

BLET reaches tentative national agreement with carriers

RATIFICATION VOTE TO RUN FROM DECEMBER 16 THROUGH JANUARY 5

The Brotherhood of Locomotive Engineers and Trainmen reached a tentative national agreement (TNA) with the nation's railroads on December 1. Ratification packets were sent to nearly 21,000 BLET members who will be governed by portions of the TNA.

The ratification vote is being conducted by TrueBallot, Inc., and eligible members will have the option of voting either by calling a toll-free phone number or via the Internet. The vote began at 9:00 a.m. E.S.T. on Friday, December 16, 2011, and will end at 3:00 p.m. E.S.T. on Thursday, January 5, 2012.

Locomotive engineers in active membership status (other than company officers) employed by the following railroads are entitled to participate in the ratification vote: Belt Railway of Chicago; BNSF Railway; Con-

rail; CP Rail-US (Soo Line); CSX Transportation; Indiana Harbor Belt; Kansas City Southern System (KCS/L&A, Gateway Western, MidSouth, South Rail, and Tex Mex); Longview Switching; Portland Terminal; Union Pacific Railroad; and Winston-Salem Southbound. In addition, all train service BLET members employed by Texas Mexican Railway are entitled to vote.

Members eligible to vote will receive a packet from TrueBallot that includes a synopsis of the TNA, along with a ballot and voting instructions. In addition to the materials being mailed, voters will be able to access numerous resources on a dedicated page on the BLET website that will inform them on the issues related to the TNA ratification vote. That page is www.ble-t.org/agreement, and can be accessed from a button at the top of the main page of the BLET website.

Members who are eligible as defined above and have not received a ratification packet by December 20 should call (216) 241-2630, extension 222. When connected with the extension, please leave the following information:

- your name, address and phone number;
- the division to which you belong;
- the railroad for which you work;
- the date you were promoted to locomotive engineer;
- your date of birth;
- your Social Security number; and
- an e-mail address if you would like your ballot and voting instructions e-mailed to you.

E-mail requests for ballots will not be accepted because personal information is required to verify eligibility before a ballot can be issued. ©©

WWW.BLE-T.ORG/AGREEMENT DOWNLOAD TENTATIVE NATIONAL AGREEMENT INFORMATION AND VOTE ONLINE



HAPPY HOLIDAYS! The 2011 Canadian Pacific Railway Holiday Train passes through Fort Edward, N.Y., on November 26, 2011. Each year, the Holiday Train distributes food and money to local food banks to raise awareness in the fight against hunger. The 2011 Holiday Train will make about 150 stops from November 26 through December 17. Since the program's inception back in 1999, more than \$5.6 million and over 2.45 million pounds of food has been collected in Canada and the United States. **Photo:** Gary Knapp

BLET President's
Message

The choice is yours **pg 2**



2011 Santa Train

Members of BLET Division 781 help Santa spread Christmas cheer **pg 6**

Victory in Ohio

Voters reject attack on collective bargaining **pg 7**


BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

THE DECISION IS YOURS

In my President's Message in the October/November issue of the *Locomotive Engineers and Trainmen News*, I told you that the issuance of PEB 243's report and recommendations had placed both the BLET and the Carriers at the point where either they had to reach a voluntary settlement or allow a third party to set our wages and working conditions.

I said that a voluntary settlement was preferable because you control the outcome through the ratification process, instead of allowing a third party — in this case, a highly unpredictable Congress — to control the outcome. I also pointed out that the only settlement available to us now includes the concessions on health and welfare benefits that we have steadfastly rejected from Day One. I told you that the ultimate decision I faced was whether to leave the final decision in your hands, or to stand on my principled opposition to the health care concessions awarded to the Carriers by the PEB, but I had little doubt that I ultimately would be calling upon you again.

The last two weeks of November were a whirlwind of intensive negotiations, including the exchange of several rounds of proposals and counterproposals. Scattered throughout that period have been increasingly frequent contacts from the White House, the Secretary of Transportation, the Federal Railroad Administrator, and leaders of both parties from the



Senate and the House of Representatives.

On November 29 and 30, I had successive meetings with the BLET Advisory Board, the full National Wage Committee and over 30 General Chairmen, representing every railroad involved in this dispute. After reviewing with them the Carriers' final settlement offer, your leadership has reached a consensus: a tentative agreement will be submitted to the membership, and you will decide the outcome of this round of bargaining. Moreover, we have taken steps to ensure that every member who is legally entitled to vote on the proposal will get a ballot, including locomotive engineers employed by the Union Pacific Railroad, BNSF, CSX Transportation, KCS (all subsidiaries and all Tex-Mex

operating employees), CP Rail-US (Soo Line), Conrail Shared Assets, and numerous other railroads.

While I am not going to go into detail concerning the terms of the tentative agreement we have reached with the Carriers in this message, I do want to point out three things.

- **First**, the wage terms are reasonable, and on a par with the 2007 National Agreement.
- **Second**, we have taken steps to significantly mitigate the impact of the PEB's health and welfare recommendations.
- **Third**, you should be aware that Congress was poised to prevent us from making our stand on the health care question, because legislation already was filed to impose the bare PEB recommendations — without the enhancements we have ne-

BLET DEMOCRACY IN ACTION

VOTE

Every eligible member has the opportunity to vote on the proposed BLET national agreement.

THE CHOICE IS YOURS!



YOUR VOTE MUST BE RECEIVED BY JANUARY 5, 2012

WWW.BLE-T.ORG/AGREEMENT

Department of Internal Organizing, Mobilizing, and Strategic Planning

gotiated — several days before the cooling-off period ended.

The ratification vote began on December 16. You should have received detailed information concerning the proposal, along with your voting instructions, by December 20. In the meantime, I urge you to click on the 2011 Tentative National Agreement button on our website's main page and begin to educate yourself on the issues that will guide your vote.

