

BMWED

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION
Of The International Brotherhood Of Teamsters

JOURNAL



Volume 115 ■ Number 2

www.bmwe.org

March/April 2006

BMWED Welcomes Aboard Lodge 2422

SKOL Railroad Workers Vote BMWED/Teamsters

On March 11, 2006, at Doc's Legends Restaurant in Independence, Kansas, newly chartered Local 2422 met for the first time to elect their Local's governing officers and representatives. It was a proud moment for the members and their families, as well as for the National Division and System Officers and guests present. The first meeting of our newly organized members from the South Kansas and Oklahoma Railroad (SKOL) was a moment which had been more than a year in the making.

It began with the knowledge that there are men and women working for short line railways in this country who still believe in the "American Dream" and that this dream is still possible for them and their children. A knowledge that membership in a Union can be the difference between working hard for a living and making it, or working hard for a living and watching the dream pass you and your family by. And, it began with a plan.

A former BMWWE member who had previously worked for a Class 1 railroad secured employment with the South Kansas and Oklahoma (SKOL) Railroad. Once employed, he circulated within the territory (244 miles of railroad track) and carefully listened to his brothers as they told of the abuses perpetuated by management against themselves and others. Although his efforts were strongly supported and encouraged by his many friends and acquaintances from within the BMWED, his task was by no means a simple one.

Along the way, he came to know how serious his new employer was about weeding out any "union troublemakers" from their business, as he endured numerous threats against his own employment. Still, he remained determined to do two very important things. First, he listened to the needs of his fellow track workers. And secondly, he offered them a solution to their struggles each time the opportunity to do so arose.

At the heart of the solution was a

simple philosophy. A belief in something he had learned as a BMWWE member years before. "It doesn't have to be this way," he would share with them. This simple concept, one of risk, hope, and change, was discussed and debated over and over again among the employees and their families until, ever so gradually, the idea that "it doesn't have to be this way" began to take root in their hearts and in their minds.

Finally, a decision was made. A courageous decision. A decision to reach out for a hand up. A decision to be a part of something bigger and better. A decision to stand not alone, but with a brotherhood of men and women who knew and understood what it was like to walk in their boots. A decision to unite and fight as one.

In August of 2005, the BMWED/IBT Organizing Department was contacted by the maintenance of way employees of the South Kansas and Oklahoma Railroad. They expressed to Tim McCall, the BMWED Director of Organizing, their interest in wanting to join with our Union. Brother McCall then contacted Atchison, Topeka and Santa Fe System Federation (AT&SF) General Chairman Mark Hemphill for the purpose of requesting information and assistance with organizing these workers.

It was determined that the SKOL Railroad had been spun-off from former Burlington Northern Santa Fe (BNSF) property. Brother Hemphill and the AT&SF officers and staff provided information and assistance and offered their services to these workers. Shortly thereafter, an *Authorization Card* campaign was started to secure a petition for a representation election. The fight to unionize was on.

The BMWED/IBT petitioned the National Mediation Board (NMB) in early December 2005, when enough *Authorization Cards* had been secured to request an election. An election was held and, after the votes



Conducting business of Local 2422 – Local President Randall Morehead, Vice President Rick Wehrli, Local Secretary-Treasurer Michael Hemen, and Director of Organizing Tim McCall.

were tallied by the NMB, the majority of SKOL maintenance of way workers clearly said YES to joining the BMWED/IBT and YES to union representation.

On February 3, 2006, the BMWED/IBT was certified by the NMB as the duly accredited representative for maintenance of way employees at the South Kansas and Oklahoma Railroad.

"We are very pleased to welcome these new members to the BMWED/IBT," states Tim McCall. "I commend the SKOL maintenance of way employees for staying focused and for achieving the outcome of this election. The diligence and hard work of part-time BMWED organizer Mark Barbour, Vice President Rick Wehrli, the AT&SF officers and staff, and the Teamsters Rail Conference helped these members take the first important steps in improving their lives and gaining the respect they deserve with-

in their workplace."

As for the dedicated brother who gave so much of himself to this cause, his fate remains uncertain. An ironic twist of fate has placed his employment with the carrier outside of the BMWED's protective ring. Because of a legal technicality raised by SKOL management, he is currently considered by NMB to be employed by a *contractor* of the South Kansas and Oklahoma Railroad and not by the railroad itself. Because of this determination by the NMB, we can only offer him our gratitude, praise, and support at this time but not the benefits of membership within the BMWED. Let this be a solemn reminder to all of us that there is a lot of "organizing" work left to be done to bring the benefits of BMWED representation to the thousands of unorganized workers nationwide who also earn their living "between 56 1/2 inches of steel."



RRB Management Member and OMB Push to Close Field Offices

Rail Labor United in Opposition to RRB's "Radical Approach"

All 13 Rail Labor unions have united in opposition to a proposal by the management member of the Railroad Retirement Board (RRB) and the Bush administration's Office of Management and Budget (OMB) to close up to 40 of 53 existing field offices of the Railroad Retirement Board. These field offices provide point-of-contact services to tens of thousands of active and retired rail workers nationwide, and the impact of the closings, if allowed, would have a devastating affect on the timely processing of retirement, disability, unemployment and sickness claims by the Board. It should come as no surprise that the plan to close most RRB field offices has received the endorsement of the Association of American Railroads, the American Public Transportation Association, and the American Short Line and Regional Railroad Association.

The Rail Union Presidents, including BMWED President Freddie Simpson, recently sent a letter to the Board voicing Labor's strong opposition to the plan. "We are distressed to say the least that the management

member's main focus appears to be to satisfy the Board's commitment to the Office of Management and Budget," stated the letter signed by all 13 Rail Unions. "We strongly suggest that the Board would do better to satisfy their commitment, or more appropriately, their responsibility, to provide effective and meaningful field operations to serve the Railroad Retirement community. It is clear to us that the management member is aggressively pursuing a plan that would lead to a radical, wholesale closure of the Board's existing field offices."

In the letter to the Board, Rail Labor voiced support for a proposed 5-year review of agency operations to "give the Board and those served by our benefit programs the information necessary to address future funding from our Congressional representatives." The letter also made it clear to the Board that Rail Labor will be following these developments closely. "We wish to be crystal clear on this point," said the union presidents. "Rail Labor and the active and retired railroad population of this country will not

stand idly by and allow these closing to happen."

BMWED members and retirees are encouraged to contact the Railroad Retirement Board to voice their opposition to management's plan for the wholesale closing of RRB field offices and the resulting loss of ser-

vices that such field offices provide to active and retired rail workers. Letters in opposition may be sent to the Railroad Retirement Board, 844 North Rush St, Chicago, IL 60611 (phone # 312-751-7139) or through the RRB website (contact us) at www.rrb.gov.

BMWED Division

JOURNAL CONTENTS

March/April 2006 ■ BMWED DIVISION JOURNAL ■ VOLUME 115 ■ NUMBER 1
 The BMWED Journal is the official news publication of the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters

Freddie N. Simpson
President and Editor

Perry K. Geller, Sr.
Secretary-Treasurer




Richard A. Inclina
Associate Editor

The BMWED Journal (ISSN 1049-3921 /USPS 067640) is published bi-monthly-6 times annually at 20300 Civic Center Drive, Suite 320, Southfield, Michigan 48076-4169. Periodicals postage paid at Southfield, Michigan and additional mailing offices.


ATTENTION POSTMASTER:
 Send address changes to BMWED, 20300 Civic Center Drive, Suite 320, Southfield, Michigan 48076-4169.
 Subscription Price: U.S. and Canada—\$20.00 (U.S.) per year, in advance.

www.bmwe.org

<p>BMWED Welcomes Aboard Lodge 2422 1</p> <p>RRB Management Member and OMB Push to Close Field Offices 2</p> <p>Staff Position Opening 2</p> <p>Credit for Military Service Under the Railroad Retirement Act 3</p> <p>Centenarians 3</p> <p>President's Perspective 4</p> <p>Message from Teamsters General President Jim Hoffa 4</p> <p>Secretary-Treasurer's Report 5</p> <p>Important Supplemental Sickness Benefit Information 5</p>	<p>Proposed Amendments to the BMWED ByLaws 6</p> <p>Candidates Announce For National Division Office 8</p> <p>Appreciating Our Diversity 9</p> <p>Roll of Honor 10</p> <p>Election Supervisor's Report to BMWED Members 11</p> <p>BMWED Legislative Issues – 109th Congress 12</p> <p>Revised Local Chairman's Manual Set for Distribution 12</p>
---	---

© BMWED 2005 All rights reserved.



