



Joint efforts on CSX discipline continue

BLET, UTU general committees, national offices work together to end harassment, intimidation

The Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union are continuing to work together to protect their members in light of the ongoing harassment and intimidation of their members at CSX Transportation.

On November 1, BLET and UTU General Chairmen engaged in a joint conference to discuss these critical issues. Unnecessarily harsh discipline and harassment of injured employees, efficiency testing, and continued contract violations are "completely out of control on CSXT," the General Chairmen said. "The purpose of our ongoing

discussions is to coordinate ideas and efforts to best protect all members of both organizations from these baseless attacks."

In addition to efforts on the General Committee level, the BLET National Division and UTU International are continuing to work with top brass at CSXT to put an end to the situation.

BLET National President Don Hahs and UTU President Paul Thompson met jointly with CSX officials on October 11. After some positive movement, however, it appears the message still hasn't gotten through to some mid- and lower-level managers at the railroad.

In a joint letter dated November 14 to CSX Chief Operating Officer Tony Ingram, President Hahs and President Thompson asked for relief from the ongoing harassment.

"We are also confident that certain management personnel, under your authority, consider such tactics as appropriate in reducing the number of injuries that are reported," the letter states. "As you know, the Federal Railroad Administration has publicly stated that harassment and intimidating employees as a result of reporting an on-duty personal injury, is a violation of federal regulations.

"It is in your interest, as well as ours, that management personnel be advised that these types of tactics on their part represent inappropriate managerial behavior and will result in harsh consequences for any manager using such tactics.

"That message must be conveyed to all management personnel in a manner that is clear and without uncertainty. Any action less than that will result in no change in certain managers' inappropriate behavior."

Members will be updated regarding this situation as more information becomes available. •

Court to hear rail carriers' appeal of Family Leave decision

The Rail Carriers' appeal of a U.S. District Court ruling made last year regarding the Family and Medical Leave Act has been set for oral argument on January 3, 2007, at 9:30 a.m., or as soon thereafter as the case may be heard, at the U.S. Courthouse in Chicago. The District Court decision was filed last December 28.

The unions challenged a decision made by the major rail carriers to force their employees to exhaust their vacation and personal leave days for FMLA purposes before taking the unpaid leave they are entitled to under federal law. U.S. District Judge Wayne R. Andersen sided with the unions, ruling that the FMLA does not allow carriers to force employees to substitute paid vacation and personal leave for unpaid leave when existing collective bargaining agreements give the employees — not the carriers — the right to decide when to use their paid leave. The court held that "if a CBA gives employ-

ees the right to determine when, or in what manner, they take accrued vacation and/or personal leave, an employer cannot force employees covered by that CBA to use such vacation and/or personal leave at a time of the employer's choosing."

Judge Andersen further noted that, pursuant to the Railway Labor Act (RLA), (a) the parties must "maintain" collective bargaining agreements, (b) carriers are not permitted to change CBA provisions other than through the Section 6 process, and (c) any disputes regarding the interpretation of an existing CBA must be submitted to binding arbitration. The court held, against the carriers, in ruling the FMLA did not in any way override these basic RLA requirements.

The carriers' FMLA policies were drafted in a way that requires their workers to exhaust all paid leave time (e.g., vacation, personal days, etc.) prior to going on FMLA, which is permitted under Section 102(d)(1)(A) of the Act. The lawsuit was filed on the basis that the policies violated Sec-

tion 402(a) of the Act, which says that nothing therein diminishes benefits or rights under a collective bargaining agreement ("CBA").

The District Court found that "FMLA does not allow an employer to take away any contractual rights," and if "CBA provisions grant employees the right to determine when, or in what manner, they utilize certain types of paid vacation and personal leave, those CBA provisions prevent employers from substituting such leave for FMLA leave." This ruling will be heard on appeal.

The FMLA was enacted in 1993, in order to grant family and temporary medical leave under certain circumstances. The Act requires that covered employers must grant an eligible employee up to a total of 12 workweeks of unpaid leave during any 12-month period for one or more of the following reasons:

- for the birth and care

See FMLA, Page 6

Legislative Victory!

Railroad Retirement disability bill passes House and Senate

In response to the unity and solidarity of Rail Labor, the U.S. Senate passed the Railroad Retirement Disability Earnings Act, H.R. 5483, by voice vote on December 9.

The House passed H.R. 5483 on September 28.

The bill will raise the outside earning limits of disabled railroad workers from \$400 to \$700 per month. If signed by President Bush, the measure will become effective January 1, 2007, and will also create an indexing formula to provide for automatic increases in the future. The \$400 cap was established more than a decade ago.

BLET National President Don Hahs commended BLET Vice President & National Legislative Representative John Tolman for his hard work in securing passage of the bill.

Even though the bill would help disabled railroad work-

ers, the Association of American Railroads originally opposed the bill. The unified efforts of Rail Labor convinced AAR's leadership to drop opposition in early December.

"As we all look ahead to working with a new Congress in the New Year, the railroads finally decided to do the right thing and to support this much needed piece of legislation," Vice President Tolman said. "The bill finally passed and these long overdue improvements will be extended to the Brothers and Sisters who need them.

"This legislation will make a huge difference in the lives of our disabled Brothers and Sisters. The additional \$300 per month may not seem like a lot, but to a family teetering on the brink, it could be just enough to push them into solvency." •

Important notice about the BLET's Disability & Welfare Benefit Trust Fund

A summary of the annual report for the Brotherhood of Locomotive Engineers & Trainmen Disability and Welfare Benefit Trust Fund appears on Page 4 of this issue.

The summary contains important information about your rights under the plan and the Act, which should be read and retained for future reference. •

DESIGNATED LEGAL COUNSEL

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

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

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

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Amtrak’s new president remains vague on labor issues, fires five top executives

Amtrak’s new President and CEO Alexander Kummant provided vague answers to questions about rail labor in a hearing before the U.S. House of Representatives Transportation & Infrastructure Committee Subcommittee on Railroads.

Under questioning by Representative Steven LaTourette, the Chairman of the Subcommittee, Kummant acknowledged that only 30 percent of employees were currently under contract and many of Amtrak’s employees were not paid at rates competitive to those in freight service. How-

ever, he also noted, to the consternation of rail labor, Amtrak needed to be able to flexibly manage its workforce.