I promised you as recently as September that we would put

every ounce of our energy into the fight, and I can assure you that my promise has been kept. We have left no stone unturned, we have played out every scenario, and we have tried to overcome every obstacle the Carriers — and the system — placed before us. You have truly received our best, and I thank you for your continuing support.

Fraternally,

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66

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BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an "official communication." This is to provide that the actual question(s) are addressed, and ensures that when official interpretations are made they have reference to a specific request and can be used in future correspondence.

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

ly response; however, an e-mail message is not considered an official communication.

Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender's membership status will not receive any reply or acknowledgement. This policy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member's unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

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

SIGN UP FOR BLET NEWS FLASHES!

REGISTER AT WWW.BLE-T.ORG TO GET BROTHERHOOD NEWS EMAILED TO YOU

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

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

TO REGISTER, JUST GO TO WWW.BLE-T.ORG. In the lower right hand corner of the page, you will find an area to enter your email address to begin receiving the most current news from the BLET National Division.

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



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

CHALLENGES IN THE NEW YEAR

The New Year brings with it the opportunity for more of America's workforce to join the Teamsters Union and enjoy the strong wages and benefits that are part of every Teamster contract. Yet, the New Year also brings the possibility of the fight we will undoubtedly see as part of the presidential campaign this fall. The struggle will be to encourage growth in the U.S. economy and to beat back the tide of anti-union, tea party rhetoric which the GOP candidate will champion. We will be up to these challenges and we will intensify our efforts in the fight for all working families.

Rail transportation via commuter rail, Amtrak or freight is critical to the nation's health. When sales of goods plummet it has a negative ripple effect that impacts our way of life. Wages

can decline, housing prices stagnate and more, but just the opposite occurs when the situation is reversed. Michigan, for example, has seen resurgence in its economy now that the auto manufacturers are bringing jobs back to the state.

We will never let up in the ongoing battle to provide good wages, benefits and working conditions for our 1.4 million members across North America, and to organize tens of thousands of unrepresented workers. The right-wing corporate interests that are trying to destroy America's middle class will find an energized and mobilized Teamsters Union that will fight to defend the principles that made this country great.

Collective bargaining works. Collective bargaining rights make a decent, middle-class life possible for millions of U.S.

workers. But many corporations and elected officials are hell-bent on taking them away. And it isn't just organized labor they're attacking.

A war is being waged against American workers. Yet, the redoubling of our efforts to fight to protect our hard-won wages and benefits will result in a stronger country. The path is clear but we must all join together as brothers and sisters to win.

Our Teamsters Union will continue to be a force for change and will lead our nation in efforts to improve the lives of working families.

Fraternally,

James P. Hoffa

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



66 A war is being waged against American workers. Yet, the redoubling of our efforts to fight to protect our hard-won wages and benefits will result in a stronger country. 99

Railroad Retirement Board announces 2012 benefit increases

Most railroad retirement annuities, like social security benefits, are scheduled to increase in January 2012 on the basis of the rise in the Consumer Price Index (CPI) from the third quarter of 2008, the last year a cost-of-living adjustment was determined, to the corresponding period of the current year.

Cost-of-living increases are calculated in both the tier I and tier II benefits included in a railroad retirement annuity. Tier I benefits, like social security benefits, will increase by 3.6 percent, which is the percentage of the CPI rise. Tier II benefits will increase by 1.2 percent, which is 32.5 percent of the CPI rise. The vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board are not adjusted for the CPI rise.

In January 2012, the average regular railroad retirement employee annuity will increase \$64 a month to \$2,308 and the average of combined benefits for an employee and spouse will increase \$89 a month to \$3,293. For those aged widow(er)s eligible for an increase, the average annuity will increase \$38 a month to \$1,203. However, widow(er)s whose annuities are being paid under the Railroad Retirement and Survivors' Improvement Act of 2001 will not receive annual cost-of-living adjustments until their annuity amount is exceeded by the amount that would have been paid under prior law, counting all interim cost-of-living increases otherwise payable. Some 35 percent of the widow(er)

s on the Board's rolls are being paid under the 2001 law.

If a railroad retirement or survivor annuitant also receives a social security or other government benefit, such as a public service pension or another railroad retirement annuity, the increased tier I benefit is reduced by the increased government benefit. However, tier II cost-of-living increases are not reduced by increases in other government benefits. If a widow(er) whose an-

nuity is being paid under the 2001 law is also entitled to an increased government benefit, her or his railroad retirement survivor annuity may decrease.

However, the total amount of the combined railroad retirement widow(er)'s annuity and other government benefits will not be less than the total payable before the cost-of-living increase and before any increase in Medicare premium deductions.

For most beneficiaries covered by

Medicare, the standard Part B premium generally deducted from monthly benefits is expected to increase from the 2011 amount, with the Centers for Medicare & Medicaid Services expected to announce the 2012 premium amounts in the coming weeks.

In late December the Railroad Retirement Board will mail notices to all annuitants providing a breakdown of the annuity rates payable to them in January 2012. ©©

Railroad retiree earnings limits to rise in 2012

Those railroad retirement annuitants subject to earnings restrictions can earn more in 2012 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 2012, the exempt earnings amount rises to \$14,640 from \$14,160 in 2011. For beneficiaries attaining full retirement age in 2012, the exempt earnings amount, for the months before the month full retirement age is attained, rises to \$38,880 in 2012 from \$37,680 in 2011.

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 2012, 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 bene-

fit 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 non-railroad 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 percent. This earn-

ings 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 non-railroad employer or other post-retirement employment.

Special work restrictions continue to be applicable to disability annuitants in 2012. The monthly disability earnings limit increases to \$790 in 2012 from \$780 in 2011.