UNITED STATES OF AMERICA

RAILROAD RETIREMENT BOARD

844 NORTH RUSH STREET
CHICAGO, ILLINOIS 60611-2092

V. M. SPEAKMAN, JR.
LABOR MEMBER

OFFICE OF LABOR MEMBER

April 12, 2006

Release No. 07-2006
Subject: Hoax Letter

TO CHIEF EXECUTIVES, RAILWAY LABOR ORGANIZATIONS:

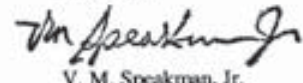
My office recently learned that a hoax is being perpetrated on the rail community.

This hoax takes the form of a bogus Federal Register notice stating that the 60/30 provision of the Railroad Retirement Act, which was restored by the Railroad Retirement and Survivors' Improvement Act of 2001, is to be rescinded in June 2006 due to a strain on the system. The notice further states that the 2001 legislation contained a provision authorizing such action, and that the minimum retirement age will now be 62.

There is absolutely no truth to this. The 2001 legislation contained no provision authorizing a rescission of the 60/30 provision and the RRB has no statutory power to implement such a change on its own volition.

At this time we have no information as to the identity of the person or persons responsible for this hoax or the motivation for it. However, the RRB's Office of Inspector General is looking into the matter

Sincerely,



V. M. Speakman, Jr.
Labor Member

cc: National Reporting Officers
National Legislative Representatives

Staff Position Opening

The BMWED is seeking applicants to fill the position of National Division Auditor at National Division Headquarters, currently located in Southfield, Michigan.

The National Division Auditor is responsible for conducting local lodge audits, completing U.S. Department of Labor LM 4 reports, assist in the training of local lodge Secretary Treasurers and other duties assigned by the National Division Secretary Treasurer.

Applicants should be familiar with the filing of local lodge audit reports, completing LM 4 reports, processing dues receipts and remittance reports, as well as a general knowledge of the duties performed by the Local Lodge Secretary Treasurers. They must also possess extensive computer knowledge and, in particular, be familiar with Microsoft Word, Excel and the Quicken software programs.

Interested applicants should promptly mail their resumes to:

Job Opening, c/o P.K. Geller, Sr.
Suite 320, 20300 Civic Center Drive
Southfield, MI. 48076

Credit for Military Service Under the Railroad Retirement Act

April 2006

Many railroad employees have at some time served in the Armed Forces of the United States. Under certain conditions, their military service may be credited as rail service under the Railroad Retirement Act.

The following questions and answers provide information on how military service may be credited towards railroad retirement benefits.

1. Under what conditions can military service be credited as railroad service?

The intent behind the crediting of military service under the Railroad Retirement Act is to prevent career railroad employees from losing retirement credits while performing active duty military service during a war or national emergency period. Therefore, to be creditable as railroad service under the Railroad Retirement Act, active duty service in the U.S. Armed Forces must be preceded by railroad service in the same or preceding calendar year. With the exceptions noted later, the employee must also have entered military service when the United States was at

war or in a state of national emergency or have served in the Armed Forces involuntarily. Military service is involuntary when an employee is required by law, such as Selective Service System conscription or troop call-up from a reserve unit, to leave railroad service to perform active duty military service.

Only active duty military service is creditable under the Railroad Retirement Act. A person is considered to have been on active duty while commissioned or enrolled in the active service of the Armed Forces of the United States (including the U.S. Coast Guard); or while ordered to Federal active duty from any reserve component of the uniformed Armed Forces.

2. What are some examples of creditable service performed by a member of a reserve component, such as the Army Reserve?

Any military service a reservist was required to perform as a result of a call-up to active duty, such as during the current partial mobilization, would be creditable under the Railroad Retirement Act, so long as the military service was preceded by railroad service in the same or preceding year.

Annual training duty as a member of a reserve component of a uniformed service is also considered active duty and may be creditable, provided the employee service requirement is met. The period of active duty for training also includes authorized travel time to and from any such training duty. However, weekend alone or evening reserve duty is not creditable.

Active duty in a State National Guard or State Air National Guard unit may be creditable only while the reservist was called to Federal active duty by the Congress or President of the United States. Emergency call-up of the National Guard by a governor for riot or flood control would not be creditable.

3. What are the dates of the war or national emergency periods?

The creditable periods that affect current retirements are:

* September 8, 1939, through June 14, 1948.

* December 16, 1950, through September 14, 1978.

* August 2, 1990, to date as yet undetermined.

If military service began during a war or national emergency period, any active duty service the employee was required to continue in beyond the end of the war or national emergency is creditable, except that voluntary service extending beyond September 14, 1978, is not creditable.

Railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and December 15, 1950, when there was no declared national state of emergency, can be given railroad retirement credit for their military service if they:

* performed railroad service in the year they entered or the year before they entered military service, and;

* returned to rail service in the year their military service ended or in the following year, and;

* had no intervening nonrailroad employment.

4. How can military service be used to increase benefits paid by the Railroad Retirement Board?

Railroad retirement annuities are based on length of service and earnings. If military service is creditable as railroad service, a person will receive additional compensation credits for each month of creditable military service and railroad service credit for each active military service month not already credited by actual railroad service.

Creditable military service may be used in addition to regular railroad service to meet certain service requirements, such as the basic 10-year or 5-year service requirements for a regular annuity, the 20-year requirement for an occupational disability annuity before age 60, the 25-year requirement for a supplemental annuity, or the 30-year requirement for early retirement benefits.

5. Can United States Merchant Marine service be creditable for railroad retirement purposes?

No. Service with the Merchant Marine or civilian employment with the Department of Defense is not creditable, even if performed in wartime.

6. Are railroad retirement annuities based in part on military service credits reduced if other benefits, such as military service pensions or payments from the Department of Veterans Affairs, are also payable on the basis of the same military service?

No. While railroad retirement employee annuities are subject to reductions for dual entitlement to social security benefits and, under certain conditions, Federal, State, or local government pensions, as well as certain other payments, railroad retirement employee annuities are always exempt from reduction for military service pensions or payments by the Department of Veterans Affairs.

7. Are the unemployment and sickness benefits payable by the Railroad Retirement Board affected if an employee is also receiving a military service pension?

Yes. The unemployment and sickness benefits payable by the Board are affected if a claimant is also receiving a military service pension. However, payments made by the Department of Veterans Affairs will not affect railroad unemployment or sickness benefits.

When a claimant is receiving a military service pension or benefits under any social insurance law for days in which he or she is entitled to benefits under the Railroad Unemployment Insurance Act, railroad unemployment or sickness benefits are payable only to the extent to which they exceed the other payments for those days. In many cases, the amount of a military service pension precludes the payment of unemployment or sickness benefits by the Board. Examples of other such social insurance payments are civil service pensions, firefighters' and police pensions, and workers' compensation payments. Claimants should report all such payments promptly to avoid having to refund benefits later.

8. Can proof of military service be filed in advance of retirement?

Railroad employees are encouraged to file proofs of their military service well in advance of retirement. The information will be recorded and stored electronically until they actually retire. This will expedite the annuity application process and avoid any delays resulting from inadequate proofs.

If employees do not have an official record of their military service, their local Railroad Retirement Board office will explain how to get acceptable evidence. All evidence brought or mailed to a Board office will be handled carefully and returned promptly.

9. How can an employee get more information about the crediting of military service by the Railroad Retirement Board?

For more information, an employee should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

Employees can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help Line at 1-800-808-0772. They can also get this information from the Board's Web site at www.rrb.gov.

Prepared by RRB Public Affairs
(312) 751-4777.

