

He and his wife, Sarah, were married on Dec. 7, 1957. Henley is a member of the American Legion who enjoys golf and cooking. He says he has a "great life."

*The Henleys live at 653 Ellerbe Gardens Blvd., Shreveport, La. 71106. •*

#### Eugene B. Stone

Eugene B. Stone of BLET Division 219 (Shreveport, La.) celebrated 53 years of membership on November 11.

Stone began his railroad career on Sept. 23, 1941 as a fireman on the

Texas & Pacific in Hollywood Yard. He went firing on Sept. 23, 1943 and earned promotion to engineer on Oct. 22, 1948. He joined the BLE on Nov. 11, 1954 and completed his Last Run on May 31, 1984, and celebrated his 87th birthday on June 24.

He is most proud of his safety record — Brother Stone recorded 40 years of railroad service without an accident.

Stone is a U.S. Air Force veteran. During his four-year tour, Stone served at Brookwood Air Base, Midland Air

Base, and in Calcutta, India.

He and his late wife, Opal, had three children; 14 grandchildren and 12 great-grandchildren.

*Stone can be reached by mail at: P.O. Box 17738, Shreveport, La. 71138. •*

### Honor Roll

#### Division 561's Ferguson a 51-year BLET member

Stuart B. Ferguson of BLET Division 561 (Richmond, Va.) celebrated 51 years of membership in the Brotherhood of Locomotive Engineers and Trainmen on Nov. 9.

Brother Ferguson, who will turn 86 years old in December, began his railroad career on December 19, 1940, as a fireman in Richmond, Va., for the RF&P (today a part of CSX). He earned promotion to locomotive engineer in 1948 and joined the BLE on November 9, 1956. His brother J.E. Ferguson was also a locomotive engineer and a member of Division 561.

Brother Ferguson and his wife, Frances, were married in 1947. The couple has three children, Bev, Isabell and Gayle; eight grandchildren; eight great-grandchildren and nine great-great grandchildren, with the 10th expected in January 2008.

His last run was on December 30, 1984, as the engineer of a diesel passenger train between Richmond and Washington, D.C.

Even though he misses the men he worked with, Brother Ferguson has kept busy during retirement. He is a member of the Masons and is active in his church.

*The Fergusons live at 210 East Richmond Rd., Richmond, Va. 23223. •*

### Division 463 member James F. Allen retires 33 years accident-free

Brother James F. Allen of BLET Division 463 (Corbin, Ky.) brought his 33-year, injury-free railroad career to an end when he completed his last run on May 5, 2006.

Brother Allen began his railroad career on April 11, 1973 as a trainman for the Louisville & Nashville Railroad in Loyall, Ky. He earned promotion to locomotive engineer by the L&N on October 24, 1974, and joined the BLET on December 1, 1974.

Allen and his wife, Dorothy, were married on September 2, 1967. The couple has three daughters, Cynthia Yearly, Melinda Hatmaker and Angela

Tolliver, and six grandchildren.

Allen comes from a railroad family. His late uncle, Ray Allen, was a trainmaster, while his cousin, Ray Allen Jr., is a dispatcher. His brother-in-law, Glen Boggs, is a CSX locomotive engineer and a member of Division 463.

Throughout his railroad career, Allen served for two years as Secretary-Treasurer of Division 463 in Corbin, Ky., and also served as an Operation Red Block captain. Prior to his first railroad job, he served in the United States Marine Corps in Camp Lejune, N.C., from June 1963 to June 1967. His specialty was in ar-



tillery, and was known for his expertise with the Howitzer.

During his retirement, Brother Allen plans to travel. He also serves as a referee for football and basketball games

and an umpire for fast pitch softball. He also enjoys riding his motorcycle.

*Congratulations may be sent to Brother Allen at: P.O. Box 511, Loyall, KY 40854. •*



# LAST RUNS & HONOR ROLLS

## Division 607 (Cleveland) honors three

Members of BLET Division 607 in Cleveland, Ohio, bid happy retirement to three veteran members who recently completed their Last Runs.

**Brother Michael J. Furey** hired out with the New York Central / Big Four on August 10, 1963. He completed his Last Run as a Norfolk Southern locomotive engineer on Sept. 2, 2005, working yard assignment BW-10 at Whiskey Island in Cleveland.

During his railroad career, Brother Furey served his division by holding numerous Division offices, including Local Chairman, President, Secretary-Treasurer, and Division 607 Homeland Security Council. He was also a member of the Conrail Cleveland Joint Improvement Committee, Labor Management committee, and the Cleveland Safety committee. He was the last former Big Four engineer to retire.

During retirement, his plans include traveling, casinos, and spending time with his family.

*Old friends may contact him at: 3388 West 157th St., Cleveland, Ohio 44111.*

**Brother Kenneth A. Malin** hired out with the Norfolk & Western on August 25, 1969. His Last Run came on February 1, 2006, working yard assignment BX-22 at Campbell Road Yard for the Norfolk Southern in the Cleveland Flats.

Brother Malin found his railroad job very rewarding and always enjoyed the work and the fine coworkers. His retirement plans include relocating to Las Vegas, boating on Lake Mead, riding his motorcycle,



From left: Brothers Michael J. Furey, Kenneth A. Malin and Benjamin J. Deccola were recently honored by members of BLET Division 607 in Cleveland, Ohio, following their Last Runs. Each retiree was presented with a model locomotive from the railroad they hired out on.

and traveling with his girlfriend Rochelle.

*Friends may contact him at his new home in Las Vegas by writing: 6130 W. Flamingo Rd., #716, Las Vegas, Nevada 89103-2280.*

**Brother Benjamin J. Deccola** hired out with the New York Central on December 13, 1963. He completed his Last Run on April 18, 2005, working as a

Norfolk Southern engineer on yard assignment BV-22 at Von Willer Yard in Cleveland.

Brother Deccola says he enjoyed his rail career and the fine people he worked with. His retirement plans are to simply catch up on all the activities he missed over the years.

*Friends may write to him at: 6819 Wood Creek Dr., Cleveland, Ohio 44130-3529. •*

### Honor Roll

## Butch Garrett of Div. 475 marks 61 years of continuous membership

The BLET congratulates Brother E. H. (Butch) Garrett, for 61 years of service continuous membership.