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 railroad employer or railroad union. ©©

from the vault

THE VOICES OF HOLIDAYS PAST

A LOOK BACK AT HOLIDAY MESSAGES FROM THE BROTHERHOOD'S 148-YEAR HISTORY

Brotherhood leaders have traditionally shared holiday messages with the membership throughout the long and distinguished history of our great organization. These messages of peace and good will date to 1869 — two years after the Locomotive Engineers Monthly Journal was first published. Today's BLET members take great pride in the deep

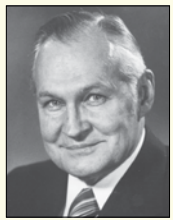
roots of our organization. And it is with deepest appreciation of our treasured past that we take a look back on holiday greetings from years past.

The Brotherhood, founded on May 8, 1863, is the oldest labor union in the Western Hemisphere. The Journal, first published in January of 1867, is the oldest rail union publication in the world.

Today, members of the BLET Executive Committee continue this tradition in several ways, including the mailing of holiday cards, web postings, and holiday greetings in the various Brotherhood publications.

Holiday greetings from the BLET Executive Committee, as well as from the BLET Auxiliary, may be found on Page 5 of this issue. **Happy Holidays!**

30 YEARS AGO



John F. Sytsma

"President Reagan and his Administration are determined to cut back on government spending, and while such a course might be desirable in some areas, the stealing of benefits from retirees is certainly a most undesirable way to do it.

"When I use the term 'stealing,' that is exactly what I mean.

"This will be a bleak Christmas for many retired railroaders, and their families, who have been victimized by the Reagan budget-cutters through having their so-called 'windfall benefits' reduced."

— DECEMBER 18, 1981

PRESIDENT JOHN F. SYTSMA
THE LOCOMOTIVE ENGINEER

40 YEARS AGO

"The Grand Officers of the Brotherhood of Locomotive Engineers extend to each and every member, along with the families of all members, warmest greetings at this joyous season of the year."

— DECEMBER 17, 1971

BLE ADVISORY BOARD
THE LOCOMOTIVE ENGINEER

50 YEARS AGO

"Railroading itself probably is the greatest Christmas gift that this nation ever received. It was on December 25, 1830, in Charleston, S.C., that a locomotive pulled a string of cars along the South Carolina Canal & Railroad Co. tracks and thus inaugurated regular train service on this continent."

— DECEMBER 15, 1961

THE LOCOMOTIVE ENGINEER

55 YEARS AGO

"Often in this busy and troubled world we lose sight of the real meaning of Christmas and selfishly think of it only as a season for merriment and gifts.

"Christmas means peace on earth and good will toward man. We can make this so in this great country through free unions such as ours by working together and trying to understand each other's problems.

"Christmas, particularly, signifies personal peace and happiness. The real meaning of Christmas is the promise of a better way of life — and its fulfillment is more joyous living all the year 'round."

— DECEMBER 1956

GRAND CHIEF ENGINEER
GUY L. BROWN
LOCOMOTIVE ENGINEERS JOURNAL

60 YEARS AGO

"The spirit of giving is reflected throughout the entire Christmas Season. Many companies give their employees a substantial cash bonus; Christmas day is a holiday with pay, or, should employees be required to work, they receive double-time or at least time-and-one-half for that day.

THIS OLD-TIME ROTARY SNOW PLOW was at the height of cutting-edge technology when this photograph was taken in 1890. The Rotary helped Southern Pacific crews fight the snow high up in the Sierra Nevada mountains. Powered by its own boiler and steam engine to whirl the huge "fan," it supplanted the earlier "push" and cyclone plows that required a flock of locomotives and an army of shovelers.



"Railroad management grants none of these advantages to locomotive engineers and other operating employees. In sharp contrast to the spirit of giving, Railroad management is making every effort, in the current Rules-Wage case, to take away from locomotive engineers some of the important working conditions which have been in effect for more than 50 years."

— DECEMBER 1951

LOCOMOTIVE ENGINEERS JOURNAL

75 YEARS AGO

"The past year has been a successful one in the many endeavors confronting the Organization, and while we will always be faced with problems of interest to the membership, the loyal support of the rank and file is what counts in surmounting any issue we may be faced with.

Alvanley Johnston

"Before another copy of the Journal reaches you, the holidays will have come and gone. I take this opportunity of wishing each of you the Season's Greetings with the hope that the coming year will be a happy and prosperous one."

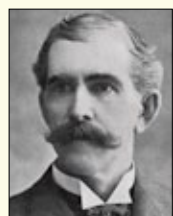
— DECEMBER 1936

GRAND CHIEF ENGINEER
ALVANLEY JOHNSTON
LOCOMOTIVE ENGINEERS JOURNAL

100 YEARS AGO

"Christmas-tide, the season of the festival of the Nativity, ought to be an incentive to all to put into practice the principles and examples of Him who personified 'peace and good will toward all men.'

"The Editor extends a hearty Christmas greet-



Charles H. Salmons

ing to all the Journal readers and with a hope that every member may realize that good fellowship is the element of greatest strength to the Order, as it is to its uplifting, morally and intellectually.

"So let us all do our part to make Christmas Day and the season one of great profit by a social touch which makes each feel an interest in the welfare of the other. With this augmented strength we may welcome the New Year 1912, feeling that great good may be accomplished; and to this end we wish all a Merry Christmas and Happy New Year."

— DECEMBER 1911

CHARLES H. SALMONS, EDITOR
LOCOMOTIVE ENGINEERS JOURNAL

125 YEARS AGO

"Time, in his ceaseless march, has completed the cycle of another year, and we are again called upon to extend our readers the congratulations and good wishes of the holiday season: A merry Christmas and a happy new year to you all!