BLET members who work for Amtrak have been without a contract for more than six years.

Rep. LaTourette also said that Amtrak needed long term funding, which Kummant also agreed was necessary.

“Congress has a history of giving Amtrak just enough (funding) to fail,” Representative LaTourette said.

In his opening statement, Kummant acknowledged that passenger rail needs invest-

ment. “At a time of high oil prices, growing highway and airport congestion and record rail freight volumes, problems which beset and constrain our transportation system, we should be embracing rail and developing it as quickly and as responsibly as we can,” he said. “We should get beyond the debate of a few hundred million dollars of operating costs and begin to realize the potential rail passenger service has to offer with the right level of investment and a clearly defined federal policy.”

The hearing was his first public appearance since

Kummant was named President and CEO. He was selected by the Amtrak board in early September and began work on September 12.

“I look forward working with Mr. Kummant,” BLET President Don Hahs said. “I hope that his dedication to Amtrak extends to the employees whose passion and commitment have kept the railroad running these many years and are in desperate need of a new contract.”

On December 15, it was reported by the *New York Times* that Kummant fired five top Amtrak executives in an

unusually large management shake-up.

Among those who lost their jobs was the railroad’s general counsel and corporate secretary, Alicia M. Serfaty. In October, Amtrak’s inspector general reported that its legal department had mismanaged contracts with outside lawyers

The four others removed were the chief financial officer, David Smith; the police chief, Alfred J. Broadbent; the vice president for marketing and sales, Barbara J. Richardson; and the head of the corporate communications department, William Schulz. •

BROTHERHOOD OBITUARIES

Honorary BLET member Aud Balogh passes away

Brother Audré H. "Aud" Balogh, an Honorary Member of the BLET and a 50-year employee, passed away on November 7.

Brother Balogh hired out as a carpenter for the BLE's Building Association and received his first BLE paycheck on June 23, 1950. He followed in the footsteps of his father, Frank Balogh, who worked for 22 years as a carpenter for the BLE.

The Brotherhood honored him at a special ceremony on June 23, 2000, where he was presented with a Brass Bell to commemorate his 50 years of service.

Brother Balogh was eventually promoted to Building Manager, but was most proud

of the work he performed as a craftsman on the BLET's Engineers Building and Standard Building.

"Our Brotherhood was truly blessed to have been served by an individual so loyal, honest and dedicated as Aud Balogh," said Don M. Hahs, National President of the BLET. "Brother Balogh was proud of his job, was proud of his Brotherhood, and was proud of his family. On behalf of the 55,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen, I extend my deepest condolences to the Balogh family."

President Hahs also noted that the Brotherhood flag atop BLET headquarters in downtown Cleveland will be flown at

half mast on November 14 to honor the memory of Brother Balogh.

The BLET's Advisory Board granted Balogh honorary membership in the BLE on October 16, 1989. Balogh is one of only 15 honorary members in the 143-year history of the BLE-BLET. He was nominated for honorary membership by B.G. Crawford, a member of BLE Division 597.

"Notwithstanding his love for our industry, he possesses an unparalleled knowledge of the railroad, its operation, rules, regulations, and much of its physical plant," wrote Crawford in a letter nominating Balogh for honorary BLE membership. "He is a collector of railroad memorabilia and

belongs to not less than three railroad historical societies. His knowledge of the 'past' Engineers Building and the 'present' Standard Building, their construction, design, costs, materials, use and history are beyond comprehension."

Balogh was overwhelmed with the honor of becoming an Honorary Member.

"I have three loves of my life my God, my wife and family, and this great Brotherhood of Locomotive Engineers," Balogh said in 1989.

Balogh is survived by his wife of many years, Jackie, daughter Barbara and her husband John, daughter Holly, and four grandchildren. •

As of May 31, 2006

84 — S. W. Jones
131 — J. White Jr.
142 — D. J. Schumacher
179 — R. W. Bye
194 — D. C. Robinett
203 — M. S. Strange
242 — T. E. Nunnery
333 — R. C. Hellem
365 — H. R. Foltz
391 — D. M. Terrell
415 — C. F. Peters
421 — T. R. Thoman
494 — J. A. Reyer
503 — H. E. Robinson

As of June 30, 2006

3 — J. L. Bosko
13 — T. H. Keever
37 — J. B. Norris
40 — M. E. Lawnsdale
127 — H. T. Frackiewicz
184 — D. Geren
190 — R. B. Harshbarger
197 — A. A. Jung
278 — G. W. LaRue
426 — G. L. Catalinotto Sr.
549 — R. W. Dilley
595 — J. H. Cossiboom
602 — R. H. Squires
624 — J. F. Cooper
624 — T. L. Johnson
752 — J. V. Carey
752 — J. S. O'Brien
757 — D. P. Huddleston

As of July 31, 2006

101 — J. M. Bowles
107 — T. D. Evans
114 — D. R. Williams
115 — R. D. Vogt
120 — P. L. Naylor
134 — E. Sanchez
156 — A. E. Etress
158 — B. E. Delano
251 — H. D. Hammer
777 — G. T. Unsell

As of August 31, 2006

5 — E. S. Gutierrez
5 — J. E. Strand
34 — N. Short
86 — R. A. Moore
103 — M. P. Crout
103 — K. G. Kinsolving
116 — R. C. Brown
180 — R. D. Sportsman
238 — L. J. Carollo
262 — M. D. Glenn
262 — S. B. Wanberg
283 — E. C. Sturken
662 — G. A. Baker
722 — R. B. Graves
811 — D. L. Reid
846 — J. H. Cornish

As of September 30, 2006

94 — M. O. Moe
153 — I. L. Blanchard
259 — T. J. Cavan
299 — C. E. McFather
385 — J. S. Nickens
405 — F. C. Wendt
483 — R. A. Roux
497 — I. R. Lewis
582 — J. A. Williams
646 — J. R. Morgan
765 — L. A. Bailey
829 — J. F. Clevenger
829 — J. T. Crouch
892 — K. A. Trautman