Brother Garrett was born in San Antonio, Texas on January 21, 1924, and moved to Smithville, Texas in his youth. His father was a conductor on the Missouri-Kansas-Texas Railroad and his brother was a switchman for the Southern Pacific Railroad. Butch received a 10th grade education, and enjoyed growing up in the country.

He went to work on a bridge gang, working out of Smithville, Texas in April 1942, for the MKT. In July 1942, he went firing on a steam engine.

Butch was hunting one day and visiting different neighbors in the area when he was told that the Japanese had bombed Pearl Harbor, "I did not even know where Pearl Harbor was", he said. Later that year he was drafted into the Navy, where he spent 3 years in the Pacific Ocean on the USS Salt Lake City as a 42 millimeter gunner.

When he returned home in 1945, he resumed his career as a fireman on a steam engine. Butch earned promotion to a locomotive engineer in 1954. In June of that year Butch married Vella Mach and they have been together for 52 years. They have two daughters, one

son, and 6 grandchildren.

He was initiated into the Brotherhood of Locomotive Engineers Division 475 on July 5, 1946, and held the local presidents office for one term.

In November 1983, he made his last trip as an engineer from Houston to Smithville, Texas, on a mixed freight train with GP-40s as power.

Butch enjoys his grandchildren, fishing, and mowing his lawn.

"Our sincerest congratulations to Brother Garrett for his years of service," said Chuck Breeden, Secretary-Treasurer of BLET Division 475.

*He lives at: 1402 East 7th St., Smithville, TX 78957. •*



Brother E.H. "Butch" Garrett is recognized for his 61 years of continuous membership in the Brotherhood.

## Division 328 (Buffalo) member Scotty Hull retires after 41 years injury-free

Brother Scotty Hull of BLET Division 382 (Buffalo, N.Y.) made his Last Run on September 29, 2006, on train Q11029, a CSX van train carrying UPS cargo from Willard, Ohio to Buffalo, N.Y.

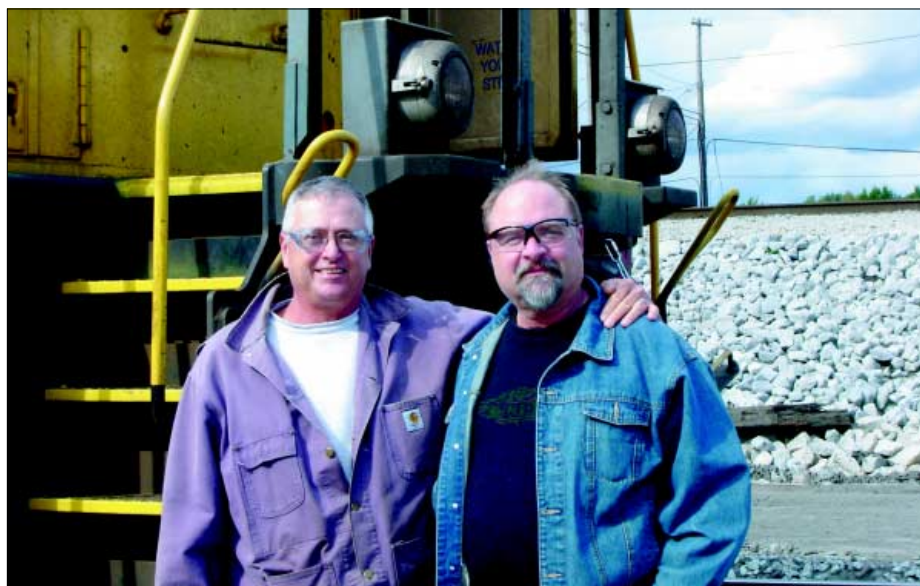
As a third generation railroad worker, Brother Hull began his 41-year career in 1965, when he hired as a Fireman for the New York Central. Later, he worked for Penn Central, Conrail, and finally CSX.

Brother Hull's family has a long connection with the railroad industry — his great grandfather was a passenger conductor with the Lakeshore & Milwaukee Southern, working between Buffalo and New York City, and his father was a locomotive engineer for the New York Central.

Brother Hull, a past President of Division 382, was a BLE member for 18 years. He and his wife, Cheryl, live in Hamburg, N.Y. He says he's now going to get a chance to make up for all lost time with his family, and his grandson, play golf, and do some traveling.

When Tom Vassie asked Brother Hull if he had any advice for his coworkers, Hull said: "Stay awake, be alert, and watch out for the guys you are working with." Scott also said, "I've been lucky — I have always worked in road service, never been injured, never been involved in a fatality, and never hurt anyone."

*Old friends may write to Brother Hull at: 57 Pine St., Hamburg, N.Y., 14075. •*



From left: Brother S.C. "Scotty" Hull on his Last Run with conductor R.J. "Bob" Damsel.



# BLET NEWS

## BLET Auxiliary Update

# Project Vote Smart a useful tool for voters

By Sereena Hogan  
First Vice-President and  
National Legislative Representative

With less than a year until we cast our vote for the man or woman who will hold the top political office in our country, it's a good time to tune in to the whole political process and think about what part each of us plays in that process. Are you a registered voter? If not, why not? Do it now. It's not only your right, it's your responsibility as an American citizen to do your part.

BLET brother Robert Hagan of Division 757, who is also the Ohio District 60 Representative, says, "When we ignore our vote, we ignore our future. Everything we do in our lives, from our early morning wakeup to our rest at night, includes a law that was enacted by people we voted for or ignored. You make the choice; don't let someone else decide for you. Do you really want someone else to decide your future?"

But how do we figure it all out? We're bombarded with political rhetoric every day. How do we sort out the truth from the endless manipulations that prey on our emotions rather than giving us the facts? As voters, we can become frustrated and confused by the candidates' campaign methods, using anger and fear to win votes. I'm tired of it already and we've got almost a year more of it before we slip into the voting booth and make our choices. And you can bet it's gonna get ugly!