Centenarians

Belated "Happy Birthday" wishes to the following BMWED retirees who recently celebrated their 100th birthday:

Ralph Arenholz

A New Hartford, Iowa resident, Brother Arenholz celebrated his 100th birthday on March 17, 2006. He last worked for the Chicago & North Western Railway Company, where he retired as a Trackman.

John H. Mealing

A Birmingham, Alabama resident, Brother Mealing celebrated his 100th birthday on March 22, 2006. He last worked for the St. Louis San Francisco Railway Company where he retired as a Track Laborer.

Severiano Martinez

A Highland Village, Texas resident, Brother Severiano celebrated his 100th birthday on March 25, 2006. He last worked for the Atchison, Topeka & Santa Fe Railway Company, where he retired as a Trackman.

The BMWED extends sincere best wishes to all of our retired centenarians. Happy Birthday!



PRESIDENT'S PERSPECTIVE



Freddie N. Simpson

How many times have you and your crew worked short-handed? How many times has the equipment promised to you not shown up or been supplied in bad repair? I know all of you face these frustrations on a daily basis. What I'm here to tell you is that help is on way in the form of the "League of Extraordinary Gentlemen." The "League" consists of Michael Ward, CEO of CSX, Matt Rose, CEO of BNSF, David Goode, former CEO of NS and Dick Davidson, former CEO of Union Pacific. Together, these titans "earned" a whopping \$46,697,707 in direct compensation in 2005. (Source - *New York Times*, April 9, 2006). Those compensation payouts are the equivalent of the

average wages and benefits of 648 maintenance of way employees.

The "Incredible Hulk" of this group is Michael Ward, who garnered \$22,682,292 in annual direct compensation, which is the equivalent of 322 maintenance of way workers. Next time your gang's short-handed or next time CSX needs another tie gang, just call Mike, he's as valuable and productive as 322 maintenance of way workers. I'm sure he could get the job done in record time.

What truly amazes me is that Mr. Goode presided over a railroad so cheap that it still puts its maintenance of way workers in squalid camp cars without flush toilets and potable drinking water and refused to install simple 19th century signal technology that would have prevented the Graniteville, South Carolina disaster. Mr. Davidson presided over the two greatest service meltdowns in U.S. transportation history, the UP/CNW and UP/SP mergers. Those failed operational integrations cost the rest of the economy billions of dollars in lost production and revenue. If union members had been involved in the planning of those disasters, they probably would have been thrown in jail. Yet, somehow Messrs. Goode and Davidson walk away from their jobs with millions of dollars, while their railroads seek to cut forces, contract out work, seek increases in employee contributions for health care and don't believe they can "afford" to pay guaranteed general wage increases. You couldn't make this stuff up if you tried.

The situation facing us in the railroad industry mirrors the experience of anyone else who works for a living in this country. The Bureau of Labor Statistics (BLS) recently released the results of its survey of compensation for the first quarter of 2006. The BLS reported that median income rose a modest 2.3 per cent above levels from one year before (median means half are above and half

below the "median" number) . However, in that same period, the cost of living rose 3.6 per cent. Median weekly earnings for the 103 million wage and salary workers was \$668, or \$34,736 annually. Compare those figures with Mr. Ward's which rose over 958 per cent from the preceding year. (Source - *New York Times*, April 9, 2006). In fact, the median pay for the top 123 CEOs in 2005 was \$11.2 million and increased 15 per cent over their 2004 median pay of \$10.2 million.

The BLS figures do not represent some type of "blip" in the measurement of income. Between 1970 and 1999, the average annual salary for working Americans, that is with salaries adjusted for inflation, rose a total of 5 cents per hour. (Source - *Perfectly Legal*, David Cay Johnston, Portfolio, New York 2003) All of this occurred as labor productivity increased 40 per cent during the period. Obviously working people have not been compensated justly for their increased efficiency, instead, the economic surplus generated by working people has been skimmed off by the top 1 per cent of income earners like Messrs. Ward, Rose, Goode and Davidson who saw their average annual income double during the period 1970 through 1999. (Source - *Perfectly Legal*)

We have a dysfunctional economic system. However, that system's apologists continue to argue that increases in productivity, tax breaks for the already obscenely wealthy and huge CEO salaries will somehow create the "rising tide that lifts all boats."

In my opinion, this problem is a direct result of the declining union membership in this society. Economists do not disagree that union membership pro-

See **Perspective** on Page 10

Message from Teamsters General President Jim Hoffa

Port and Rail Security Concerns

It was astonishing to learn, as many people in the U.S. did recently, that only 5 percent of all shipments passing through our ports are inspected. Similar to the lack of security at our ports, our rails remain open to trespassers and possible terrorist activity despite the bombings in London and Madrid several years ago. Rail corporations still continue to try and further reduce the number of rail crew members who maintain and build our track system. However, we are aggressively fighting rail track maintenance reduction schemes — in the legislature and at the bargaining table.

Despite the Bush administration's plan to give away the security of our ports to a firm from Dubai, we led the fight to get this plan overturned. Our nation's security should never be in the hands of any firm that isn't a truly American corporation.

Upcoming IBT Convention

We invite you to participate in the upcoming Teamsters Convention that will be held June 26-30, 2006 in Las Vegas. This convention will immediately follow your convention and will consist of numerous items for the convention delegates to discuss and debate and other business items necessary for running the union for the next five years. The Teamster's convention is held at five-year intervals so this is also a time when we take stock of our past accomplishments while planning out the targets for the years ahead.

As one of the unions which chose to merge with us since our last convention, we will especially welcome your participation. Our newly-merged brothers and sisters at the Brotherhood of Locomotive Engineers and Trainmen and Graphic Communications Conference will also be joining us.



We are going to set up some aggressive organizing plans, which include a commitment to short line organizing. Bringing union benefits to the skilled, hardworking

workers on short lines must be a priority.

In Solidarity,
James P. Hoffa
Teamsters General President





SECRETARY-TREASURER'S REPORT



Perry K. Geller, Sr.

Robert Allen, the railroad's chief bargaining agent for national negotiations, continues to seek unfair and unjustified concessions from Rail Labor. Mr. Allen claims that the cost of labor puts the railroad industry at a competitive disadvantage to other modes of transportation. He claims that the industry can not be "competitive" under the current labor cost structure and that the only recourse is for unionized Labor to give additional concessions to assist the carrier's bottom line. The way Mr. Allen characterizes the current state of the industry, I'm expecting him to pass the hat at the next bargaining session and take up a collection for the poor old railroad industry.

Of course, Mr. Allen won't let the real facts about the railroads' excellent economic health get in the way of the carriers' anti-union, anti-worker ideology. Mr. Allen has a job to do. That job is to stick it to Rail Labor, and crying "poor mouth" is part of his game. Well, we aren't buying what Mr. Allen has to sell. BMWED and the Rail Labor Bargaining Coalition have analyzed the current state of the industry and have verified that the railroads are in the best economic shape they have been in years, if not in the entire history of railroads in this country. The outrageous salaries of carrier CEOs, as evidenced in the President's Perspective, show that the railroads are flush with cash.

According to a report compiled for the RLBC entitled "Class I US Railroads: Financial and Operating Update: 2005, the carriers' overall fourth quarter and year end financial results were nothing short of spectacular. Five Class I Carriers, BNSF, CSX, NS, UP and KCS posted a combined average year-over-year increase in quarterly operating revenue of 15%. More impressive was operating income which grew by 43% and net income which rose by a whopping 75% in the period. Total revenues reached more than \$45 billion in 2005 for these five carriers and net profits were \$5 billion. This occurred despite high fuel costs and weather related problems in the West early in 2005 and the hurricanes that struck the Gulf Coast in late summer.

The reality of this industry is that, for the first time ever, all Big Four carriers (BNSF, CSX, NS and UP) made over \$1 billion each in net income last year. More accurately, Rail Labor has made over \$1 billion for each of the Big Four carriers. (Remember - net profit is the money left over after you have paid for everything; salaries, taxes, capital improvements and the obscene salaries of the CEO's.) Without Rail Labor, the rail-

road industry would be nothing but a hulk of rusting steel, and their income would be zero. It is the blood, sweat, and toil of Rail Labor that generates the incredible wealth that the carriers enjoy. Perhaps Mr. Allen was too busy reading "union busting 101" to bother with such trivial economic facts. Maybe he should tune in to what his bosses had to say at a recent Transportation Research Board (TRB) symposium in Washington, DC about the current state of the industry.