As of October 31, 2006

6 — R. E. Hansen
118 — J. L. Rebelsky
190 — T. L. Gardner
269 — F. Kahn
269 — J. L. Pleines Jr.
269 — W. G. Thomson
283 — H. P. Murphy
303 — D. A. Weis
312 — C. A. Perrone
315 — D. E. Alexander
315 — L. J. Stacey
365 — J. H. Morton
498 — O. Simmons
599 — R. C. Baylor
708 — J. J. Kates
717 — E. A. Wilder Jr.
894 — G. E. King

As of November 30, 2006

134 — J. A. Romero
197 — G. S. Chain
294 — E. L. Johnson
344 — G. A. Ferguson
483 — J. B. Granville
491 — D. T. Harbour Jr.
781 — G. A. Bogart
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BLET NEWS

BLETA Dialogue

Holidays on the railroad — making the best of it

By Kathy Yambra
 Alternate National Treasurer and
 Texas State Legislative Representative
 BLET Auxiliary

Yes, it's that time again. The Holiday Season is here.
 Everyone is stressing over not having enough time, enough money, and whether or not their railroad spouse will be home for the holidays. You're already pulling your hair out trying to decide what to get the children, your parents, in-laws, siblings, nieces and nephews, not to mention each other! Alone, you brave the madhouse at the stores, adding a few more gray hairs, and purchase the gifts needed. Oh my

gosh... now it all needs to be wrapped. Finally, you have everything done, with a couple of days to spare, if you're lucky. Now, you start to think about whether your spouse will be at home for Christmas, or stuck out in the middle of nowhere — away from family, friends, and quite possibly, a place to eat.
 You can only hope and pray that they will be home to watch the children as they open their packages on Christmas morning, and spend one day, uninterrupted, enjoying this once a year celebration.
 Those of us married to railroaders assigned to the road reluctantly accept that our spouses' jobs are 24 hours a day, 7 days a week. We hold out hope

that the railroads would respect one day a year, which, for most of the country, is a very special day. Unfortunately, and probably out of spite in this day and age, the railroads do not respect their employees enough to shut down even for a day.
 It wasn't that long ago that on Christmas, most railroads would bring their employees home from their away from home terminals, and would schedule a shut down, if only for 12 hours, so that employees could actually schedule time with their families. But those days seem to be gone, at least on the Union Pacific Railroad.
 Most, if not all railroad families have missed too many holidays and

special events together to count, so we make the best of bad situations and celebrate when they are home. It's not the ideal situation, but we count our blessings for the time we have together. Maybe it will help to take a step back and realize we are not alone. Many other families have loved ones in the military that are also away from home this holiday season, fighting to protect us and keep us safe. Let us all be thankful that we have each other and our families at home on U.S. soil, and make the best of the time we have together, even if it is not necessarily at the same time as "normal" people.
 Happy holidays, Merry Christmas and Happy New Year — one and all! •



Merry Christmas from the BLET Auxiliary and the BLET Advisory Board!

From the Executive Council of the BLET Auxiliary

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SUMMARY ANNUAL REPORT
 for
 BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN
 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, 30-0262584/001 Temporary disability for 01/01/2005 through 12/31/2005. The annual report has been filed with the Employee Benefits Security Administration, formerly known as the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The plan has contract(s) with METROPOLITAN LIFE INSURANCE COMPANY to pay certain (Temporary disability) claims incurred under the terms of the plan. The total premiums paid for the plan year ending 12/31/2005 were \$5,732,507.

The value of plan assets, after subtracting liabilities of the plan, was \$2,098,517 as of 12/31/2005, compared to \$1,255,405 as of 01/01/2005. During the plan year the plan experienced an increase in its net assets of \$843,112. 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 \$7,305,155, including employer contributions of \$7,239,960, employee contributions of \$0, gains of \$0 from the sale of assets and earnings from investments of \$63,193. Plan expenses were \$6,462,043. These expenses included \$124,068 in administrative expenses, \$6,337,975 in benefits paid to participants and beneficiaries and \$0 in other expenses.

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 information and information on payments to service providers;
 3. Assets held for investment;
 4. 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 ADMINISTRATIVE TRUST COMMITTEE OF THE, who is Plan Administrator at 1370 ONTARIO STREET, STANDARD BUILDING MEZZANINE, CLEVELAND, OH, 44113-1702, (216) 241-2630. The charge to cover copying cost will be \$5.00 for the full annual report, or \$0.25 per page for any part thereof.

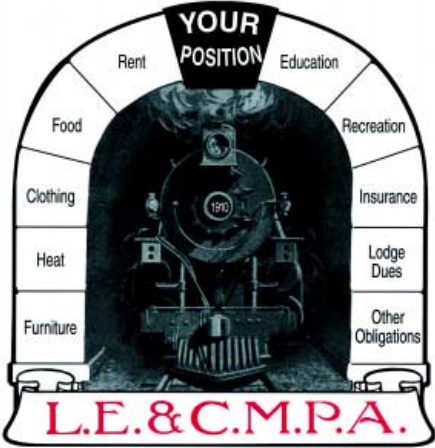
You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, if any, or a statement of income and expenses of the plan and accompanying notes, if any, or both. If you request a copy of the full 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 US Department of Labor in Washington DC, or obtain a copy from the US 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, US Department of Labor, 200 Constitution Avenue, NW, Washington DC 20210.

Locomotive Engineers & Conductors
 Mutual Protective Association

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Job Protection Headquarters for Transportation Employees
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Burlington Northern Santa Fe



Burlington Northern Santa Fe Corporation reported record quarterly earnings of \$1.33 per diluted share, a 22-percent

increase over third-quarter 2005 earnings of \$1.09 per diluted share.

Third-quarter 2006 freight revenues increased \$597 million, or 19 percent, to an all-time quarterly record of \$3.82 billion compared with \$3.22 billion in the prior year. Revenue for the third quarter of 2006 included fuel surcharges of approximately \$500 million compared with approximately \$300 million in the third quarter of 2005. The increase in fuel surcharges was driven primarily by rising fuel prices, which was offset by the \$293 million increase in fuel expense.