The keynote speaker at this year's Teamster's Women's Conference in Houston, Texas, Political Strategist

Donna Brazile, encouraged listeners to go a little deeper when trying to decide who's going to get your vote. "Look at their voting history," she said, "See how they have voted in the past on issues that are important to you."

I remember thinking at the time that Ms. Brazile's words sounded like good advice, but that kind of fact-finding could be a lot of work and very time consuming. Recently, though, as I was sailing across the vast sea of information we call "the web," I somehow landed on a website that I think could be very useful in sorting out the facts.

A non-profit, non-partisan political research organization known as "Project Vote Smart" maintains a website at [www.vote-smart.org](http://www.vote-smart.org) that touts itself as "The Voter's Self-Defense



System." Here you can find everything you ever wanted to know about over 40,000 political candidates and lawmakers, as well as summaries of key legislation. Project

Vote Smart (PVS) tracks key votes in all state legislatures and monitors everything that goes on in Congress. They provide information on the candidates' voting history records, issue positions, where their funding comes from, their backgrounds and past professions, and copies of all their speeches. They even gather evaluations of candidates made by more than 200 competing liberal and conservative special interest groups. PVS collects every speech and public statement made by the candidates for President, Vice-President, Cabinet, Governor, and Congress, and compiles all this into a searchable database so

**"A popular government without popular information or the means of acquiring it, is but a Prologue to Farce, or a Tragedy, or perhaps both. Knowledge will forever govern ignorance; and a people who mean to be their own Governors, must arm themselves with the power which knowledge gives."**

— James Madison, 1822

you, the voter, can compare candidates' self-serving claims against their actual performance in office. All of the facts entered on PVS's extensive website are checked five times to be absolutely sure that the data is correct. Regardless of education or political sophistication, all interested persons can have instant access to information about candidates and issues of importance to them.

Project Vote Smart was formally started in 1988 by former Presidents Carter and Ford and other political leaders, including John McCain, Geraldine Ferraro, and Michael Dukakis. It operates much like the Peace Corps, with volunteers signing up for two weeks to two years. The facility where all this research and data compilation takes place is an extraordinary high-tech wilderness retreat in the Montana Rockies, and is operated and maintained entirely on donated funds from philanthropic foundation grants, memberships, and individual donations. They do not lobby, support, or oppose any candidate and do not receive financial support from any organization that does. No funds are accepted from special interests, corporations, or even the Government.

PVS recently acquired a 45-foot bus that is touring the nation to teach vot-

ers how to defend themselves against the rhetoric and misinformation that come out of political campaigns. Complete with a movie theater and computer terminals, the bus is staffed by six PVS board members who teach visitors how to sort through the barrage of information likely to be directed at voters in 2008 to determine what is credible and what is not. The bus tour schedule is posted on the website, and they will travel anywhere they are welcome.

I hope you will take a moment to check out the Project Vote-Smart website. Whether you do or not, please do take the time to educate yourself in some fashion and cast your vote in the 2008 General Election, and encourage your family and friends to do the same.

If you are feeling skeptical about whether or not your vote will make a difference, think about this: If you care about education and jobs; if you care about the Supreme Court and individual rights; if you care about hate crimes, the military and foreign policy; if you care about health care and welfare reform, or paying down the national debt; if you care about global warming and protecting the environment, you owe it to yourself, your family, and your country to vote. •

## Register to vote in 2008 elections

New online service at [Teamster.org](http://Teamster.org) makes it simple to register

Registering to vote is now easier than ever for BLET members thanks to a new online service provided by the International Brotherhood of Teamsters.

Clicking the link below will allow members to input their relevant personal information and mail their voter registration information to their local board of elections.

The BLET is urging all members to register and vote in the upcoming election in November of 2008.

With a labor-friendly Congress currently serving in Washington, D.C., it is of the utmost importance to elect a labor-friendly candidate for the White House. Registering to vote is the first and biggest step a BLET member can take toward reaching that goal. •



From the May 18, 1962 "Locomotive Engineer."

## MetLife adjusts short term disability plan

An audit of the BLET Short Term Disability Plan conducted by MetLife and approved by the BLET Trust Fund Trustees has resulted in a reduction in weekly benefits.

Effective October 1, 2007, weekly benefits will be reduced from \$402 per week to \$362 per week.

The good news is that the reduction will not impact members with existing claims or those who have a disability date prior to October 1, 2007. They will continue to qualify

for the \$402 per week benefit. Only those claims with a date of October 1 or after will be adjusted to \$362 per week.

The plan experience is monitored regularly and reviewed annually. A high number of claims forced the plan to pay more in benefits than it collected in premiums. This, in addition to the fact that we were unable to secure payment of a higher premium from the rail carriers, has forced the Trust Fund to adjust the benefits accordingly. •

## Insurance co. conducts dependent eligibility audit

BLET members should be aware that an independent auditing company is performing a dependent eligibility audit in accordance with BLET Insurance Plan documents.

This audit is meant to make sure only eligible dependents are covered under the recent changes made to the definition of dependent in the last national agreement.

Members will be chosen at random for the audit. Those

who get a notice of participation are provided an audit helpline telephone number.

It's important to make sure that you participate in this audit to assure no disruption in your dependants' insurance coverage. As part of the audit, members may be asked to provide a copy of a marriage certificate, children's birth certificates, or proof of enrollment for dependents attending college. •

<https://electionimpact.votenet.com/teamsters/voterreg/index.cfm>

## Burlington Northern Santa Fe



Burlington Northern Santa Fe Corporation reported all-time record quarterly earnings of \$1.48 per diluted share, 11 per-

cent higher compared with third-quarter 2006 earnings of \$1.33 per diluted share. Highlights included:

- Freight revenues increased \$133 million, or 4 percent, to \$3.95 billion compared with the third quarter of 2006.
- Operating income of \$1 billion increased \$80 million, or 9 percent, compared to the same 2006 period.