"We have had some difficulties to encounter, but we can never hope to be free from them; we are organized for the purpose of meeting them: but there have been none where a considerate and manly course has failed to effect a satisfactory adjustment; and although we may have failed to secure all that was perhaps justly asked, we have not failed in securing an amicable settlement of all controversies between the different railroad corporations and the engineers of the Brotherhood.

"For the results of the passing year we have reason to be proud: from our growth we have reason to be hopeful. But our pride and hopeful-

ness must not be allowed to weaken our efforts. We must continue to build as we have begun.

"May the year on which we are about to enter with good prospects and bright hopes bring to each and everyone one of you the realization of your wishes."

— DECEMBER 1886

LOCOMOTIVE ENGINEERS JOURNAL

135 YEARS AGO

"Many who celebrated the last New Year with us have fallen by the way — their work is finished, their course is run, and there remains to us but their memory and their example. Shall we who remain for a brief time to carry on the work before we give place to others who shall fill our places, have it said of us that through our negligence the golden opportunity was lost?"

— JANUARY 1876

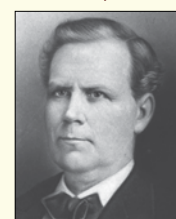
LOCOMOTIVE ENGINEERS JOURNAL

140 YEARS AGO

"This number completes the fifth volume of our little Journal. Brothers, do you realize that the Journal belongs to you? Do you not feel a pride in making it a success in every point of view? We will leave the matter in your hands, knowing that it is within your power to make the Journal and the Brotherhood a success to that degree that it will be the proudest monument of your lives, and worthy the best efforts of all good men."

— DECEMBER 1871

CHARLES WILSON,
GRAND CHIEF ENGINEER
LOCOMOTIVE ENGINEERS JOURNAL



Charles Wilson

A LOOK BACK AT THE YEAR THAT WAS

When the members of your current Executive Committee were sworn in on January 1, 2011, none of us had any idea of the challenges that were waiting for us throughout the year. From attending rallies in state capitols to testifying at Congressional hearings on Capitol Hill to intensive labor negotiations, the year 2011 was loaded with challenges that taxed the will and strength of us all.

A month after swearing in, organized labor fell under attack from extremist politicians in Wisconsin and Ohio. In spite of the severity of the attacks against the rights of unions to collectively bargain, it was heartening to see how quickly labor, and BLET members in particular, rose to the occasion.

Many BLET members in Wisconsin stepped to the front lines in the War on Workers and rallied with that public sector unions who were under attack. In Ohio, many members joined the fight at rallies in the state capitol. We applaud each and every one of you for putting up the good fight.

And when your elected leaders were not in the trenches showing solidarity with other labor unions, we were fighting for your rights on Capitol Hill. We



testified before Congress regarding ways to improve the Rail Safety Improvement Act of 2008. We testified again regarding the important role railroad safety regulations play in the day-to-day working lives of our members. We also worked on countless behind the scenes issues, including a petition to improve numerous locomotive safety standards.

Your elected leaders were also kept busy at the negotiating table. Countless hours and resources were exhausted in

national negotiations on a contract that will impact the majority of our members in one way or another. We participated in on-property negotiations at the Union Pacific Railroad all throughout the year, not to mention numerous contract ratifications on various commuter (MBCR) and short line (Maine, Montreal & Atlantic) railroads.

You were there with us throughout the year, thanks to your participation in our Mobilization network. The BLET ramped

up our mobilization efforts this year, and your participation helped to energize the entire organization from coast to coast. Your participation will be even more necessary in the coming days as we come to a final resolution of our national contract settlement.

Looking back, the year 2011 has been a whirlwind of activity. And as the year draws to a close, your Executive Committee would like to take the time to thank you for your participation. Let us take time during this holiday season to pause, catch our collective breaths, and reenergize ourselves for the coming year. Please take the time to focus on the important things in life — your health and your family and friends. Your BLET Executive Committee wishes each and every one nothing but the best this holiday season.

Fraternally,

DENNIS R. PIERCE
NATIONAL PRESIDENT

E. LEE PRUITT
FIRST VICE PRESIDENT

WILLIAM C. WALPERT
NATIONAL SECRETARY-
TREASURER

HAPPY HOLIDAYS FROM THE BLET AUXILIARY!

On behalf of the National Auxiliary, I send my warmest holiday greetings to all our BLET and Auxiliary brothers and sisters, and everyone in our extended railroad family. We are thankful for the BLET National Officers, General Chairmen, Legislative Board Chairmen, Local Division Officers, Designated Legal Counsel, job insurance and income protection companies, and everyone who works hard all year long on our behalf.

While running around this holiday season, please remember to take care of yourself, your family, and especially your railroader! The holidays often cause great anxiety for the families of railroaders as we never know if our spouse will be home or working. This comes with the territory, but it never gets easier to adjust to the uncertainty of those crazy work hours. We all do our best to adapt, but even the most seasoned spouse feels a bit weary with all the chaos that ensues. We just keep plod-

ding along, hoping for the best, knowing that someday this too shall pass.

Have fun shopping, baking, visiting with friends and family, traveling, or whatever you choose to do to celebrate the holidays. But most of all, be careful while enjoying the blessings of the season and creating memories that you will cherish forever.