Coal revenues rose to \$748 million, due to record loadings of Powder River Basin coal. BNSF exceeded second quarter 2006's record loadings by nearly 3 percent. Consumer Products revenues increased to \$1.58 billion; Industrial Products revenues increased to \$871 million; and Agricultural Products revenues increased to \$621 million. All-time quarterly record operating income of \$920 million increased by \$142 million compared with the third quarter of 2005. •

Canadian National Railway



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

- Net income of C\$497 million, a 21 percent increase over third-quarter 2005;

- Diluted earnings per share (EPS) of C\$0.94, an increase of 27 percent;
- Operating income of C\$844 million, up 27 percent;
- Solid revenues of C\$1,981 million, an increase of nine percent;
- Record quarterly operating ratio of 57.4 percent, an improvement of 5.9 percentage points, and
- Nine-months free cash flow of C\$1,131 million.

Third-quarter revenues increased nine percent due to rate increases, higher fuel surcharges, and volume growth, particularly in the grain, intermodal, and metals and minerals commodity groups.

Six of CN's seven commodity groups experienced revenue increases during the quarter, while revenue ton-miles — a measure of the rail freight volume carried by the company — rose by 6 percent. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway announced third-quarter net income of \$162 million. Net income was lower in 2006 by \$42 million when compared to the same period in 2005 due primarily to the

impact of foreign exchange on long-term debt and a one-time special reduction to an accrual taken in third-quarter 2005. CP also boasted an improved operating ratio of 74.2 percent. Other financial highlights include:

- Income was \$168 million, up 24 percent;
- Diluted earnings per share was \$1.06, an increase of 26 percent from \$0.84;
- Operating ratio improved 320 basis points to 74.2 percent; and
- Operating expenses were virtually flat at \$854 million despite increases in fuel costs.

In the third quarter, total freight revenues improved by 4 percent to \$1,122 million, with growth in grain of 18 per cent; industrial and consumer products of 13 percent; sulphur and fertilizers of 10 percent; and intermodal of 8 percent. This growth more than offset a sharp decrease in coal revenues of 25 percent. •

CSX Corporation



CSX Corp. said it boosted its third-quarter profit on demand to move freight by rail, higher prices, and special gains including an insurance payout to cover last summer's hurricane damage to its railroad network. The company said third-quarter net earnings doubled to \$328 million up from \$164 million a year ago. Results included a 17 cents a share gain from Hurricane Katrina insurance benefits and income tax resolutions. Excluding these items, CSX earned 54 cents a share. Revenue for the three months ended Sept. 29 rose 14% to \$2.42 billion from \$2.13 billion in the year-ago period.

CSX's net earnings benefited from a \$15 million pre-tax gain from insurance recoveries from claims related to Hurricane Katrina. This gain brought total pay-outs for the first nine months of the year to \$141 million. It expects to receive future insurance rewards "as more cash is collected." Also boosting reported results, CSX recognized an income tax benefit of \$69 million mostly related to the resolution of 1994 to 1996 federal income tax audits. For the first nine months of 2006, CSX recognized \$110 million of income tax benefits.

(With reporting from MarketWatch.com.) •

Kansas City Southern



Shares of Kansas City Southern closed down more than 4 percent as the company reported mixed results. KCS reported lower earnings for its third quarter but higher revenues and higher freight volumes. The railroad reported net income of \$26.4 million compared with \$110.5 million during the same period last year. In the 2005 quarter, KCS had recorded a \$131.9 million non-cash gain from a tax settlement with Mexico related to the completion of its acquisition of Mexico's largest railroad, now called Kansas City Southern de Mexico.

Although the company beat by a dime per share Wall Street estimates of 22 cents a share, its shares closed at 28.39, down \$1.19, or 4.02 percent. The company reported revenues of \$415.7 million, an 8.1 percent increase from the \$384.6 million in revenues in the third quarter a year ago. The company said the gain was driven by a 1.9 percent increase in freight volumes. The company said all of its business units but automotive saw increases in volume.

(With reporting from the Kansas City Star.) •

Norfolk Southern



Norfolk Southern Corporation reported record third-

quarter net income of \$416 million, a 38 percent increase compared with \$301 million for the same period of 2005. Third-quarter income from railway operations increased 35 percent to a record \$715 million.

For the first nine months, net income set a record at \$1.1 billion, an increase of 19 percent compared with \$919 million for the same period of 2005. Nine-month results for 2005 included a benefit of \$96 million from the effects of Ohio tax legislation, which increased diluted earnings per share by \$0.23. Excluding this item, net income for the first nine months of 2006 would have been 33 percent higher than the \$823 million earned in the same period of 2005.

For the first nine months, railway operating revenues increased 13 percent to a record \$7.1 billion compared with the same period of 2005. For the first nine months, the railway operating ratio improved 3.1 percentage points to 72.6 percent. •

Union Pacific Corp.



Union Pacific Corp., the nation's largest railroad operator, said its third-quarter earnings rose 14 percent on brisk demand from shippers and more efficient operation of its rail system.

Its profit increased to \$420 million, or \$1.54 per share, in the July-September period from \$369 million, or \$1.38 per share, during the same period last year. The year-ago results benefited from a tax savings equal to 44 cents per share, but damage from the hurricanes that hit the Gulf Coast and Florida weighed down last year's results.

This year's results were helped by a \$23 million insurance settlement from the January 2005 West Coast storms.

Revenue in the period grew 15 percent to \$3.98 billion from \$3.46 billion, driven by double-digit growth in most of the railroad's businesses. UP said car-load volume grew 3 percent in the third quarter as the railroad neared its peak

season, and at the same time, the railroad reduced the amount of time trains spend sitting in rail yards and other terminals by 7 percent, to 26.2 hours on average. That dwell time figure is a key measure of operating efficiency.

Strong demand has contributed to strong profits at Union Pacific this year, and the nation's largest railroad has been working to become more efficient and reliable. Through the first three quarters, Union Pacific's net income soared 54 percent over last year, to \$1.12 billion on \$11.62 billion in revenue.

Union Pacific has also benefited from better weather and fewer track problems this year. In 2005, the company was hurt by severe West Coast storms in January, derailments in Wyoming in May, hurricanes Katrina and Rita in August and September and flooding in Kansas in October.

The railroad said commodity revenue was again up from last year in all the major categories of its business. Agricultural revenue was up 19 percent, energy revenue was up 17 percent, industrial products revenue was up 15 percent, chemicals and intermodal revenue were both up 14 percent and automotive revenue was up 10 percent.

UP's operating ratio improved 5.0 points versus the third quarter 2005 to 81.1 percent. •

BLET NEWS

Hermiston, Ore., says no to remote control

The city of Hermiston, Oregon, became the 60th community to pass a resolution opposing remote control locomotives on November 13.