Third-quarter 2007 freight revenues increased \$133 million, or 4 percent, to an all-time quarterly record of \$3.95 billion compared with \$3.82 billion in the prior year. Agricultural Products revenues were up \$60 million, or 10 percent, to an all-time quarterly record of \$682 million for the third-quarter of 2007. Coal revenues rose by \$101 million, or 14 percent, to \$849 million. Industrial Products revenues increased by \$11 million, or 1 percent, to \$962 million on 2 percent lower unit volumes. Consumer Products revenues of \$1.46 billion were \$39 million, or 3 percent less than the third quarter of 2006. •

## Canadian National Railway



Canadian National Railway Co. reported a 2 percent drop in net income in the third quarter due to weaker forestry shipments and a stronger Canadian dollar.

The railway said it expects those problems to continue through the fourth quarter, but its executives told analysts they are leery about making predictions for 2008 given the current economic volatility. CN said it still predicts earnings per share growth of 5 percent for the full year 2007.

CN reported third-quarter net income of C\$485 million, or 96 Canadian cents a share, including a C\$14 million favorable tax adjustment. That compared with a profit of C\$497 million, or 94 Canadian cents per share, in the same period a year ago. CN said revenue in the quarter ended Sept. 30 was C\$2.02 billion, down a touch from C\$2.03 billion a year ago as car-loading volumes dropped.

Forestry is CN's largest freight commodity sector, but the strong Canadian dollar has hit both the lumber and paper industries hard. Revenue from forestry-related shipments was off 13 percent. CN's operating ratio worsened to 62 percent in the quarter from 58.5 percent in the third quarter of 2006. •

## Canadian Pacific Railway



**CANADIAN  
PACIFIC  
RAILWAY**

Canadian Pacific Railway Ltd. said third-quarter profit rose 33 percent, buoyed by foreign-exchange gains on its long-term debt. Net income increased to C\$218.6 million (\$229.1 million), or C\$1.41 a

share, from C\$163.8 million, or C\$1.04, a year earlier. Highlights included:

- Income before foreign exchange gains and losses on long-term debt and other specified items increased 12 percent to \$190 million from \$170 million;
- Diluted earnings per share increased 15 percent to \$1.23 from \$1.07 (excluding foreign exchange gains and losses on long-term debt and other specified items);
- Operating ratio improved to 72.9 percent from 74.0 percent; and
- Total revenues increased three percent to \$1.2 billion.

The worst U.S. housing slump in 16 years damped deliveries of lumber and other forestry products, hurting Canadian Pacific and larger rival Canadian National Railway Co. Canadian Pacific said revenue from those shipments fell 21 percent. •

## CSX Corporation



CSX Corporation reported third quarter 2007 net earnings of \$407 million, or 91 cents per share, including 24 cents per share from discontinued operations. In the same quarter last year, the company reported earnings of \$328 million, or 71 cents per share, including 17 cents per share from insurance

gains and the resolution of certain tax matters. On a comparable basis, excluding these items, earnings per share from continuing operations increased 24 percent on a year-over-year basis. Third quarter revenues were \$2.5 billion, a 3 percent increase over the third quarter of 2006. This increase was driven by an 8 percent improvement in revenue per unit, more than offsetting the 4 percent decline in volume. The company's Surface Transportation businesses recorded third quarter operating income of \$552 million versus \$489 million in the same quarter last year. Both quarters included insurance recoveries of \$1 million and \$15 million, respectively. On a comparable basis, excluding the insurance recoveries, operating income rose 16 percent on a year-over-year basis.

Continued improvements in safety, service and productivity combined to help improve the company's operating ratio to 78 percent for the quarter. •

## Kansas City Southern



KCS recorded third quarter revenues of \$444.1 million, a 6.8% increase over third quarter 2006. Revenue gains were attributable to volume growth in select commodity areas and a continued favorable pricing environment. Highlights included:

- Revenues of \$444.1 million, a 6.8% increase over 2006;
- Record operating income of \$98.2 million, up 27%;
- Operating ratio of 77.9%, a 3.5 point improvement; and
- Diluted earnings per share of \$0.48, a 50% increase

For the third quarter, revenues for the Automotive group increased 21.8% on volume growth of 16.6%. Coal revenues remained strong, increasing 16.9% for the quarter with volumes growing by 4.8%. Chemical & Petroleum products revenues experienced 12.7% growth with volume increasing by 5.3%. Agriculture & Minerals revenues increased by 7.0% while posting a 2.2% decrease in volumes. Despite the impact of a depressed U.S. new home building market on building materials, Paper & Forest Products posted a revenue gain of 1.0%, though overall volumes were 12.1% lower. Intermodal revenues, including haulage, were flat quarter-over-quarter, with volumes 6.5% lower. •

## Norfolk Southern



Norfolk Southern Corp. reported third-quarter 2007 net income

of \$386 million, or \$0.97 per diluted share, compared with \$416 million, or \$1.02 per diluted share, for the same period of 2006. Results included the effects of Illinois tax legislation enacted during the third quarter of 2007 that reduced net income by \$19 million. For third-quarter 2007 vs. third-quarter 2006:

- Operating revenues were \$2.35 billion compared with \$2.39 billion;
- Net income was \$386 million compared with \$416 million;
- Diluted earnings per share were \$0.97 compared with \$1.02;
- Operating expenses were \$1.67 billion compared with \$1.68 billion; and
- The railway operating ratio was 71.1 percent vs. 70.1 percent.

Third-quarter railway operating revenues were \$2.35 billion, down 2 percent compared with the same period a year earlier. Fewer intermodal and coal shipments as well as continued weakness in the automotive-related and housing industries contributed to a 4 percent reduction in traffic volume during the quarter compared with the third quarter of 2006. •

## Union Pacific Corp.



Union Pacific reported third quarter 2007 net income of \$532 million compared to \$420 million in the same quarter last year. Operating income during the third quarter 2007 was \$1.0 billion, up from \$752 million reported in the third quarter of 2006. Third quarter 2007 highlights include:

- Operating revenue totaled \$4.2 billion, up 5 percent;
- Operating income increased 34 percent to \$1.0 billion;
- Operating ratio improved by 5.1 points versus third quarter 2006 to 76 percent.

Operating revenue set an all-time quarterly record, growing 5 percent to \$4.2 billion compared to \$4.0 billion in the third quarter 2006. Three business teams, Chemicals, Energy and Intermodal, achieved all-time record revenue in the third quarter 2007.