Here's wishing everyone a happy, healthy holiday season and a joyous New Year! @@@



ANITA J. CARUSO
NATIONAL PRESIDENT



SEREENA HOGAN
NATIONAL VICE PRESIDENT/NLR



LINDA D. MAHER
NATIONAL SECRETARY



HELEN BRAND
NATIONAL TREASURER



GINA FORMAN
NATIONAL 1ST VP/NATIONAL OUTREACH COORDINATOR



KATHY HURST
NATIONAL 2ND VICE PRESIDENT/NLR



DARLA FENT
NATIONAL CHAPLAIN



LAWANA W. POSS
NATIONAL ALTERNATE SECRETARY



TERI FLEMING
NATIONAL ALTERNATE TREASURER



BECKY SCHNEIDER
NATIONAL PAST PRESIDENT

Alan Holdcraft elected BNSF (former ATSF) GC

J Alan Holdcraft of BLET Division 776 (Galveston, Texas) was elected General Chairman of the Burlington Northern Santa Fe (former ATSF) General Committee of Adjustment at the GCA's triennial meeting that concluded in Las Vegas on October 27.

Brother Holdcraft has held continuous membership in the Brotherhood for more than 31 years. He joined Division 776 on February 1, 1980. Immediately prior to his election as General Chairman, Brother Holdcraft served as the GCA's 1st Vice Chairman.

He will take over for outgoing General Chairman Pat J. Williams of BLET Division 446 (Belen, N.M.), who is retiring after a 40-year railroad career. Also retiring is Brother Roland Kleinsorge, the GCA's long-serving Secretary-Treasurer. Brother Chris A. Mosser of BLET Division 871 (Slaton, Texas), was elected as the GCA's new Secretary-Treasurer.

Also elected were: 1st Vice Chairman

M. R. (Robby) Cunningham, Division 134 (Winslow, Ariz.); 2nd Vice Chairman R. J. Maloy, Division 299 (Amarillo, Texas); 3rd Vice Chairman J.R. Gomez, Division 264 (El Paso, Texas); 4th Vice Chairman O.A. Burrola, Division 839 (Richmond, Calif.); 5th Vice Chairman R.E. Young, Division 256 (Denver, Colo.); and Alternate Secretary-Treasurer R.D. Sawyer, Division 134 (Winslow, Ariz.).

Brothers Holdcraft, Cunningham and Mosser will serve the GCA on a full-time basis. The delegates considered numerous resolutions during their meeting, adopting a resolution that makes the Secretary-Treasurer job a full-time position with the requirement that the elected officer also handle protective matters in addition to regular GCA financial duties.

The assembled delegates heard reports



Alan Holdcraft

from BLET National President Dennis R. Pierce; First Vice President E. Lee Pruitt; National Secretary Treasurer William C. Walpert; and National Vice President Michael D. Priester. Brother Holdcraft thanked the National Division officers for their participation.

Also attending the meeting were BNSF/MRL General Chairman Matt Wilson and BNSF (former STL-SF) General Chairman Rick Gibbons.

BLET Special Representative and National Mobilization Director Kent Confer presented a mobilization training class to the delegates.

Retiring General Chairman Williams first joined the BLET on August 1, 1977. He was elected General Chairman three times, most recently in 2008. Brother Kleinsorge joined BLET Division 398 (San Bernardino, Calif.) on January 1, 1980. He was elected to the GCA's Alternate S-T position in 2002, assuming the full Secretary-Treasurer job in 2004 upon

the retirement of Bill Wood. Brother Kleinsorge was reelected Secretary-Treasurer in 2005 and 2008.

"I offer my congratulations to General Chairman Holdcraft and all members of the BNSF (ATSF) General Committee of Adjustment," National President Pierce said. "I thank them for inviting me and it was an honor to attend their triennial meeting."

"I know they will do an excellent job of upholding the standard of excellence established by retiring Brothers Pat Williams and Roland Kleinsorge. These two dedicated Brothers spent many years selflessly serving our Brotherhood and they are leaving some big shoes to fill. On behalf of the entire Organization I extend heartfelt thanks and best wishes to each Brother for a happy and healthy retirement."

The BNSF (Santa Fe) General Committee is composed of 36 Divisions representing nearly 2,900 engineers and trainmen. @@@

BLET helps Santa Train spread good cheer

The 69th annual CSX Santa Train ran safely and on-time again this year, thanks in large part to the locomotive engineers and trainmen of BLET Division 781 in Erwin, Tenn.

Every November, Santa Claus trades his sleigh and reindeer for a CSX train ride through Appalachia. On November 19, Santa and his elves distributed 15 tons of donated gifts to children of all ages at the 14 stops along the 110-mile route through eastern Kentucky, western Virginia and northeast Tennessee.

The annual event is sponsored by CSX Transportation, Food City Grocers of Abingdon, Va., Kids Wish Network (a Florida-based non-profit group) and the Kingsport, Tenn., Chamber of Commerce. The Kids Wish Network made a \$500,000 donation of toys this year.

In addition to Santa, this year's special guests were Thompson Square, a Grammy-nominated husband-and-wife country music duo.

The members of BLET Division 781 normally run CSX freight trains along the route from Shelby, Ky., to Kingsport, Tenn. It is difficult terrain and the BLET members are intimately familiar with the route's many challenging hills and curves. They are uniquely qualified to operate trains along the territory and are extremely proud of their contributions to the Santa Train heritage.

Typically, the senior member of the Division will bid on the Santa Train job. This year, the honor went to Brother T.L. "Tuck" Bradley, a 25-year member of the BLET.

Brother Bradley hired out as a brakeman in October of 1981 on the former Clinchfield Railroad in Dante, Va. He stayed with the railroad through various mergers and acquisitions over the years, which included the Seaboard, L&N, Family Lines, Chessie System, and eventually CSX.

Brother Bradley knows first-hand

the importance of the Santa Claus train to the Appalachian region. "I went to the Santa Claus train myself as a kid growing up," he said. "It's good for the kids. For some this may be the only Christmas present they get."

Coming full circle and working behind the throttle of the Santa Claus train was a fulfilling experience for Brother Bradley. Also, it was particularly rewarding for him to know that two of his grandchildren — Abby, 6, and Parker, 5 — were in the crowd as the train stopped in St. Paul, Va. In fact, they were a large reason he bid on the Santa Train job in the first place.