The resolution requests that “the Federal Railroad Administration prohibit the Union Pacific Railroad from operating any locomotive within the incorporated boundaries of the city.”

The Mayor of Hermiston, Bob Severson, sent Union Pacific’s Executive Vice President-Operations Dennis J. Duffy a letter in which he said that he “wanted to bring this matter to your direct attention in the hope that you will drop any further efforts toward operating remote control locomotives through our town.”

Hermiston has been the site of many high profile remote control accidents since the technology was implemented a few years ago. In spite of a lackluster safety record with remotes in Hermiston, Union Pacific officials are hoping to expand remote control operations to a branch line that runs through Hermiston’s city limits.

“If Union Pacific decides to operate RCLs through Hermiston given the condition of your in-town at-grade crossings, any reasonable person can only conclude that it will simply be a matter of time before a

serious and potentially tragic accident involving human life occurs,” Mayor Severson wrote.

BLET members in the state of Oregon worked to get the resolution passed, according to Oregon State Legislative Board Chairman Scott Palmer. He especially commended the work of Cary Sherrow, Corresponding Secretary of BLET Division 362 in La Grande, Ore. Brother Sherrow is a resident of Hermiston.

“This is an excellent example of bottom-up leadership and Brother Cary Sherrow has done a stellar job coordinating our efforts between the various governing agencies, tribes and media,” Chairman Palmer said. “His actions truly exemplify what it means to belong to a union.”

BLET Union Pacific-Western Region General Chairman Tim Donnigan also thanked those who worked to get the resolution passed.

“Thank you for the excellent work by all who have been involved with this effort,” he said.

In addition to Hermiston, 42 U.S. cities have passed remote control resolutions: Baton Rouge, La.; Detroit, Mich.; Shreveport, La.; Marysville, Mich.; Boston, Mass.; Cleveland, Ohio; Pine Bluff, Ark.; North Little Rock, Ark.; Beardstown, Ill.; Bakersfield, Ca-

lif.; Woodbridge, N.J.; Maple Heights, Ohio; Alliance, Neb.; Evansville, Ind.; Dupo, Ill.; Durand, Mich; Flat Rock, Mich.; Woodhaven, Mich; Flint, Mich.; Sparks, Nev.; Commerce, Calif.; Clinton, Iowa; Montebello, Calif.; Saginaw, Mich.; Mankato, Minn.; Wamac, Ill.; St. Louis, Mo.; River Rouge, Mich.; Melvindale, Mich.; Redford Township, Mich.; Irvington, Ill.; Berwyn, Ill.; Allen Park, Mich.; Central City, Ill.; Carteret, N.J.; Toledo, Ohio; San Francisco, Calif.; Houston, Texas; Janesville, Wisc.; South Salt Lake City, Utah; Fort Madison, Iowa; and Milford, Utah.

Seventeen counties have passed remote control resolutions. They are: Douglas County, Wisc.; West Baton Rouge Parish (County), La.; Point Coupee Parish (County), La.; Cuyahoga County, Ohio; Huron County, Ohio; Erie County, Ohio; Whitley County, Ky; Unicoi County, Tennessee; Contra Costa County, Calif.; Knox County, Tenn.; Clinton County, Iowa; Roanoke County, Va.; Harris County, Texas; Greenup, Ky.; San Francisco, Calif.; Champaign County, Ill.; and Beaver County, Utah.

For a PDF of the Hermiston resolution, go to: <http://www.ble-t.org/pr/pdf/1795locomotives.pdf>

For a PDF of Mayor Severson’s letter, go to: <http://www.ble-t.org/pr/pdf/UPRRletterMayor.pdf> •

BLET JOB BANK

Allegheny Ludlum Steel Company

The Allegheny Ludlum Steel Company, which operates an intra-plant railroad, is seeking to hire locomotive engineers to work at its Brackenridge, Pa., steel mill.

The engineers who work there belong to BLET Division 108 (Tarentum, Pa.), but Allegheny Ludlum is not a rail carrier. The engineers are not covered by the Railway Labor Act, the Railroad Retirement Act, or the Federal Employers’ Liability Act. In addition, they are not subject to Part 240 of the Code of Federal Regulations.

The United Steelworkers of America represents the balance of the rank-and-file employees at the mill, including all other employees involved in the intra plant rail operation, including the ground crew.

The company is seeking to hire several additional mill engineers to work under the BLET agreement. Applicants should call:

Allegheny Ludlum Steel Company
Mr. Dave Morris
(724) 226-5880

Applicants should mention that they were referred by the BLET website, per Gerald Moser of Allegheny Ludlum.

BLET wins significant ruling in Railroad Retirement Board appeal

Certain workers claim rights to regain lost retirement credits

The Railroad Retirement Board (RRB) recently ruled in favor of Ohio employees formerly working on a segment of CSX track known as the Walker-Wilsonburg Line, granting the workers the rights to regain lost Railroad Retirement credits.

“Locomotive engineers and conductors were subject to an improper abandonment in 1986,” said Tim Hanely, Chairman of the Ohio State Legislative Board and Legislative Representative of Division 36 (Newark, Ohio). “Now they have the opportunity to regain their lost RRB credits and put them back on track to retirement.”

The case stemmed from an abandonment of the track in 1986. At that time, CSX re-routed all through freight and subsequently furloughed all employees on that segment. In 1992 the Court of Appeals upheld an ICC ruling, which determined that CSX had improperly abandoned the line and as a

result the employees were awarded Oregon Short Line labor protections. Although most of the protection claims were finally paid by the CSX in 2002, the employees never received their credits from those lost months.

Ohio’s Legislative Board began the process of appealing to RRB in 2004 after meeting with some of the Walker-Wilsonburg employees. Even though the first level of appeal was lost at RRB, Hanely petitioned Labor Member V.M. Speakman’s office for a final ruling. RRB sided with Hanely’s position that as a rule of law, once the carriers paid any money to the employees, it was subject to RRB taxes and therefore creditable.

“Mr. Speakman and Ohio’s District Managers are some of the best at what they do,” Hanely said. “The RRB has a customer satisfaction rate of over 95 percent. That’s over 20 percent higher than Social Security.