UP's operating ratio improved 5.1 points versus the third quarter 2006 to 76 percent. The Company's ongoing safety performance improvement was recog-

nized in a periodic actuarial study, driving a \$47 million casualty expense reduction (\$29 million after tax). This contributed 1.1 points to the operating ratio improvement.

An Illinois tax law change during the third quarter 2007 resulted in a non-cash after tax reduction to earnings of \$27 million. This change will increase our future Illinois income taxes.

The Company's third quarter 2007 fuel consumption rate, as measured by gallons per thousand gross ton-miles, was a best-ever quarterly rate of 1.22 versus 1.26 in the third quarter 2006.

The Company repurchased more than 4.5 million common shares at an average share price of \$115.93 in the third quarter of 2007. Year-to-date purchases total 10.2 million common shares or 51 percent of the 20 million share repurchase program.

Third quarter railroad commodity revenue summary versus 2006:

- Agricultural up 12 percent
- Energy up 8 percent
- Intermodal up 3 percent
- Chemicals up 9 percent
- Automotive up 7 percent
- Industrial Products down 4 percent



# BLET NEWS

## National Division welcomes Dan Cook

A. Dan Cook III has joined the BLET National Division as a member of the Executive Staff.

Immediately prior to accepting the position at the National Division, Brother Cook, 29, was Local Chairman of BLET Division 1 in Detroit, Mich.

As a member of the Executive Staff, Cook is working with other Executive Staff members Dennis Simmerman and Chuck Anderson on contracts, research, and correspondence for National President Don M. Hahs.

"I am glad for the opportunity to work at the National to better serve our membership and further the Brotherhood as a whole," Cook said.

A Norfolk Southern locomotive engineer, Brother Cook hired out as a conductor/trainman with the former Conrail in Jackson, Mich., in July of 1998. He earned promotion to locomotive engineer for Conrail in November of 1998. He first joined the BLET on May 1, 1999, as a member of Division 2, and transferred to Division 1 on August 1, 2003.

Brother Cook comes from a railroad family and is a fourth-generation railroader. His great grandfather, O.J. Cook Sr., earned promotion to locomotive engineer for the Michigan Central Railroad on Dec. 16, 1922; his grandfather, A.D. Cook Sr., was a fireman for the New York Central; and his father, A.D. Cook Jr., is currently a locomotive engineer with Norfolk Southern and member of BLET Division 2 in Jackson, Mich. Cook Jr. hired out on July 2, 1976 with Conrail in the track department, later transferring to engine service and earning promotion to a locomotive engineer on April 7, 1994.

Cook also has three great uncles who served as firemen and locomotive engineers: O.J. Cook Jr. hired out on the New York Central on July 2, 1942 and earned promotion to engineer on Sept. 30, 1949; D.L. Cook hired out with the New York Central on January 9, 1952 and earned promotion to locomotive engineer on November 17, 1955; and R.G. Cook worked



A.D. "Dan" Cook III, standing, confers with BLET National President Don M. Hahs regarding some recent correspondence. Brother Cook was hired by the National Division as an Executive Staff employee.

as a fireman and engineer for the New York Central before he passed away in the early 1960s.

Brother Cook and his wife, Adrienne, were married on August 21, 2004.

Since joining the BLET, Brother Cook has been very active in serving his union. He served on the Local Committee of Adjustment for Division 2 from January 2000 to August 2002; Legislative Representative of Division 2 from January 2000 to August 2002; Alternate Secretary-Treasurer of the NS-Northern Lines General Committee of Adjustment from Sep-

tember 2005 to September 2007; Alternate Legislative Representative of Division 1 from January 2003 to September 15, 2007; and Local Chairman of Division 1 from January 2003 to September 15, 2007. He was also involved in the inception of the Michigan State Legislative Board.

"We are proud to have Brother Dan Cook on staff at the National Division," BLET National President Don Hahs said. "He is a bright young man who will diligently serve BLET members for many years to come." •

## BROTHERHOOD OBITUARIES

### Former Missouri-Kansas-Texas General Chairman J.B. White, 1932-2007

Former BLE General Chairman J.B. White, 75, of Denison, Texas, passed away on November 3.

Brother White was General Chairman on the former Missouri-Kansas-Texas Railroad for a number of years. He was the last man to hold the office as the MKT was merged into the Union Pacific Railroad in 1988. He also served as Vice Chairman for seven years prior to serving as General Chairman. He joined BLE Di-

vision 177 in Denison, Texas, on August 1, 1978 and retired on June 1, 1997.

His railroad career spanned 47 years with the MKT and Union Pacific Railroad. He was in the U.S. Army from 1952-54, serving in Japan.

He is survived by his wife, Lois White of Denison; three sons, Stephen and wife Sharon, David and wife Melissa, and James and wife Cheri; and many grandchildren and great grandchildren.

Services for Brother White will be held at 2 p.m. on Wednesday, November 7, 2007, in Faith Assembly of God Church in Denison, Texas. The Rev. Joyce Ames will officiate, and burial will be in Cedarlawn Memorial Park. Arrangements are under the direction of Johnson-Moore Funeral Home (631 W Woodard Street, Denison, TX 75020; Phone: (903) 465-3345).

"Brother White served the Brotherhood admirably for

many years," said BLET National President Don M. Hahs. BLET National Secretary-Treasurer Bill Walpert added: "He will be remembered as a

dedicated and loyal union leader who made many important contributions to the Brotherhood and its members." •

#### As of June 30, 2007

- 6 — D. K. Lepley
- 14 — R. D. Scott
- 219 — J. B. Essary Jr.
- 326 — B. W. Wilkinson
- 521 — J. F. Sytsma

#### As of July 31, 2007

- 78 — S. A. McClintock
- 129 — C. A. Adams
- 153 — J. W. Brennan
- 228 — G. L. Bybee
- 404 — R. E. Staggs
- 497 — W. E. Fuller
- 497 — J. J. Lane
- 500 — G. P. Smyth
- 647 — T. B. Langen
- 910 — R. L. Schmidt