"My grandkids wanted me to do it," he said. "They were more excited about it than I was."

Brother Bradley admits he was nervous about the large crowds along the route and the potential for a tragic accident, but he took heart in knowing his fellow BLET Brothers and Sisters would be along the route to help with crowd control.

In addition to providing a pool of locomotive engineers to operate the Santa Train, the members of BLET Division 781 also coordinate safety teams designated to be at each of the 14 stops along the route. According to Division 781's Justin Wilcox, these safety teams keep crowds away from the tracks as the Santa Train prepares to stop.

"It helps give the engineer and crew a better feeling as they approach," Wilcox said. "Sometimes hundreds of men women and children who are close to the tracks."

Wilcox concluded by thanking Brother Bradley for his years of service to BLET members. "Tuck was one of the best trainers of new engineers as we came through Cumberland in the late 1990s," Wilcox said. "He not only taught us to run a train in good conditions, but did things to simulate problems and showed us how to get out of them. He's one of the best." ◎◎



Santa Claus distributes toys with the help of Country music duo Thompson Square (Shawna and Keifer Thompson).



Locomotive engineer T.L. "Tuck" Bradley of BLET Division 781 safely and expertly piloted the 2011 Santa Claus Train along its 110-mile route.



Photos: Ed Rode

BLET Division 228 hosts VP Twombly in Pocatello, Idaho

In keeping with a core item of National President Dennis Pierce's administration, Vice President Mike Twombly attended the meeting of BLET Division 228 in Pocatello, Idaho, on September 27.

The members of Division 228 work for the Union Pacific Railroad and are part of the BLET's Union Pacific-Western Region General Committee of Adjustment.

Vice President Twombly was in Burley, Idaho, on September 26 to assist General Chairman Jim Dayton (Union Pacific-Western Region) in con-

tract negotiations with the Eastern Idaho Railroad. The next day they travelled to Pocatello, Idaho, for Division 228's meeting.

"Attending Division meetings is an important job for everyone on the BLET's Advisory Board," President Pierce said. Interaction with our Brothers and Sisters is significant and beneficial in so many ways."

Earlier this year, President Pierce attended meetings of BLET Division 1 (Detroit), Division 3 (Cleveland), Division 6 (Boone, Iowa), and his home Division — Division 687 (Sioux City, Iowa). ◎◎



Division 228's meeting in Pocatello, Idaho, from left: Jim Lance, Local Chairman; Bret Davis, member; Mike Stinson, member; Mike Twombly, National Vice President; Jim Dayton, General Chairman; Jason Hoffa, member; Richard Davis, Vice Local Chairman; Jim Adkins, member; Alan Humphries, Legislative Representative; and Bryan Maland, President.

2012

Calendar & Events

March 20-24, 2012

**Hazmat Training Workshop
National Labor College
SILVER SPRING, MD.**

The Hazardous Materials Transportation/Chemical Emergency Response training course addresses OSHA and DOT required training for the safe handling of hazardous materials. The course covers procedures and different levels of response and worker protection in a hazardous materials or emergency release. Course also covers weapons of mass destruction awareness. Federal funding for this course covers transportation, lodging and meals for training participants. This training course is also available from May 1-5, 2012, and May 8-12, 2012. For more information or to register online, please visit: www.hazmatgmc.org.

June 24-29, 2012

**85th annual Southeastern
Meeting Association (SMA)**

WALT DISNEY WORLD, ORLANDO, FLA.

Chairman Earl Karper (Division 35) and Vice Chairman Mike Tanner (Division 769) are hosting the 2012 SMA at Disney. For details, visit www.SMA2012.com. Contact Brother Karper: ekarper@sma2012.com.

July 15-16, 2012

**Modular Emergency Response Radio-
logical Transportation Training (MERTT)
NATIONAL LABOR COLLEGE,
SILVER SPRING, MD.**

The amount and variety of radioactive material shipped by rail is expected to increase in coming years. With the increase in rail shipments comes the increased risk for rail incidents. A federal grant covers the cost of rail worker training to increase their knowledge of the transportation of radioactive materials, and covers the cost of transportation, lodging and meals on the campus of the George Meany Center, National Labor College. This training course is also available on August 17-18, 2012. or more information or to register online, please visit: www.hazmatgmc.org.

July 29-August 1, 2012

**72nd annual International
Western Convention (IWC)**

CROWN PLAZA HOTEL, BILLINGS, MONT.

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

August 19-24, 2012

**74th annual Eastern Union
Meeting Association (EUMA)**

ATLANTIC CITY, N.J.

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

September 9-13, 2012

**77th annual Southwestern
Convention Meeting (SWCM)**

GALVESTON, TEXAS

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

OHIO VOTERS REJECT ATTACK ON COLLECTIVE BARGAINING



A Win for Labor: BLET National President Dennis Pierce (center) leads a contingent of BLET members at a rally to protest attacks on unions and collective bargaining in Columbus, Ohio.

By a 61 percent majority, Ohio voters resoundingly rejected legislation that would have reduced the collective bargaining power of about 360,000 public workers in the state.

The defeat of Ohio's Issue 2 on November 7 was a substantial victory for organized labor and a "major black eye for the governor" John Kasich, according to the Cleveland Plain Dealer. Ohio's Republican governor had made the scaling back of collective bargaining rights a signature issue in his administration, so the defeat of Issue 2 was a major setback.

BLET National President Dennis Pierce was one of many BLET members who participated in rallies to oppose the issue. He thanked those who fought the measure and voted against it.