“We’re very fortunate to have a group of government employees who represent the Railroad Retirement Board, and don’t choose sides like other agencies tend to do,” he said.

Some employees were missing four or five years worth of credits. This ruling from the RRB’s Board of Appeals allows them to reclaim those credits and retire in a timely fashion.

“Vice President Paul Sorrow, CSXT Northern Rail Lines General Chairman Rick Finamore and Division 36 Local Chairman Gordon Agnew all played integral parts on obtaining this ruling.” Hanely said. “An important lesson we all learned is to not give up on an issue.”

Any former Walker-Wilsonburg employee can contact Chairman Hanely at (614) 833-2650 to learn more about getting credit for their missing time, or to receive a copy of RRB’s ruling. •

BLET leads fight to protect Family Medical Leave Act for rail workers

FMLA

Continued from Page 1

of the newborn child of the employee;

- for placement with the employee of a son or daughter for adoption or foster care;
- to care for an immediate family member (spouse, child, or parent) with a serious health condition; or
- to take medical leave when the employee is unable to work because of a serious health condition.

It is the purpose of the Family and Medical Leave Act—

- (1) to balance the demands of the workplace with the needs of families, to promote the stability and economic security of families, and to promote national interests in preserving family integrity;
- (2) to entitle employees to take reasonable leave for medical reasons, for the birth or adoption of a child, and for the care of a child, spouse, or parent who has a serious health condition;
- (3) to accomplish the purposes de-

scribed in paragraphs (1) and (2) in a manner that accommodates the legitimate interests of employers;

- (4) to accomplish the purposes described in paragraphs (1) and (2) in a manner that, consistent with the Equal Protection Clause of the Fourteenth Amendment, minimizes the potential for employment discrimination on the basis of sex by ensuring generally that leave is available for eligible medical reasons (including maternity-related disability) and for compelling family reasons, on a gender-neutral basis; and

- (5) to promote the goal of equal employment opportunity for women and men, pursuant to such clause.

Brotherhood of Locomotive Engineers and Trainmen (BLET) joined with five other unions in obtaining this result: the Brotherhood of Maintenance of Way Employees Division (BMWED), the American Train Dispatchers Association (ATDA), the Brotherhood of Railroad Signalmen (BRS), National Conference of Firemen and Oilers (SEIU), and the Sheet Metal Workers International Association (SMWIA). •

FRA: Fatigue tied to work schedules

Hahs says improved train line-up information would help reduce train crew fatigue

The Federal Railroad Administration (FRA) released a study on November 29 that provides a strong scientific rationale for evaluating railroad employee work schedules to address worker fatigue.

According to the FRA, human factor errors were responsible for nearly 40 percent of all train accidents over the past five years. An FRA evaluation of the research findings confirms that fatigue plays a role in approximately one out of four of those accidents.

The goal of the research was to determine if a fatigue model can accurately and reliably predict an increased

risk of human error that could contribute to the occurrence of a train accident. A mathematical model for detecting the point at which the risk of fatigue becomes hazardous could be part of a railroad's fatigue management plan. FRA expects this information will aid the railroad industry in improving crew scheduling practices in order to reduce that risk. A similar approach is currently utilized by the Department of Defense.

In the study, researchers analyzed the 30-day work schedule histories of locomotive crews preceding approximately 1,400 train accidents and found

a strong statistical correlation between the crew's estimated level of alertness and the likelihood that they would be involved in an accident caused by human factors. In fact, the relationship is so strong that the level of fatigue associated with some work schedules was found to be equivalent to being awake for 21 hours following an 8-hour sleep period the previous night. At this level, train accidents consistent with fatigue, such as failing to stop for red signals, were more likely to occur.

"We applaud FRA's work in validating Dr. Hursh's model for use in the railroad industry," BLET President Don

Hahs said. "The fact remains, however, that the vast majority of fatigue concerns could be addressed, if not eliminated, by taking several simple steps, including: improving 'train line-up' information for crews waiting to be called for work; 8 hour call for duty; defined calling windows to prevent work tour cycling; and ending abusive limbo time. The BLET is in the process of setting up meetings with the carriers to address these steps. All of these practices could be implemented today if the carriers were as concerned about the safety of their crews as they are interested in multi-billion dollar profits." •

Waiting list set for possible 2nd General Chairman workshop in 2007

A second workshop will only be scheduled if enough General or Vice General Chairmen sign up on the waiting list

Due to overwhelming demand, the BLET Education & Training Department announced that a waiting list has been created for a second General Chairman workshop for 2007.

General Chairmen or Vice General Chairmen who are engaged in arbitration work and are interested in getting on the waiting list must do so online at <http://www.ble-t.org/ge>.

The Education & Training Department's first General Chairman workshop, planned in conjunction with the the BLET's Arbitration Department, became full within the first 24 hours after it was announced. It will take place the week of January 22 in St. Louis, Mo.

National Secretary-Treasurer Bill Walpert said that if enough General Chairmen (or their designated representatives) sign up on the waiting list, then a second workshop will be scheduled for 2007.

"This situation occurred with a previous General Chairman workshop," Walpert said. "However, not

enough Generals were on the waiting list to justify a second workshop that year. If we don't get enough for a second workshop in 2007, then it'll be some time in 2008 before we can schedule another."

The focus of this workshop will be on the preparation of submissions for arbitrations conducted pursuant to Section Three of the Railway Labor Act.

Attendance is limited to General Chairmen and any subordinates they designate who are engaged in arbitration work. We ask that you bring a copy of your basic Schedule Agreement for reference. There will be assignments that will be mailed to you ahead of time that you will be expected to have done when you start the workshop.

Upon successful completion of the course, attendees will qualify for a \$99 per day stipend from the North American Railway Foundation (NARF). The stipends will be paid directly to the General Committee Secretary-Treasurer.

NARF is a non-profit operating foundation formed

by the Brotherhood's Relief and Compensation Fund (BR&CF) to support rail history, education, safety, and technology in the United States and Canada. With initial funding and continued Board of Directors stewardship coming from the BR&CF, NARF has supported many non-political projects throughout the United States and Canada over the past 10 years. The primary focus of these efforts has been in support of organized rail labor — giving back to all of the men and women of the railroad community across North America.

Workshop instructors will include: National Secretary-Treasurer Walpert, BLET Vice-President Richard K. Radek, and Special Rep. Kroeger.