#### As of August 31, 2007

- 23 — J. R. Spidle Jr.
- 49 — H. D. Vineyard
- 171 — P. V. Buckle
- 171 — M. Moeller
- 253 — R. H. Skibba
- 456 — A. J. Russell III
- 524 — B. W. Parker
- 597 — R. E. Harris
- 624 — R. E. Pelava
- 629 — E. E. Moore
- 740 — R. E. Graven
- 940 — A. C. Whitaker

#### As of September 30, 2007

- 30 — P. S. Anderson III
- 156 — J. D. Robertson

- 198 — J. T. Helton Jr.
- 621 — J. C. Carey
- 621 — R. D. Holmbeck
- 742 — B. J. Nance

#### As of October 31, 2007

- 25 — R. E. Bundy
- 25 — J. M. Creedon
- 25 — M. E. Fry
- 25 — R. B. Gouckenour
- 45 — G. L. Schelle
- 191 — J. M. Walsh
- 223 — J. H. Tabb Jr.
- 386 — C. Hughes
- 476 — J. W. Mertz
- 647 — M. M. Harden
- 888 — J. R. Birrell

### Locomotive Engineers & Conductors Mutual Protective Association

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# RRB: Retiree earnings limits to rise in 2008

According to the Railroad Retirement Board (RRB), those railroad retirement annuitants subject to earnings restrictions can earn more in 2008 without having their benefits reduced, as a result of increases in earnings limits indexed to average national wage increases.

Like social security benefits, some railroad retirement benefit payments are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings restrictions apply to those who have not attained full social security retirement age. For employee and spouse annuitants, full retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. For survivor annuitants, full retirement age

ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later.

For those under full retirement age throughout 2008, the exempt earnings amount rises to \$13,560 from \$12,960 in 2007. For beneficiaries attaining full retirement age in 2008, the exempt earnings amount, for the months before the month full retirement age is attained, rises to \$36,120 in 2008 from \$34,440 in 2007.

For those under full retirement age, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2008, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

When applicable, these earnings deductions are assessed on the tier I and vested dual benefit portions of railroad retirement employee and spouse annuities, and the tier I, tier II, and vested dual benefit portions of survivor benefits.

All earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income, or income from stocks, bonds, or other investments are not considered earnings for this purpose.

Retired employees and spouses, regardless of age, who work for their last pre-retirement nonrailroad employer are also subject to an additional earnings deduction, in their tier II and

supplemental benefits, of \$1 for every \$2 in earnings up to a maximum reduction of 50%. This earnings restriction does not change from year to year and does not allow for an exempt amount.

A spouse benefit is subject to reduction not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

Special work restrictions continue to be applicable to disability annuitants in 2008. Regardless of age and/or earnings, no railroad retirement annuity is payable for any month in which an annuitant (retired employee, spouse or survivor) works for a rail employer or rail union. •

## Rail workers testify before Congress to end harassment, intimidation

### Harassment

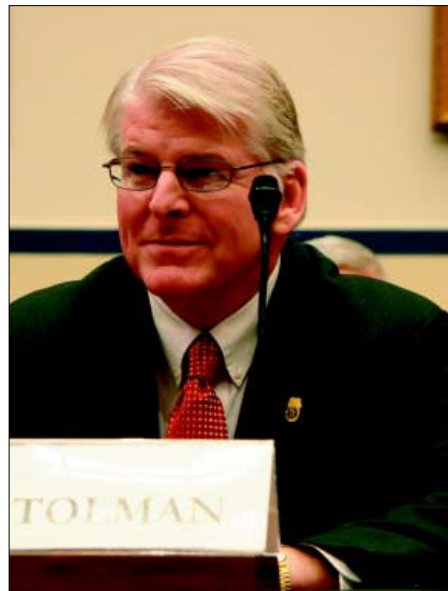
Continued from Page 1

Cook said. "U.S. railroad companies are guilty as charged based on the clear facts. While the U.S. railroads should continue to educate employees to improve safety, intimidating employees through threats and false FRA test failures is an unacceptable means of creating misleading and faulty safety records."

"Haskins, Knisley and Cook's experiences are just three examples of mistreatment that rail employees are forced to endure," said John Tolman, Vice President and National Legislative Representative of the BLET during testimony. "We are here today to bring experiences like these to light."

Tolman also thanked lawmakers for passage of H.R. 2095, the Federal Railroad Safety Improvement Act of 2007.

Included in the bill is a provision



John Tolman

that guarantees the right to prompt medical attention and makes it unlawful for a railroad to interfere in the relationship between an injured railroad worker and his or her doctor.



Timothy Knisley

The Teamsters Rail Conference represents more than 70,000 locomotive engineers, trainmen and maintenance of way workers who are members of the BLET and the Brotherhood



Greg Haskins

of Maintenance of Way Employees Division. The Teamsters was founded in 1903 and represents more than 1.4 million hard working men and women in the U.S., Canada and Puerto Rico. •

### FMLA Update

Continued from Page 1

ber. While the BLET and others in Rail Labor are fighting to end the FMLA injustice as quickly as possible, realistically, a final decision is well into the future.

Everyone involved should be reminded that the decision, as it stands, is a victory under the FMLA statute only.

The Carriers still maintain that even without the statute, the applicable collective bargaining agreements themselves allow management to require the employees to use the paid leave they have chosen for other purposes, e.g., vacation, for FMLA purposes. That dispute has to be resolved in Section 3 arbitration. So, in the meantime, members are advised to continue filing claims to document their FMLA disputes with management as the organization waits for the Supreme Court to act.

Eleven Rail Labor unions are involved in the case. Mike Wolly and Margo Pave of Zwerdling, Paul, Kahn, & Wolly, P.C., are representing the interests of six of the 11 unions — BLET, International Brotherhood of Electrical Workers, American Train Dispatchers, Brotherhood of Railroad Signalmen, National Conference of Firemen and Oilers, and the Sheet Metal Workers International Association. •

## UnitedHealthcare introduces Railroad Information Depot website to help members with medical issues

UnitedHealthcare recently created a new website designed specifically for all Railroad members. This new website can be accessed at [www.myuhc.com/groups/railroadinfo](http://www.myuhc.com/groups/railroadinfo) by all members regardless of their medical carrier, and provides important information you may need as an active, pre-retiree or retired Railroad member.