In particular, President Pierce recognized John Tolman, BLET Vice President and National Legislative Representative, and Tim Hanely, Chairman of the Ohio State Legislative Board, for their efforts in fighting the measure. Brother Hanely went door-to-door and collected hundreds of signatures that helped to have the issue first placed on the ballot and then overturned. President Pierce also thanked State Representative Bob Hagan, a member of BLET Division 757, for his efforts in opposing the measure.

President Pierce also recognized the countless BLET members who participated in the pre-election process, worked phone banks, handed out fliers, and engaged in various get out the vote efforts with their fellow members to ensure the defeat of Issue 2.

Issue 2 would have nearly eliminated collective bargaining for government workers. It included provisions that would have banned strikes by public workers, removed binding arbitration and eliminated union negotiations over health care and other benefits.

In March, the issue passed out of committee by the smallest margin possible — one vote — but only after Governor Kasich's political strong-arm tactics. Just before the vote, Ohio Senate President Tom Niehaus (R) pulled Sen. Bill Seitz (R) off the committee that was considering the measure because Seitz had opposed

a Republican amendment to the bill and the process in which the bill was being considered. Seitz was replaced with another Republican who supported the measure, clearing the way for a 7-5 vote that otherwise would have ended in a tie.

MSNBC news analyst Lawrence O'Donnell said it was "the sleaziest legislative maneuver I have ever seen. I have never seen a more corrupted legislative process."

After the hateful, anti-union measure was passed into law through questionable political maneuvering, Ohio's labor unions began gathering signatures for a "citizen's veto," giving citizens the right to veto it in a special referendum in November. A total of 231,000 signatures were needed to put the measure before voters, and

thanks to the power of unionism, a parade of 6,000 citizens delivered 1.3 million signatures to the state capitol in June. That set the stage for Tuesday's vote and sweeping victory for labor.

While labor should enjoy this hard-earned victory, President Pierce cautioned that the War on Workers is a long way from over.

"This victory is a testament to the strength of labor and the dedication of our members on the front lines in the War on Workers," President Pierce said. "Working class Americans won this battle but the war is far from over. We are already receiving word that Ohio's Republicans are planning to re-introduce portions of Issue 2 again next year. It will require our constant vigilance to oppose these anti-union measures." @@

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12/11

Photo of the Month: December 2011



NEITHER RAIN, NOR SNOW, NOR SLEET SHALL HALT THE RAILROADS: BNSF locomotive 7865 at the Amtrak station in Flagstaff, Ariz., on December 29, 2010. Two feet of snow fell in Flagstaff at the end of 2010, canceling all flights and shutting down highways. The only way to travel in and out of the city was via Amtrak. The conservative politicians who frequently attack our nation's passenger rail system would do well to remember the reliability of rail travel during harsh winter conditions. **Photo:** courtesy Greg Primrose, www.gregslens.com



Advisory Board September and October 2011 Activity

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

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Cleveland; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; Tennessee State Legislative Board mtg., Nashville, Tenn.; Rail Labor Bargaining Coalition (RLBC)/NCCC contract negotiations/mtgs., Washington, D.C.; Advisory Board mtg., Cleveland, Ohio; Southwestern Convention Meeting (SWCM), El Paso, Texas; National Mediation Board national negotiations mtgs., Washington, D.C.; Legislative Representative training, Washington, D.C.; Amtrak regional meeting, Chicago; Presidential Emergency Board 243 meetings and hearing, Washington, D.C.; BNSF-ATSF GCA mtg., Las Vegas.

FIRST VICE PRESIDENT E. LEE PRUITT: National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; UPRR negotiations, Portland, Ore. And Las Vegas, Nevada; Labor Day holiday; Advisory Board mtg., Cleveland; SWCM, El Paso, Texas; Minnesota State Legislative Board quadrennial mtg., Bloomington, Minn.; Town Hall mtg., Kentucky State Legislative Board, Louisville, Ky.; BNSF-ATSF GCA mtg., Las Vegas, Nevada.

NATIONAL SECRETARY-TREASURER WILLIAM C. WALPERT: General supervision of accounting dept., records dept., online services dept., tax compliance dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Publications Committee; Teamsters Rail Conference Policy Committee; Trustee, National Railroad Retirement Investment Trust (NRRIT); Tennessee State Legislative Board mtg., Nashville; Advisory Board mtg., Cleveland; SWCM, El Paso, Texas; NRRIT mtgs., Washington, D.C.; Minnesota State Legislative Board mtg., Bloomington, Minn.; Legislative Representative workshop, Washington, D.C.; Short Term Disability and Trust Fund mtg., Cleveland; Local Chairman workshop, Silver Spring, Md.; BNSF-ATSF GCA mtg., Las Vegas; NRRIT conference call, Cleveland.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; BLET Security Officer; General office duties, telephone, correspondence communications; Coordinate content of NLO website; Advisory Board mtg., Cleveland; Tennessee State Legislative Board mtg., Nashville; RSAC Critical Incident (CISD) mtg., Chicago; SWCM, El Paso; Minnesota State Legislative Board mtg., Bloomington, Minn.; Amtrak roundtable, Washington, D.C.; Legislative Representative training class, Washington, D.C.; AFL-CIO 54th annual constitutional convention and mtg. w/ officers of BLET Division 57, Quincy, Mass.; RSAC Critical Incident (CISD) mtg., Washington, D.C.; Several mtgs. in Washington to discuss Hours of Service technical corrections and FMLA; Amtrak service and safety awards, Washington, D.C.; Midwest High Speed Rail Association Fall 2011 mtg., Cleveland; Presentation at BMWED Legislative Representative & Political Training conference, IBT, Washington, D.C.; Various receptions for U.S. Representatives, Washington, D.C.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Duluth Missabe & Iron Range; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Assist GC Reynolds with Section 6 notice, Wisconsin Central, Green Bay, Wisc. NRAB panel topics, Chicago; Advisory Board mtg., Cleveland; National Association of Railroad Referees mtgs., NRAB, Chicago; NRAB adoption session, ROAR quarterly, NRAB annual, Sec. 3 Comm working group, NRAB, Chicago; WC, et al, NYD conference call; Assist GC Reynolds prepare for PLB 7236, WC, Chicago; FRA town hall mtg., IHB/ND, Chicago; NRAB administrative matters, Chicago; DMIR Section 4 NYD work; PEB hearing, Washington, D.C.; Local Chairman workshop, Silver Spring, Md.; NYD arbitration, WC, Albany, NY; Various assistance, arbitration research, assistance with discipline cases, etc.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western, Eastern Idaho), Central Region, Southern Region (New Orleans & Gulf Coast); Tacoma Belt RR; Utah RR; and Longview Portland & Northern and Longview Switching; Union Pacific contract