The BLET pays the costs of books and equipment. General Chairmen and Vice General Chairmen who attend are responsible for their transportation costs, along with the cost of room and board.

If you have any questions, please contact Ken Kroeger at Kroeger@ble-t.org or (216) 272-0986. •

Secretary-Treasurers gather in Cleveland for Education & Training workshop

Approximately 25 Secretary-Treasurers from across the country gathered in Cleveland in early December for a Secretary-Training workshop hosted by the BLET's Education & Training Department.

During the workshop, members learned various techniques for the online reporting of monthly reports from officers and staff of the BLET's National Division.

Seated, from left: Joyce Shaffer, ST Division 172 (Fort Worth, Texas); Andrew Goulet, ST MISLB; Ken Kroeger, Coordinator, Education & Training Dept.; Jim Bradford, Special Rep.; Bill Walpert, National Secretary-

Treasurer; Bob Broka, Director of Record Dept.; Walt Schmidt, Director of Online Services; and Michael Mercier, UPRR Northern Region ST.

First row: Ed Way ILSLB; William Kruspe, ST ILSLB; Kris Gottinger, ST Division 405 (Milwaukee, Wisc.); Dean Klaus, UPRR Northern Region Alt. ST; Jonathan Thompson, ST Division 333 (St. Paul, Minn.); Jim Bess, ST Division 33 (Battle Creek, Mich.); Keith Griffith, ST Division 79 (Columbus, Ohio); Thomas Curran, Local Chairman Division 659 (Buffalo, N.Y.); Steve Labhart, ST Division 754 (Terre Haute, Ind.); Gary Zahorchak, ST Division 757 (New Castle, Pa.); Jeff Wood, ST VASLB; and Nick Capriglione, President/LR Division 286 (Grand Rapids, Mich.).

Second Row: Mike Mathis, ST Division 34 (Columbus, Ohio); Dan Maynard, ST KYSLB / Div 271 (Russell, Ky.); Guy McLennan, ST Division 176 (Adams, Wisc.); Craig Morris, ST Division 35 (Jacksonville, Fla.); Jesse Koetzle, ST Division 9 (Waseca, Minn.); Jonathan Robinson, ST Division 365 (Louisville, Ky.); Chad Holub, Division 766 (Las Vegas, Nev.); Todd Smith, Division 585 (North Little Rock, Ark.); John Henke, Secretary Treasurer Division 724 (Salem, Ill.); Mark Anderson, ST MNSLB; and Dave Martinez, Alt ST ILSLB.

Back row: Jeff Purdin, ST Division 345; Brian Oatman, ALT LEG REP & VP Division 273; John B. Mobley, ST Division 398 (San Bernardino, Calif.); Dennis Kosturko, Jr, ST Division 325 (Wilkinsburg, Pa.); and Gilbert Gardiner, Division 711 (Baytown, Texas). •



BLET NEWS

A message from Teamsters General President Jim Hoffa

A fresh start in D.C.

A fresh start with the new Congress

We are anticipating changes that will abenefit all working families in 2007. The new congress, elected by a majority of voting Americans in November, has a lot of important work to tackle as soon as they take office. Increasing the minimum wage, establishing universal health care and passing the Employee Free Choice Act are critical issues we will be pushing for. And, our national passenger transportation system, Amtrak, will hopefully gain a steady funding stream so that each year our members are not faced with economic uncertainty about their jobs and livelihoods. The Bush administration has clearly not wanted to give Amtrak the priority that passenger rail service enjoys in other developed nations. Increasing rail fares for the public is not an option. The White House should make it a priority, as it has with the airline industry, to secure a steady stream of funding for Amtrak.

It's amazing that those opposing Amtrak funding don't want to face the facts. Amtrak is our national passenger rail transit system. The airlines, though, carry one-fifth of the amount of passengers daily, yet that industry has received funding to keep them out of bankruptcy and for security systems. The numbers don't lie, yet Amtrak has continually been bypassed whenever the subject of funding is raised. We still have work to do in order to educate legislators on the importance of maintaining and servicing Amtrak, but the burden should be easier with the 110th Congress.

Security is up to us, for now

Security on the nation's rail systems very much lies in the hands of our members. Even five years after 9/11 the department of Homeland Security has still not appointed anyone to coordinate rail security concerns on the northeast corridor of the nation – passenger rail's busiest area.

The Citizens for Rail Safety issued a report in November, authored by experts at the National Labor College, that gave details on the wholly insufficient nature of emergency preparedness among rail employees. Fortunately, some of our members, both with the Brotherhood of Locomotive Engi-

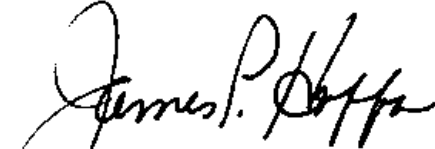


neers and Trainmen and the Brotherhood of Maintenance of Way Employees Division, have been able to avail themselves of the hazardous materials training classes at the college. Comments we have heard from participants range from "invaluable" to "the best training I've ever had." But, the rail corporations continue to insist that occasional brochures mailed to employees homes is sufficient emergency response training.

As our report, "High Alert" stated, our members are the true eyes and ears of the rail system. We are also considered first responders to any rail accident and we deserve to have quality training on how to handle hazardous materials that we are required to haul.

We will be pushing the new Congress, and the House's committee on Homeland Security, to put additional pressure on the rail corporations and the FRA so that quality emergency response and prevention training will be a recurring part of every rail worker's job.

On a personal note, I want to thank all of the BLET members for participating in the recent IBT election and for their continued support for our administration.


James P. Hoffa
General President

DECEMBER 2006 CALENDAR & EVENTS

JANUARY 22-25, 2007... Education & Training Dept's General Chairman Workshop, St. Louis

This workshop, which focuses on the preparation of submissions for arbitrations conducted pursuant to Section Three of the Railway Labor Act, is booked solid. To get on the waiting list for a possible second General Chairman workshop, see Page 7 of this issue. A second workshop will only be scheduled if there is enough interest, so please be sure to sign up!