At the TRB symposium, Norfolk Southern President Wick Moorman unequivocally stated "It's a real good time to be in the railroad industry." Mr. Moorman also spoke about the long-term prospects for the industry, stating "railroad traffic continues to grow and the railroads are making money." Matt Rose, BNSF CEO also addressed the TRB symposium. Mr. Rose gushed about the current economic state of the industry in general, and the BNSF in particular. Mr. Rose spoke of the increasing productivity of Rail Labor, calling it "remarkable" and bragged of the 65% increase in "throughput," measured in million gross tons over the past 10 years.

Perhaps Mr. Allen and the CEO's who pay his salary should verify these numbers and come to the table with a more realistic attitude. Contrary to what we are being told at the bargaining table, the railroad industry is not in economic crisis like the airline and auto industries. At a time when the airline and auto industries are suffering, the railroad industry is booming and has more freight traffic than it can handle. Railroad industry growth is projected to remain robust for decades to come, with highway congestion, increasing Pacific Rim imports, increasing coal traffic, and an acute shortage of long-haul truckers all playing favorably for the rail industry. As I write this column, the price of crude oil just topped \$75 a barrel and some experts are calling for \$100

crude in the near future. The increase in demand for rail services and the energy efficiency of rail transportation means the table is set for the railroad industry to further increase its market share in the months and years ahead. However, this growth will only be realized if the industry maintains industrial peace with its Labor Unions. Someone should advise the bankers and stock holders that Mr. Allen's tactics at the bargaining table threaten labor peace, productivity, and the future growth of the industry.

During the lean years of the 80's and 90's, the carrier's shortsightedly sold or abandoned virtually all of their excess track capacity. At that time, Rail Labor warned the carriers about the perils of "eating their seed corn," but our advice fell on deaf ears. In an industry constrained only by capacity limitations, the key to increased freight "throughput" is the dedication and skill of

the workforce who make the railroads run. Right now, Rail Labor is being asked to put more volume through the same pipeline and for this, Mr. Allen claims our requests for wage increases are "nuts." Mr. Allen and his handlers should take note of Rail Labor's substantial contributions to the economic success of the industry and come to the bargaining table prepared to share the incredible wealth we have created. Failure to do so will adversely affect the carriers' bottom line, the U.S. economy, and the future growth of the industry.

Rail Labor is willing to be partners in the expanding growth of the industry, however, we are unwilling to be subservient and be treated as second class citizens. There are only two choices for the industry in this round of national negotiations: Labor peace and industry profits; or Labor unrest and industry gridlock. Mr. Allen, the choice is yours.

Important Supplemental Sickness Benefit Information

Aetna has recently announced that it has acquired the disability business of Broadspire, a leading provider of disability and casualty claim management services. Broadspire's disability business operates as a third party administrator offering absence management services, including short-term and long-term disability administration and leave management, to employers. Broadspire has handled the Brotherhood's negotiated supplemental sickness benefits, which will now be administered through Aetna.

Aetna acquired the disability business of Broadspire, which is privately held, for approximately \$160 million and expects to finance

the transaction from available cash. The transaction is subject to customary closing conditions, including federal Hart-Scott-Rodino antitrust regulatory approval. Aetna expects to close the transaction during the second quarter of 2006, and that it will become accretive to earnings within 12 months of the closing.

BMWED members are reminded to file their claims for Supplemental Sickness Benefits within 20 days of the initial day of sickness in order to preserve eligibility for this important BMWED-negotiated benefit. Late filing for Supplemental Sickness Benefits may result in non-payment of otherwise qualified claims.



Proposed Amendments to the BMWED ByLaws

2006 PROPOSAL NO. 1

SUBMITTED BY PENNSYLVANIA FEDERATION

ARTICLE I, SECTION 4, BE AMENDED TO READ:

Sec. 4. The National Division Officers shall be members of a BMWED lodge and shall be ~~nominated and elected at the regular quadrennial Conventions of the National Division by a representative majority vote of the duly accredited delegates elected by secret ballot.~~ **elected by secret ballot of the rank-and-file in a mail-in ballot.** The five (5) Vice Presidents and the five (5) members of the Executive Board shall be from a System Division or Federation in his respective region, and shall be ~~nominated by delegates from his respective region.~~ **Except for the initial election,** National Division Officers shall serve for a term of four (4) years unless removed by death, resignation or for cause, and shall be eligible for re-election. They shall be installed during the session of the National Division Convention in which they are elected, their installation and term of office to be effective commencing September 1 following election except in the case of filling an unexpired term, when such Officer shall take charge of his office immediately upon being elected and he shall serve for the remainder of the term; provided, however, that the term of office of any temporary National Division Officer will expire immediately upon the election and installation of his successor. Any vacancy in such office, temporary or permanent in nature, shall be filled in accordance with the terms of these Bylaws. **The first rank and file election of National Division Officers shall occur in 2007 and shall be by mail ballot rank and file vote of the members in good standing in the following manner:**

- 1. Candidates for office shall mail their declaration for office via certified mail, return receipt requested, into the National Division Secretary-Treasurer between January 1, and January 31 of the year of the election and declare for the office they are seeking. A candidate may only declare his/her candidacy for one National Division office in any election year.**
- 2. In the March issue of the Brotherhood Journal or similar monthly Brotherhood publication that is mailed by the National Division to each member in good standing, the Brotherhood shall print information in a uniform format for each candidate: candidates's picture; position they are seeking; age; current position in**

the Brotherhood; railroad occupation(s); home railroad; lodge and System Division; previous positions(s) held in the Brotherhood; educational background; and other positions held in the Trade Union movement. Candidates shall provide this information via certified mail to the Journal's Associate Editor complying with reasonable time limits established by the Associate Editor.

- 3. The Brotherhood Journal or similar publication shall print statements provided by each candidate in each issue for the months of March, April and May as follows:**

A. 1000 words or less in each of the March, April and May issues of the Journal or similar monthly publication, written by each candidate for National Division President and National Division Secretary-Treasurer.

B. 750 words or less in each of March, April and May issues of the Journal or similar monthly publication, written by each candidate for National Division Vice President.

C. 500 words or less in each of the March, April and May issues of the Journal or similar monthly publication, written by each candidate for Grand Lodge Executive Board.

Candidates shall provide these written positions via certified mail to the Journal's Associate Editor complying with reasonable time limits established by the Associate Editor. Each candidate shall have the right under this provision to provide three different statements for publication, one for each issue of the Journal or similar publication for the months of March, April and May. Each candidate shall be treated equally and with respect to this section.

- 4. The election shall be supervised by an honest ballot counting association such as the American Arbitration Association or other generally recognized honest ballot counting association. The ballot counting association shall be selected by the National Division President and approved by a vote of the National Division Officers.**

- 5. Ballots shall be mailed on June 1,**

2007 and each member eligible to receive a ballot shall be provided with a prepaid return envelope in which to mail their ballots back to the honest ballot counting association. Ballots shall be counted on June 25 at 6:00 p.m. If June 25 is a Saturday, Sunday or national holiday, the ballots shall be counted at 6:00 p.m. on the next regular business day following June 25. The candidate receiving the most votes in each category shall be declared the winner.