This new website provides answers to the most frequently asked questions and also provides a direct link to [www.myuhc.com](http://www.myuhc.com). The new website contains information regarding dependent eligibility, Medicare, retirement, important UnitedHealthcare phone numbers, various health care hot topics and a section that contains the various forms Railroad members are required to complete.

The forms section is one of the most exciting features of the new website. Railroad members are now able to print them directly from the Railroad Information DepotSM website saving valuable time. The forms available on the website include:

- Period of Disability;
- COBRA; • Retirement Application;
- Provider Nomination; • Beneficiary Affidavit;

- Supplemental Insurance.

The new website details certain information that may assist Railroad members in making important health care choices regarding:

- GA-46000 Railroad Employees National Early Retirement Major Medical Benefit Plan & Medco Managed Pharmacy Services Benefit GA-23111, Plan E supplement to GA-46000;
- COBRA for retirees losing dental/vision coverage;
- Medicare supplement (GA-23111 Plan F) for those eligible for Medicare; and
- Medicare Prescription Part D coverage (includes a toll-free number for UnitedHealthcare).

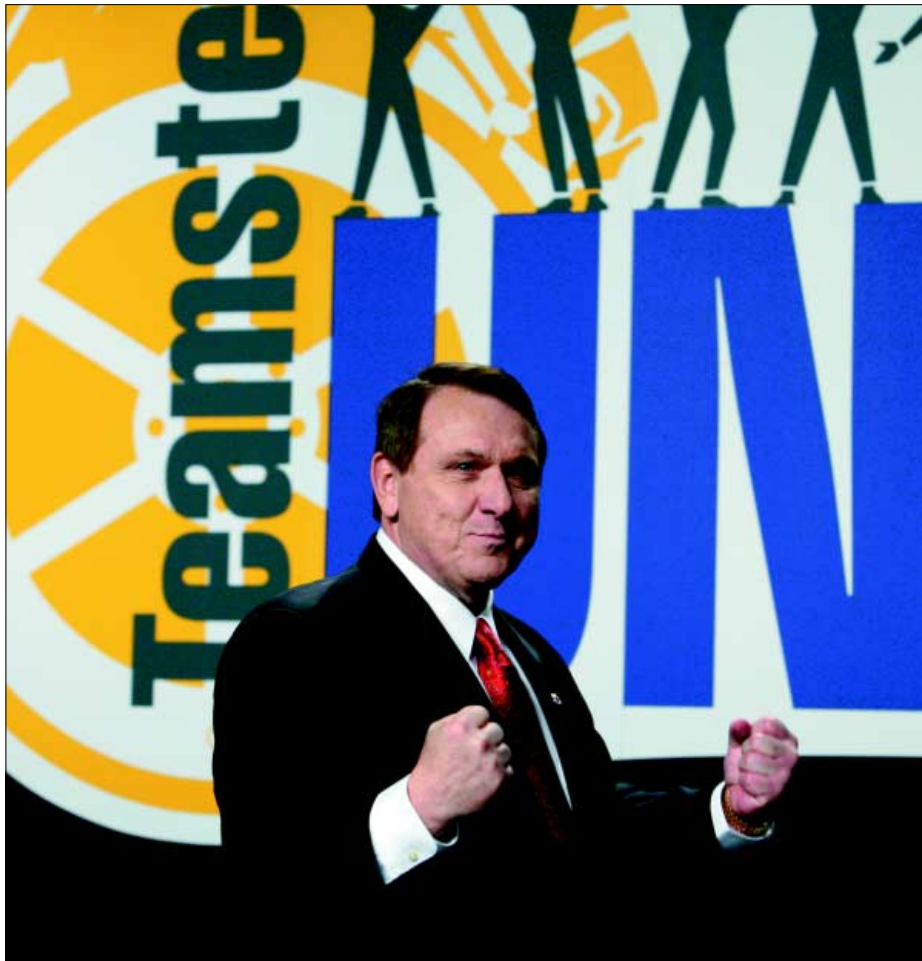
UnitedHealthcare continually strives to provide Railroad members with the highest quality service, as well as support tools to assist them in their daily decision making. With the introduction of this new website, Railroad members may now have easier and faster access to the things they need the most. All members are encouraged to visit the website and take advantage of this new resource.



# BLET NEWS

A message from Teamsters General President Jim Hoffa

## Victory in the U.S. House!



Important rail legislation was voted on in October in the U.S. House of Representatives. The Railroad Safety Improvement Act of 2007, HR 2095, encompassed many issues that affect rail workers of all crafts, and we made sure that Congress was well aware of our concerns. The elimination of camp cars was of utmost concern to our brothers and sisters of the Maintenance of Way Employees Division, and we helped facilitate lobbying and other grassroots member activism to help guide our representatives' decision. I wrote every member of the U.S. House to let them know that that Teamsters Union was behind each and everyone one of our rail members on this issue.

It was apparent to all that Norfolk Southern has a dim view of its employees since they were the only railroad system left in the U.S. which still utilized camp cars. Norfolk Southern is making millions of dollars in profits each year, reaping the rewards of a basically noncompetitive railroad freight market and they continue housing their employees in substandard conditions.

Also included in the House bill were provisions to correct limbo time limits that affect locomotive engineers and trainmen, as well as a provision for protecting workers against company retaliation, frequently called whistleblower protections. When the vote passed in the House with a 377 to 38 majority, we claimed a hard won victory. This is a great step in improving the working and living conditions on the railroads. I want to thank the BLET members who were able to come to Capitol Hill and helped lobby Congress on this issue.

But now our attention is focused on the Senate where a similar or companion bill is being readied for a vote. We will be fighting alongside you to help ensure that the best bill is passed in the Senate, too.

Fraternally,

**James P. Hoffa**  
General President

## NOVEMBER 2007 CALENDAR & EVENTS

**DECEMBER 7... Railroad Retirement Board Informational Conference, Jacksonville, Fla.**  
The U.S. Railroad Retirement Board conducts Informational Conferences to help BLET members assist members planning for retirement. At the Holiday Inn, 9150 Baymeadows Road. Registration begins at 8 a.m. and conference starts promptly at 8:30 a.m. and ends at 12:30 p.m. Elected BLET officers only, please. This is the final Informational Conference of 2007.