negotiations, Portland, Ore. and Las Vegas, Nevada; Portland & Western contract negotiations, Salem, Ore.; Advisory Board mtg., Cleveland; SWCM, El Paso, Texas; Eastern Idaho RR contract negotiations, Burley, Idaho; Division 228 mtg., Pocatello, Idaho; PLB 7158 (UP), Ft. Myers, Fla.; Mediation case A-13610 (PHL), Chicago; PLB 7470 (UP-Northern Region GCA), Ft. Myers, Fla.; DMIR, WC, DWP New York Dock Section 4 arbitration, Albany, N.Y.

VICE PRESIDENT WILLARD E. KNIGHT: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; Grand Trunk Western; General office duties, telephone, correspondence communications, etc.; CF&E negotiations, Cleveland; Advisory Board mtg., Cleveland; SBA 1063, Chicago; PLB 7159 and PLB 7238, Norfolk, Va.; Division 316 mtg., Atlanta, Ga.; General office duties; Division 37 mtg., NS-East, Norton, Va.; RRB informational conference, Huntington, W.Va.; PEB 243 hearing, Washington, D.C.; Assist GC Peek, mtgs. w/ NS Labor Relations, Norfolk, Va.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; Conference call w/ GC Louis, CSXT, day off issues; DRC resolution issues, CSXT; General office duties, paperwork, correspondence, telephone calls, etc.; ADPTA high speed rail mtg., New Orleans; Bereavement leave; Indiana Railroad negotiations, New Orleans; Vacation; Town Hall mtg., Kentucky State Legislative Board, Louisville, Ky.; Conference call w/ CSX, pending ID runs, GC Thornton; Work on DRC issues; Assist GC Tony Smith, CSX, Troy, Ala.; Filing, paperwork, correspondence, etc.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Austin Western RR, Great Western; General office duties, telephone, correspondence communications, etc.; Mobilization training, Train the Trainer w/ Special Rep Confer & GC Wilson, BNSF, Las Vegas; PLB 8092 w/ GC Gibbons, BNSF, Chicago; Advisory Board mtg., Cleveland; Vacation; PLB 7477 w/ GC Williams, BNSF, Chicago; Divisions meetings w/ GC Wilson, 402 (Pasco, Wash.), 58 and 758 (Vancouver, Wash.), 238 and 518 (Tacoma/Seattle), and 104 (Spokane, Wash.); GC's and Safety Coordinators mtg., BNSF, Dallas-Ft. Worth, Texas; Panhandle Northern contract mediation w/ GC Williams, Las Vegas; Great Western RR contract mediation w/ GC Williams, Las Vegas; BNSF-ATSF GCA mtg., Las Vegas.

VICE PRESIDENT COLE W. DAVIS: Assigned to Kansas City Southern (Mid-South Rail, SouthRail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Montreal, Maine & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; General office duties, telephone, correspondence communications, etc.; Assist General Chairmen with various issues, including: Semenek (CP, ICE/DME), Parker (KCS), Whitchurch (IC), Rodriguez (Tex Mex), Moore (Springfield Terminal); PLB 6844, KCS; Advisory Board mtg., Cleveland; SWCM, El Paso, Texas; SL&A tentative agreement w/ GC Moore, Manchester, N.H.; PLB 7498 w/ GC Parker (KCS), Estero, Fla.; CP/ICE/DME pending arbitration w/ GC Semenek, Bloomington, Ill.; Mtg. w/ KCS, Kansas City, Mo.; Mtg. w/ St. Lawrence & Atlantic members w/ GC Moore, Auburn, Maine; Mtg. w/ Springfield Terminal LR VP and BLET GC Moore, Boston, Mass.; Huron & Eastern Section 6 notices.

VICE PRESIDENT STEPHEN J. BRUNO: Assigned to various Rail Safety Advisory Committees (RSAC); Regulatory duties as assigned by the President; Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; Birmingham Southern; Telephone calls, correspondence, general office duties, etc.; Prepare for SBA 940, NJT, Philadelphia; Regulatory work, RSAC dark territory, Washington, D.C.; Amtrak regional mtg., Washington, D.C.; SEPTA contract negotiations, NMB Case A-13559, Philadelphia; Advisory Board mtg., Cleveland; Division 71 monthly mtg., Philadelphia; Regulatory work, prepare presentation re: Passenger HOS, Washington, D.C.; Regulatory work, RSAC medical standards, Washington, D.C.; Vacation; Regulatory work, RSAC Passenger HOS, SEPTA, Amtrak, NJT, Philadelphia; Regulatory work, RSAC PTC, Washington, D.C.; Prepare for PLB 7490, LIRR, Ronkonkoma, N.Y.; Prepare for NRAB, Union RR, Pittsburgh, Pa.; Assistance in prep for NJT LERB, Union RR, NRAB & HOS Metra, Philadelphia.