- 6. The winners shall be assume office on September 1 of the election year. Winners who are not incumbents shall be compensated as if they were already assuming office for their positions during the interim months of July and August and the departing officer shall cooperate fully with the winner during the interim month of office to insure an orderly transition.**

- 7. The President and Secretary-Treasurer shall be elected at large in the general membership. Other Grand Lodge officers shall be elected by the members in the regions for which they are seeking election.**

- 8. This new procedure will take effect immediately following the close of the 2006 National Division Convention and any language in the Bylaws which are in conflict with this new language will be amended to reflect the meaning and substance of this new language.**

In 2010 and each successive four years election of National Division Officers shall be done by mail ballot rank-and-file vote of the members in good standing in the following manner:

- 1. Candidates for office shall mail their declaration for office via certified mail, return receipt requested, into the Grand Lodge Secretary-Treasurer between January 1, and January 31 of the year of the election and declare for the office they are seeking. A candidate may only declare his/her candidacy for one Grand Lodge office in any election year.**
- 2. In the March issue of the Brotherhood Journal or similar monthly Brotherhood publication that is mailed by the National Division to each member in good standing, the Brotherhood shall print information in a uniform format for each candidate: candidates's picture; position they are**

seeking; age; current position in the Brotherhood; railroad occupations(s); home railroad; lodge and System Division; previous positions(s) held in the Brotherhood; educational background; and other positions held in the Trade Union movement. Candidates shall provide this information via certified mail to the Journal's Association Editor complying with reasonable time limits established by the Associate Editor.

- 3. The Brotherhood Journal or similar publication shall print statements provided by each candidate in each issue for the months of March, April and May as follows:**

A. 1000 words or less in each of the March, April and May issues of the Journal or similar monthly publication, written by each candidate for National Division President and National Division Secretary-Treasurer.

B. 750 words or less in each of March, April and May issues of the Journal or similar monthly publication, written by each candidate for National Division Vice President.

C. 500 words or less in each of the March, April and May issues of the Journal or similar publication, written by each candidate for National Division Executive Board.

Candidates shall provide these written positions via certified mail to the Journal's Associate Editor complying with reasonable time limits established by the Associate Editor. Each candidate shall have the right under this provision to provide three different statements for publication, one for each issue of the Journal or similar publication for the months of March, April and May. Each candidate shall be treated equally with respect to this section.

- 4. The election shall be supervised by an honest ballot counting association such as the American Arbitration Association or other generally recognized honest ballot counting association. The ballot counting association shall be selected by the National President and approved by a vote of the National Division Officers the year prior to the election.**

- 5. Ballots shall be mailed on June 1**

of the election year and each member eligible to receive a ballot shall be provided with a prepaid return envelope in which to mail their ballots back to the honest ballot counting association. Ballots shall be counted on June 25 at 6:00 p.m. If June 25 is a Saturday, Sunday or national holiday the ballots shall be counted at 6:00 p.m. on the next regular business day following June 25. The candidate receiving the most votes in each category shall be declared the winner.

6. The winners shall be install at the National Division convention to assume office on September 1 of the election year. Winners who are not incumbents shall be compensated as if they were already assuming office for their positions during the interim months of July and August and the departing officer shall cooperate fully with the winner during the interim month of office to insure an orderly transition.

7. The President and Secretary-Treasurer shall be elected at large in the general membership. Other National Division Officers shall be elected by the members in the regions for which they are seeking election.

8. This new procedure will take effect immediately following the close of the 2006 National Division Convention and any language in the Bylaws which are in conflict with this new language will be amended to reflect the meaning and substance of this new language.

2006 PROPOSAL NO. 2

SUBMITTED BY PENNSYLVANIA FEDERATION

ARTICLE I, SECTION 4, BE AMENDED TO READ:

Sec. 4. The National Division Officers shall be members of a BMWED lodge and shall be nominated and elected at the regular quadrennial Conventions of the National Division by a representative majority vote of the duly accredited delegates elected by secret ballot. The five (5) Vice Presidents and the five (5) members of the Executive Board shall be from a System Division or Federation in his respective region and shall be nominated and elected by delegates from his respective region. Provided, further, that the National Division President and the National Division Secretary-Treasurer shall be nominated and elected by a representative majority vote of all of the delegates. National Division Officers shall serve for a term of four (4) years unless removed by death, resignation or for cause, and shall be eligible for re-election. They shall be installed during

the session of the National Division Convention in which they are elected, their installation and term of office to be effective commencing September 1 following election except in the case of filling an unexpired term, when such Officer shall take charge of his office immediately upon being elected and he shall serve for the remainder of the term; provided, however, that the term of office of any temporary National Division Officer will expire immediately upon the election and installation of his successor. Any vacancy in such office, temporary or permanent in nature, shall be filled in accordance with the terms of these Bylaws.

2006 PROPOSAL NO. 3

SUBMITTED BY LOCAL LODGES 0266, 1107, 2677, 2703

ARTICLE XV, SECTION 3, PARAGRAPH 6, BE AMENDED TO READ:

Local Lodge dues shall be uniform by System Divisions or Federations subject to the provisions of Section 4 of this Article. All Local Lodge Secretary-Treasurers shall ~~remain exempt from the payment of all dues until December 31, 2006~~ be reimbursed by Grand Lodge for full dues assessment while holding that office. Except that any Local Lodge Secretary-Treasurer who is delinquent for more than ninety (90) calendar days in the execution and filing of Local Lodge reports as required in accordance with Article XVIII, Section 13, will be responsible for the payment of full dues, fees and assessments retroactively for each month, beginning the month such report was due and continuing each month until such written report is finally compiled and received.

2006 PROPOSAL NO. 4

SUBMITTED BY SUBORDINATE LODGE 2402

ARTICLE III, SECTION 8, BE AMENDED TO READ:

Sec. 8. He shall have the power to convene Joint Protective Boards or Grievance Committees and/or Local Lodges when he deems such action advisable and to report to such Board or Grievance Committee and/or Local Lodge any member thereof who failed to perform his duties, or who is guilty of sedition, or committed malfeasance or deliberately distributes false or misleading materials to members in office. He shall have the power to summarily remove from office and suspend any member who, after charges and trial, has been found guilty of sedition or malfeasance or who deliberately distributes false or misleading materials to members in office, subject to appeal to the National Division Appeal Board and further appeal under the applicable provisions of the IBT Constitution.

2006 PROPOSAL NO. 5

SUBMITTED BY NATIONAL DIVISION OFFICERS

ARTICLE I, SECTION 1, ADD 1 NEW PARAGRAPH, BE AMENDED TO READ:

Applications from other labor organizations to merge or affiliate with BMWED must be presented to the National Division Officers for consideration. Authorization of the National Division Officers must be obtained before negotiations with such an applicant and any expenditures connected to a proposed merger or affiliation occur. The National Division shall not merge itself with another labor organization without first obtaining approval of the majority of the ballots returned by the active membership in good standing through a referendum ballot, and approval of the written merger agreement by the IBT General Executive Board pursuant to Article IX, Section 12 of the IBT International Constitution. Such a merger or affiliation may include a provision allowing the other labor organization appropriate proportional representation within BMWED.

2006 PROPOSAL No. 6

SUBMITTED BY NATIONAL DIVISION OFFICERS

ARTICLE I, SECTION 7(b), PARAGRAPH 2, BE AMENDED TO READ:

Each National Division Officer will be entitled to cast one vote, and each General Chairman or his duly-authorized representative, will be entitled to cast the representative vote of the membership of the System Division or Federation he represents, for the membership paid up to the end of the previous quarter, as shown by the National Division record as of the date the vacancy occurred. If a General Chairman is unable to attend the election meeting, he must notify the National Division President in writing prior to the election as to the name of the duly authorized representative he has chosen to cast the representative vote of the membership of the system division or federation involved.

2006 PROPOSAL No. 7

SUBMITTED BY NATIONAL DIVISION OFFICERS

ARTICLE XV, ADD NEW SECTION 8, BE AMENDED TO READ:

Sec. 8. Except as otherwise provided herein, refunds of monthly dues, fees and assessments will only be allowed for the months following the month the National Division Secretary-Treasurer

receives a refund request and a valid revocation of the Dues Deduction Agreement wage assignment authorization. Retired members will be allowed refunds of monthly dues, fees and assessments for the months subsequent to their month of retirement if a refund request is received within sixty (60) calendar days of their last month of employment relationship.