FEBRUARY 25-28, 2007... Education & Training Dept. Workshop for GCofA S-Ts, Madison, Wisc.

the BLET Education and Training Department will conduct a workshop for all Secretary-Treasurers who file an LM-2 Report for their General Committee of Adjustment. The workshop will be held at the School for Workers, University of Wisconsin-Extension, Pyle Center, Madison, Wisc. See Page 7 of this issue for registration details.

MAY 20-24, 2007... 67th International Western Convention, Tacoma, Wash.

Hosted by David Beech and the members of Division 238. More details to come!

JUNE 10-15, 2007... 80th Annual Southeastern Meeting Association, Orlando, Fla.

Hosted by Brothers Mike Tanner and Earl Karper Sr., the 80th annual SMA will be held at Walt Disney World in Orlando, Fla. More details to come!

AUGUST 20-23, 2007... 69th Annual Eastern Union Meeting Association, Traverse City, Mich.

Hosted by Don Zatteau and the members of Division 286, the 69th annual EUMA will be held at the Grand Traverse Resort and Spa in Acme, Mich. More details to come!

OCTOBER 7-11, 2007... 72nd Annual Southwestern Convention Meeting, Shreveport, La.

Hosted by Bud Pickett and the members of Division 599, the 72nd annual SWCM will be held at Sam's Town in Shreveport, La. More details to come!

Advisory Board November 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; Mtg. w/ UPLR Director Terry Olin, Cleveland; Mtg. w/ GC C. Davis, Cleveland; BLET-UTU joint divisional mtg., Cleveland; RLBC Wage Negotiation mtg.; CSXT conference call w/ GCs & VP Sorrow; BLET-UTU-NCCC wage mtg., W.Va.; RRB NRO mtg., Chicago.

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; President-IBT Rail Conference; South Buffalo RR; BLET-UTU-NCCC mtg.; IBT General Executive Board mtg.; IBT Women's Conference; Illinois State Legislative Board mtg.; BLET-BMWED Rail Conference planning 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.; Indiana State Legislative Board mtg., Indianapolis, Ind.; National Reporting Officers mtg. with Railroad Retirement Board, Chicago.

Vice-President Paul T. Sorrow—Assigned to CSX, NS and GTW general committees of adjustment; Attended GTW informational mtg.; Negotiations w/ CSXT and CSXT General Committee in connection with single agreement; Contract negotiations w/ CN on behalf of GTW engineers; Informational mtg., Moberly, Mo.; Division mtg., Moberly, Mo.; Attended informational mtg. CSX Western Line divisions (Greenbo State Park); Work on Public Law Board awards and general office duties.

Vice-President Richard K. Radek—ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Iowa, Chicago & Eastern; CN/WC quarterly L/M mtg., Green Bay, Wisc.; Metra disciplinary case conference, Chicago; CN Human Resources seminar; BRC and IHB general assistance; IC&E special GCofA mtg., Davenport, Iowa; Metra quarterly L/M mtg.; Commuter Rail Labor mtg., Metra; CBA negotiations, EJ&E, Joliet, Ill.; SBA No. 1151 exec. session, EJ&E; NRAB administration; SBA No. 586 mtg. and Executive Session, Metra; FRA Part 240.409 dockets this month, EQAL 00-84, 03-31, 05-01, 01-26, 01-69, 02-04, 02-10, 01-18, 02-01.

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; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmtc.; National wage/rules; General office duties, telephone, correspondence; Mtgs w/ UP General Chairmen, re: Trip Rates, New Orleans; National contract negotiations, White Sulphur Springs.

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/ GC Twombly and MM&A, Bangor, Maine; Review and finalization of latest Awards from PLB No. 6884, KCS; Research, correspondence and general office duties.

Vice-President Stephen D. Speagle—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Div. 383 mtg, Barstow, Calif.; Div. 398 mtg., San Bernardino, Calif.; Div. 214 mtg., Long Beach, Calif.; RLBC mtgs., National Wage Rule mtgs., Washington, D.C.; Wabash Hospital mtg., Decatur; National wage/rule mtgs. w/ UTU and NCCC, White Sulphur Springs, W.Va.; PLB 5939 Executive Session; Confidential close call reporting system mtg, Lincoln, Neb.; Wabash Hospital Assoc. Board mtg., Decatur.

Vice-President E.L. "Lee" Pruitt — Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork.

Vice-President & National Legislative Representative John P. Tolman — Assigned to Washington, DC office; BLET Security Officer; General Office Duties, telephone correspondence; Coordinated PAC Contributions up to and through election day; Worked on several campaigns and GOTV through election day; Mtg. w/ Ohio Attorney General Marc Dann; Amtrak Rail Labor mtg.; Rail Labor mtgs., re: helping coordinate efforts to advocate for passage of H.R. 5483, The Railroad Retirement Disability Earnings Act; Mtg. w/ FRA Security Liaison; Attended NTSB Board Meeting unveiling "Most Wanted" Recommendations; Mtg. w/ NTSB Chairman Rosenker; Mtg. w/ incoming House Transportation and Infrastructure Committee Chairman Oberstar; Mtg. w/ senior staff for incoming democratic majority of the House Homeland Security Committee; Participated on panel for Citizens For Rail Safety National Rail Safety Symposium; Attended numerous labor and IBT meetings to discuss legislative agenda for 110th Congress.

Vice-President Marcus J. Ruef — Assigned to Amtrak Long Island Railroad; Southeastern Pennsylvania Transportation Authority; New Jersey Transit; Port Authority Trans Hudson; Norfolk Southern (Northern Lines/W&LE); Norfolk Southern (Eastern Lines); Norfolk Southern (Southern Lines); Union Railroad; Allegheny Ludlum Steel Co.; and Birmingham Southern; NS-E, NEC and NYSW general assistance; NS-N, Multi-craft NS Dearborn Division LC mtg., Elyria, Ohio; Div. 590 mtg., Pittsburgh, Pa.; NS-N attend mtg. w/ Merrill Lynch, re: 401(k) plan administration, Buffalo, N.Y. PLB 6657 adopt and dispute awards, NS-N; NS-E general assistance, correspondence; E.L. Bright investigation and representation, Columbus, Ohio; Prep for confrence/negotiations; URR prepare supra; W&LE, discuss neutrals for PLB 6657 w/ Carrier; URR GC Duplica conference; URR negotiations. SEPTA general assistance.

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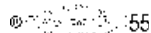
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