### Plan Ahead for 2008!

**JUNE 15-19, 2008... 81st Annual Southeastern Meeting Association, Montgomery, Ala.**  
Chairman Jason Popwell of BLET Division 495 will host the 81st annual SMA at the Embassy Suites in Montgomery, Ala. Details to come soon!

**JULY 6-10, 2008... 70th Annual Eastern Union Meeting Association, Huron, Ohio**  
Arrangements Chairman Rodney Cutlip is planning the 2008 EUMA at Sawmill Creek Resort, which is a 45-minute drive east of BLET National Division headquarters in Cleveland, Ohio. Details to come!

**AUGUST 17-20, 2008... 68th International Western Convention, San Luis Obispo, Calif.**  
Chairman Mike Galvani hosts the 2008 IWC at the Embassy Suites Hotel-San Luis Obispo. Details on More details to come soon!

**SEPTEMBER 17-20, 2008... 73rd Southwestern Convention Meeting, St. Louis, Mo.**  
Chairman David Grimes and the members of Division 42 host the 2008 SWCM at the St. Louis Hilton at the Ballpark (One South Broadway, St. Louis, Mo.). More details to come!

## Advisory Board September Activity

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


**National President Don M. Hahs**—National Division office: General supervision of BLET activities; General office duties; Div. 255 mtg., Wheeling, W.Va.; Midwest Rail Craft Scholarship event, Beatrice, Neb.; Tennessee State Legislative Board mtg., Nashville, Tenn.; Union Pacific-Western Lines GCofA mtg., San Diego, Calif.  
**First Vice-President & Alternate President Edward W. Rodziewicz**—Assisted President in general operation of National Division Office; Vice President assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; Eastern Union Meeting Association; US-Mexico Cross Border Committee mtg.; Rail Conference Policy Committee mtg.; BLET Advisory Board mtg.  
**National Secretary-Treasurer William C. Walpert**—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations mtg.; Midwest Rail Craft Scholarship event, Beatrice, Neb.; Joint division meeting, Lincoln, Neb.; Tennessee State Legislative Board Mtg., Nashville, Tenn.  
**Vice-President Paul T. Sorrow**—Assigned to CSX, NS and GTW general committees of adjustment; GTW labor-management mtg.; GTW GCofA mtg., regular Quadrennial session; Mtg. w/ President Hahs; BLET Advisory Board mtg.; EUMA mtg.; Numerous discussions and/or handling issues relating to CSX Disputes Resolution Committee; Grand Trunk, CSXT and Conrail SSA/CSXT GCofA assistance as called upon; General office duties.  
**Vice-President Richard K. Radek**—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; NRAB annual mtg.; Div. 582 mtg., Chicago; Nat'l. Assn. of Railroad Referees presentation, re: Remedies and the FRSA, Chicago; Instructor at General Chairman's Class, St. Louis; NRAB Arbitration postponed; Change to Win, NLB mtg.; Preparation for NS/WLE; Interview w/ Chicago Tribune, re: Vandalism; Routine office duties, Cleveland; FRA Part 240.409 dockets: EQAL 05-44, 05-56, 05-31, 06-01.  
**Vice-President Dale McPherson**—CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; Portland & Western RR; Great Western RR; Appalachian & Indiana RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; DMIR contract negotiations, Duluth, Minn.; Midwest Rail Craft Scholarship event, Lincoln, Neb.; Joint mtg. of Divisions 98 and 621, Lincoln, Neb.; Bereavement leave; Vacation; General office duties, correspondence, telephone.  
**Vice-President Merle W. Geiger Jr.**—Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Montreal, Maine and Atlantic RR; Contract mtgs. w/ General Chairman Twombly and MM&A, Bangor, Maine; Contract mtgs. w/ General Chairman Pabst and I&O, Cincinnati, Ohio; Correspondence, research and general office duties.  
**Vice-President Stephen D. Speagle**—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Lobbying for Rail Safety Bill, Washington D.C.; Metro mtg. w/ GC Pierce and BNSF; Mtg. on ebb & flow, Kansas City; Mtg. w/ Wabash Hospital Assoc.  
**Vice-President E.L. "Lee" Pruitt**—Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; New York Dock negotiations, assisting GC Rightnowar, Kansas City; Assisting GC Donnigan, Hannah, Gore, Rightnowar, re: alternative compensation, Omaha, Neb.; BLET Advisory Board mtg., Kansas City; Assisting President Hahs & GC Rightnowar, Division jurisdiction dispute, Divs. 442 and 42, Kansas City.  
**Vice-President & National Legislative Representative John P. Tolman**—Assigned to BLET Washington, DC office; BLET Security Officer; General Office Duties, telephone, correspondence; Coordinate content of NLO website; Coordinate PAC contributions; Attended annual mtg. for the National Conference of State Legislatures, Boston; Participated in panel on rail safety discussion; Attended New York State Legislative Board mtg., Grand Island, N.Y.; EUMA mtg., Traverse City, Mich.; Continued coordination w/ IBT Government Affairs Dept.  
**Vice-President Marcus J. Ruef**—Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad (URR); Allegheny Ludlum Steel Co.; and Birmingham Southern; National Association of Railroad Referees, Chicago; Visit Divisions 325 and 590, re: Discuss NS tentative agreement, Pittsburgh, Pa.; Mtg. at USWA Local No. 1196 to discuss implementing agreement, Allegheny Ludlum, Brackenridge, Pa.; Accompany NS GC Cole Davis to START mtg., Youngstown, Ohio; Assisted GC Russ Linn, URR; Set up Parties Pay Board for NS-S; Assisted GC Rich Dixon with discipline situation, Septa; Assisted Div. 77 LC Fred Palcovich with discipline case, Amtrak; NS Parties pay board; LIRR GCA, Div. 127 assistance; NS tentative agreement mtg., Moberly, Mo.; NYSW voluntary furloughs; LIRR training agreement modification; Various NS tentative agreement power point mtgs.; Paperwork, telephone, correspondence.

## Decertification Helpline

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### LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS

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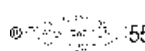
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