2006 PROPOSAL No. 8

SUBMITTED BY NATIONAL DIVISION OFFICERS

ARTICLE XIX, SECTION 8, ADD NEW PARAGRAPH 5, BE AMENDED TO READ:

Each system division/federation is required to have sufficient funds available to the National Division to enable the National Division to timely pay from such funds specified bills and payroll in behalf of the system division/federation regardless of delays in receipt and processing of current monthly dues. Absent sufficient funds, payment of the system division/federation bills and payroll will not be made by the National Division. A system division/federation may provide the National Division with written pre-authorization to withdraw funds from the system division/federation funds that are maintained by the National Division for the sole purpose of eliminating shortfalls that may occur in the future. The system division/federation will be immediately advised in writing of such withdrawals.

2006 PROPOSAL No. 9

SUBMITTED BY NATIONAL DIVISION OFFICERS

ARTICLE XIX, SECTION 9, PARAGRAPH 2, BE AMENDED TO READ:

The duly authorized committee of the Joint Protective Board, acting in accordance with the System Division or Federation Constitution and/or Bylaws, shall have the power, with the approval of the National Division President or his designated representative, to enter into agreements with company officials with respect to wages and terms of employment of the men they represent. Said rules and agreements, when properly signed by the officials of the company or companies, and Joint Protective Board, and approved by the National Division President or his designated representative, shall be binding upon all members employed on the company or companies. As it relates to collective bargaining following a moratorium on issues involving wages, rules and benefits, Joint Protective Boards
See Amendments on Page 11

Candidates Announce For National Division Office

Freddie N. Simpson

Dear Brothers and Sisters:

I am honored to announce my candidacy for President of the BMWED/IBT.

At our 2002 Brotherhood of Maintenance of Way Employes Convention, the delegates assembled honored me by showing confidence in my abilities to become Secretary Treasurer of this great Union. I am honored and humbled to have been granted that trust. That same honor was bestowed upon me when past President Mac Fleming retired and I was elected to fill the position of President for the remaining term of office.

I have been a proud member of this Brotherhood since April 3, 1974. I have served as local chairman, system federation joint protective board member, Vice Chairman, System Federation Secretary Treasurer, General Chairman, Grand Lodge Secretary Treasurer, Grand Lodge President and now National Division President.

Since our 2002 Convention we have taken positive steps to point this Brotherhood in the right direction to insure the members will be represented by a strong Union well into the future. Along with Secretary Treasurer Geller and the remaining National Division officers we have collectively guided this Union on the path to the merger with the International Brotherhood of Teamsters, formed a bond with other rail unions by way of the Rail Labor Bargaining Coalition, and have made adjustments to insure the National Division operates within its budget and income.

I thank all members and officers for their continued support and I humbly request the support and vote of every member to continue the job of President BMWED/IBT.

Perry K. Geller, Sr.

Dear Brothers and Sisters:

It has been four years since I ran for the Northeast Executive Board. At that time I never imagined I would be asking for your support now as the incumbent Secretary-Treasurer. I pledged four years ago that if given the opportunity, I would make every effort to advance the BMWED in a positive direction. The delegates attending the 2002 Convention decided it was time for change, and change we have. The rank and file members made historic decisions at that Convention. The National Division Officers, with President Simpson leading the way, took the bull by the horns.



Since then, the new leadership has never looked back.

President Simpson and I have been fortunate to be surrounded by dedicated and talented officers and staff. The National Division has been placed on solid financial footing, something not seen for many years. Membership numbers over the past two years have increased for the first time in decades. I am excited we have joined with the Teamsters, one of the most powerful transportation unions on the planet. Each day we strive at bringing the BMWED closer to the other rail unions, aiming to assemble the strongest possible rail coalition for the generations to follow. With your continued support, we can maximize the benefits of our merger.

I respectfully request your vote and support. By electing those who fought long and hard to make the merger a reality, you can help us make the most of it. Thank you.

Jed Dodd

I am deeply concerned about the future of our union and the union movement. In the last 30 years, we have seen 20 million good union jobs in America destroyed, and our own union membership shrink by over two-thirds.



We can not survive much more. We need to move in a different direction. Here's how: **Right to Strike.** Management doesn't respect us at the bargaining table because it assumes we cannot

mount an effective strike. We must assert a credible strike threat despite the threats of injunctions and government intervention. We should never go on strike lightly or without a membership vote, but we need the courage to strike if necessary - *and we can win.*

Direct Action. We need to engage management by picketing shareholder meetings, rallies, and leafleting politicians and customers.

Health Care. We are the only industrial country in the world that does not provide basic health care for all citizens. The trade union movement will grow again if the Unions lead the fight for universal health coverage.

Membership Rights. Our Union is stronger if the members directly elect all officers and have a direct voice in the decisions that affect their future.

I have 29 years seniority in the track department. Since 1983, I have served as General Chairman of the Pennsylvania Federation, directly elected by the members. I've served on boards of arbitration and Amtrak and Conrail bargaining committees. I've argued before Presidential Emergency Boards. I have the experience to move our union forward.

Richard Spears

Dear Brothers and Sisters:

My name is Richard Spears. I am a candidate for reelection as Vice President for the Southwest Region.



I started on the Frisco Railroad (BNSF) in May 1966 as a trackman, established seniority as machine operator in 1966, and as foreman in 1967.

November 1971, I was elected as Assistant General Chairman, Frisco Federation. In May 1973 was appointed Vice General Chairman-Secretary-Treasurer, elected in November 1975. I was elected General Chairman in 1979 and held that position until elected Vice President February 2001, and reelected in 2002.

Since 1972, I have been a member of the Southwest Region Association, serving as Secretary-Treasurer, Vice Chairman, and Chairman. Also served as Grand Lodge Executive Board Member (Southwest Region) from 1986 until elected as Vice President in 2001.

During the 35 years, I have been an elected Brotherhood officer I have been involved in all kinds of negotiations including working agreements, national agreements, individual railroad agreements, mergers, and claims handling. Attended hundreds of lodge meetings and represented hundreds of members in investigations.

Since elected as Vice President, I have assisted the General Chairmen and officers of the Southwest Region and other region officers in grievance handling, new contracts, agreements, and more.

I take my job very seriously and I will continue doing everything I can to represent all members of the Brotherhood.

I appreciate your trust and allowing me to serve as your Vice President and again ask for your support as I seek reelection. In friendship and solidarity.

David D. Tanner

Dear Brothers and Sisters:

My name is David D. Tanner and the purpose of this letter is to announce that I am applying for the office of Western Region Vice President to be elected by the Delegates to the National Division Convention of the BMWED.



Our success in this great organization is dependant upon the leadership we select and the direction given to them by the convention. Our leaders must intently listen to the membership and be willing and able to defend that membership against those who seek

to take away our rights and benefits.

I entered railroad service in 1971 as a Sectionman and in addition worked as a Machine Operator, Extra Gang Foreman, Section Foreman and Track Inspector. I have served this Organization as Local Chairman, System Division Executive Board Member, Assistant Chairman-Secretary Treasurer, Vice Chairman, General Chairman, Western Region Chairman and National Division Executive Board Member. In Addition, I was a member of the Merger Committee that helped to bring to pass our merger with the IBT.

Our System, with the assistance of the National Division, successfully organized and obtained a first contract for the employees at VAE Nortrak Cheyenne. In so doing we guaranteed better working conditions, benefits, and provided substantial pay raises to those employees outside of the Railway Labor Act.

I am willing and able to use my experience to serve every member of this Organization. I thank you in advance for your support as I seek the position of Western Region Vice President.

Henry W. Wise, Jr.

I am announcing my candidacy for reelection as Vice President from the Northeast Region-BMWED/IBT. The election will be held at the National Division Convention in June 2006, and I humbly ask for your support and the privilege to continue to serve you, the membership, as Vice President.



There are many significant issues facing our membership in the months and years ahead. As your Vice President, I have always faced challenges and made decisions based upon the welfare of the entire membership and the union as a whole. Your lives and livelihoods are under attack by a regressive, anti-union rail industry and their political supporters. It is my sincere belief that a unified and mobilized membership, combined with my experience and commitment as Vice President, will ultimately prevail in defeating those who seek to destroy what you and your union have worked so hard to achieve.

I believe that to properly represent the membership, a vice president must serve the interests of the entire membership. My record clearly demonstrates that I am an independent thinker and will not be influenced by anyone or anything other than the collective will and welfare of our membership. You can be assured that I will stand by my convictions and continue to represent your interests as Vice President.



I deeply appreciate your past support and humbly ask you to support my bid for reelection. You have my word that I will continue to serve the membership to the very best of my ability.

Thank you.

Leon Fenhaus

I want to thank the members for the opportunity to serve you and the BMWED as your Vice President Northwest Region.

This term has been a watershed period. We experienced an interim election for President and Secretary-Treasurer, the BMWED merger with the International Brotherhood of Teamsters, the departure of the Canadian membership, and the establishment of the Rail Labor Bargaining Coalition and the improved financial stability of the BMWED. The National Division Officers and Staff have critically analyzed all matters and demonstrated a cooperative ability to make decisions. I feel fortunate to be one the Members entrusted with the responsibility to make these decisions.

I am grateful for the 19 years of experience as system officer at the time of my election. I have been called upon to assist National Division Officers and Staff and System Officers with a variety of subjects. Examples include establishing a new system, negotiating a first contract, facilitating the merger of two systems, negotiating a voluntary implementing agreement combining three properties, assisting six systems with local Section 6 bargaining, negotiating numerous work rule and local special agreements, National Bargaining and the Cooperating Railway Labor Organizations Health and Welfare Committee. Working with these dedicated and knowledgeable individuals has broadened my ability to serve the Brotherhood.

The current National Division Officers and Staff have demonstrated willingness, cooperation and optimism to move the BMWED into the future. I want to continue to be a part of this movement and request your support for a second term.

Paul R. Beard

Dear Brothers and Sisters:

I, Paul R. Beard, am entering my name for consideration for the position of National Division Executive Board Member from the Northeast Region. I have served the Brotherhood as an Executive Board Member since Brother Perry Geller vacated the position to serve as Secretary and Treasurer of our Brotherhood. During the time that it has been my privilege to



serve as an Executive Board Member I have strived to make decisions based on what is in the best interest of all members of this organization, and will, if reelected, continue to ensure fair and equal treatment to all members.

I have previously served the Brotherhood as Local Chairman of Local Lodge 1362, Executive Board Member, Vice Chairman Secretary and Treasurer of the Nickel Plate-Wheeling and Lake Erie Federation and I am currently honored to hold the position of General Chairman of my Federation. I have also served as a member on various National Division Committees including the Merger Committee which ultimately achieved the merging of our Brotherhood with the International Brotherhood of Teamsters.

I would certainly appreciate your support of my candidacy for Executive Board Member and if elected will continue to serve each of you to the utmost of my ability. I wish to thank you in advance for your continuing support.

In Solidarity,
Paul R. Beard

Dave Joynt

Dear Brothers and Sisters:

My name is Dave Joynt and I am a candidate for the Executive Board Member from the Northwest Region. I have had the privilege to serve in this capacity for the last four years and to be part of a group of officers that has turned around the finances of the BMWED and once again have this Organization headed in the right direction. This change has been obtained through strict scrutiny on spending and by the elimination of all unnecessary expenditures. Most importantly this financial recovery has been accomplished without cutting services provided to the membership, the System Divisions/Federations, and the Locals.

I joined the BMWED in 1974 when I began working for the Burlington Northern Railroad where I worked as a laborer, machine operator, assistant foreman, foreman, and track inspector. I have been a full-time elected union officer since 1986 when I was elected to the position of Vice General Chairman of the Burlington System Division (BSD). I served in that capacity until I was elected to the position of General Chairman of the BSD in 1994, a position I continue to hold today.

We have made great strides over the last four years but we still have unfinished goals. I thank you for the honor of serving this Brotherhood for the last four years and hopefully the delegates will give me the opportunity to serve a second term on the Executive Board and allow me to continue to work to improve the BMWED.



Gary Cox

Dear Brothers and Sisters:

This letter is to announce my intention to seek reelection for the position of National Division Executive Board from the Southeast Region.



Since being employed by the Southern Railway Company on February 9, 1981 and joining our Brotherhood, I have served in many offices, including Secretary-Treasurer and Local Chairman of Lodge 585; appointed to the full-time position of Assistant Chairman Secretary-Treasurer by the Southern System Division Executive Board on June 1, 1989; and elected General Chairman of the Southern System Division in 1991, the position I presently hold.

The experience and knowledge I have gained over my career has prepared me to continue my work as an Executive Board Member from the Southeast Region.

My goals are to continue working with all National Division Officers to insure leadership and direction of this great Brotherhood to benefit the members of all Regions. The needs and expectations of our members should and will come first if I am reelected. I recognize my decisions affect the entire membership of the Brotherhood and I always keep this in mind when I make decisions on behalf of the members.

I look forward to meeting each of you at the convention. You can contact me at my home (205-849-8743) to discuss your ideas or views. It has been a privilege to represent you for the last four years and I ask for your support to continue serving as Executive Board Member from the Southeast Region for the next four year term.

J.R. (Randy) Cook

I am J.R. (Randy) Cook and It has been my privilege to serve as your Vice President from the SE for these last four years, and I humbly ask for



your support for reelection. I am proud of my association with the current officers of the BMWED, they are an honorable group of hard working, intelligent union activists.

I began my railroad carrier in 1971 on the C&O Ry. and hold seniority as a trackman, assistant foreman, foreman and assistant track inspector. I have served as a local chairman, local secretary-treasurer, Vice Chairman, General Chairman and Vice President.

I have served as the Brotherhood member on Public Law Boards participating in arbitrations, negotiated contracts, and participated the mediation process when federal mediators are brought in when bargaining appears to be at an impasse. I have participated in National Negotiations and have presented information to the Presidential Emergency Board.

I serve on the International Brotherhood of Teamsters Rail Division Advisory Committee.

Our members enjoy hunting and/or fishing, so I have started a web site to enable our membership to take advantage of the great diversity of locations where we all live. BMWESPORTSMANSCLUB.COM is a location where you can list a hunt or fishing trip to swap, such as a 3 day whitetail hunt in Michigan for a 3 day muledeer hunt in Wyoming. This web site can be accessed from the BMWED Web site. I have paid for this web site, with no cost to you. Enjoy it.

Appreciating Our Diversity

General Chairman Sanchez is Committed to Raising Member Awareness through Local Lodge Involvement

As the recently-appointed BMWED Commissioner of the IBT Human Rights Commission (HRC), Southern Pacific Atlantic Federation General Chairman Roger Sanchez is actively recruiting BMWED members who are willing to join the HRC's efforts to tear down the diversity barriers that divide and weaken our great Union.



Brother Sanchez recently mailed information packets to all Local Lodge leadership in which he introduced the HRC and outlined the BMWED's role in it. "The

(HRC) is an educational tool that actively works with all members, crossing barriers of division; increasing opportunities for participation; fighting the discrimination that weakens our Union, and uniting our great Union members. To accomplish their goal they have asked IBT Locals across the United States and Canada to appoint Human Rights Commission Representatives to assist and network with the Commission," he wrote.

To aid BMWED members in understanding the role and mission of the HRC, we have reproduced below the final "Resolve" of the IBT Human Rights Resolution, adopted January

See **Diversity** on Page 10



ROLL OF HONOR

60 year MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Anthony Andreola	CRSF	0305	1946
Ben Antoniewicz	C&NW	0425	1946
Luverne W. Kach	CMSTPP	0036	1945

50 year MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Domingo J. Aleman	AT&SF	2419	1956
Walter S. Caraway	AT&SF	2417	1955
Willie Cruz	AT&SF	2418	1955
Lyle R. Moon	AT&SF	2404	1955
Estanislado Perez	AT&SF	2419	1955
Aurelio Ramirez	AT&SF	2419	1956
Angel Silva	AT&SF	2404	1956

30 year MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
J. L. Avila	AT&SF	2401	1975
Joe A. Baragry	AT&SF	2418	1976
M. R. Blackmore	AT&SF	2404	1975
Mark W. Bokros	PENN	3061	1975
John O. Bottoms	AT&SF	2401	1976
Jory P. Brender	BURNOR	1426	1975
Don F. Bryant	AT&SF	2405	1975
Richard C. Burgoon	AT&SF	2404	1975
Eugene J. Charley	AT&SF	2400	1975
R. L. Chavez	AT&SF	2414	1975
Gary G. Choat	AT&SF	2414	1975
Leonard W. Clark	AT&SF	2417	1976
Jeffrey J. Craig	AT&SF	2403	1976
C. I. Crain	AT&SF	2411	1975
William W. Crim	AT&SF	2411	1975
Stanley F. David	AT&SF	2417	1975
Warren J. Dismang	AT&SF	2409	1975
M. Ellis	AT&SF	2421	1976
Tim A. Elmore	AT&SF	2404	1975
Daryl E. Erickson	C&NW	0437	1976
Manuel G. Fernandez	AT&SF	2419	1975
Ellis Gandy	PENN	3061	1971
Mark Garcia	AT&SF	2419	1975
John B. Garrard	AT&SF	2405	1975
Chano P. Garza	AT&SF	2409	1975
Benjamin L. Gavina	AT&SF	2401	1975
Lonnie M. Geary	AT&SF	2418	1975
Thomas L. Gilt	CRSF	1900	1976
Leo R. Gonzales	AT&SF	2417	1975
Kenneth P. Greene II	AT&SF	2408	1976
J. M. Guzman	AT&SF	2418	1975
John E. Hains	PENN	3061	1975
William E. Hall Jr	AT&SF	2412	1975
Scott W. Hobbs	AT&SF	2401	1976
B. L. Holdaway	AT&SF	2407	1975
R. D. Holland	AT&SF	2410	1975
Phillip C. Immel	PENN	3061	1976
Teddy C. Johnson	AT&SF	2409	1976
Bud E. Joseph	PENN	3061	1974
Charles T. Julian	PENN	3061	1975
Jim Key	AT&SF	2410	1975
James C. Langley	PENN	3061	1975
W. Lavan Jr	AT&SF	2410	1975
R. V. Lisewski	AT&SF	2405	1975

E. W. Martin	AT&SF	2409	1975
Roy E. Marvin	PENN	3061	1976
Stanley A. Mc Dade	PENN	3061	1974
Ronald K. Mead	AT&SF	2405	1975
Michael Milburn	AT&SF	2404	1975
Glen T. Miller	AT&SF	2412	1975
John A. Mohr	PENN	3061	1975
Agustine T. Morales	AT&SF	2418	1975
M. M. Moreno	AT&SF	2407	1975
V. Nelson	AT&SF	2417	1975
A. T. Nez	AT&SF	2417	1975
D. S. O Dell	AT&SF	2405	1976
Louie Ojeda	AT&SF	2414	1975
Simon Puente	AT&SF	2419	1976
Michael D. Ralston	AT&SF	2402	1974
Homero S. Robles	AT&SF	2412	1975
Terry D. Rodriguez	AT&SF	2418	1975
J. R. Rodriguez	AT&SF	2418	1975
Amaro A. Ruiz	AT&SF	2418	1975
J. M. Salazar	AT&SF	2409	1975
Joe L. Sanford	AT&SF	2413	1976
Tommie Scott	AT&SF	2417	1975
Jerry L. Selby	AT&SF	2402	1975
John D. Serio	PENN	3061	1975
Michael L. Slocum	AT&SF	2401	1975
Warren A. Smith	PENN	3061	1975
P. R. Starkey	AT&SF	2405	1976
Francis E. Stephens	PENN	3061	1970
K. L. Stephenson	AT&SF	2402	1975
Bill A. Stull	AT&SF	2406	1975
Luster Taylor Jr	AT&SF	2409	1976
Paul A. Vaughn	AT&SF	2415	1975
A. J. Venturi	AT&SF	2414	1975
Michael J. Villa	AT&SF	2401	1975
Martin J. Walker	AT&SF	2407	1976
Richard L. Wallace III	PENN	3061	1972
Leland E. Walter	AT&SF	2404	1975
C. B. Washington	AT&SF	2411	1975
R. J. Watson	AT&SF	2410	1975
Wyatt Watson III	PENN	3061	1974
James B. Wright	PENN	3061	1975
Herbert I. Yazzie	AT&SF	2417	1975
Herman Yazzie	AT&SF	2417	1975
Sam Yazzie	AT&SF	2417	1975
A. Z. Zavala	AT&SF	2401	1975

20 year MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Miquel Aragon	AT&SF	2414	1985
James C. Fuget	AT&SF	2401	1985
Johnny Garcez	AT&SF	2419	1985
J. Lopez	AT&SF	2419	1986
Charles J. Meitl	AT&SF	2407	1985
John R. Payne	PENN	3061	1983
E. Rocha	AT&SF	2419	1986
Phillip P. Rumsey	AT&SF	2410	1985
K. M. Self	AT&SF	2419	1986
Kevin V. Self	AT&SF	2419	1986
Karl V. Vigil	AT&SF	2413	1985

10 year MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Mitchell L. Adams	AT&SF	2402	1995
R. O. Armendariz	AT&SF	2413	1995
Samuel D. Bailey Jr	AT&SF	2404	1995
Erick T. Baird	AT&SF	2417	1995
Arthur V. Balderas	AT&SF	2419	1995
Roy T. Begay	AT&SF	2400	1996
Lawrence Ben	AT&SF	2400	1995
Ronald Benally	AT&SF	2400	1995
Fredric W. Bigman	AT&SF	2400	1995
David E. Bowles	AT&SF	2404	1995
John K. Burch	AT&SF	2402	1995
Gary W. Case	AT&SF	2404	1995
Steve L. Cordova	AT&SF	2417	1995
W. E. Darlington	AT&SF	2413	1996
Daniel De Leon	AT&SF	2419	1995
Michael J. Delance	AT&SF	2417	1995
Melvin Denny	AT&SF	2400	1995
Steven L. Dingman	AT&SF	2418	1995
Robert J. Dowell	AT&SF	2418	1996
Edgar M. Fernandez	AT&SF	2418	1995
Shawn P. Fisher	AT&SF	2419	1996
Ernest Gaytan	AT&SF	2412	1995
Daniel Gayton	AT&SF	2412	1995

Stanley George	AT&SF	2400	1995
Santiago E. Gonzales	AT&SF	2419	1995
William Gonzales Jr	AT&SF	2417	1996
Charles Graham	AT&SF	2413	1995
Scott A. Hardisty	AT&SF	2401	1995
Evender Harper	AT&SF	2413	1995
Jeffery R. Hay	AT&SF	2418	1995
Phillip E. Heusler	AT&SF	2419	1995
Leo Hoskie	AT&SF	2400	1995
Larry Hosteen	AT&SF	2400	1995
Jim J. Johnson	AT&SF	2411	1995
Edison Jones	AT&SF	2400	1995
Ervin D. Kiker	AT&SF	2405	1995
Jeff D. Kile	AT&SF	2413	1995
Jessin D. Kruckenberg	AT&SF	2413	1995
Donavan Lee	AT&SF	2400	1995
R. F. Lemons	AT&SF	2413	1995
Michael R. Lopez	AT&SF	2401	1995
Gregory J. Mack	AT&SF	2417	1995
Tony Mailboy Jr	AT&SF	2400	1995
Chris D. Marcum	AT&SF	2418	1995
Ramon Marrufo	AT&SF	2419	1995
Audon R. Martinez	AT&SF	2419	1996
Troy A. Maynard	AT&SF	2401	1995
Jesus M. Mejia	AT&SF	2419	1995
George P. Mitchell	AT&SF	2401	1995
Jeremy A. Molloy	AT&SF	2402	1995
Jason C. Nagel	AT&SF	2419	1995
A. W. Nelson	AT&SF	2419	1995

Nazario G. Noriega	AT&SF	2417	1996
Dean H. Pachur	BURNOR	1426	1995
Miguel Palomino Jr	AT&SF	2419	1996
Brett A. Platt	AT&SF	2404	1995
Jeffrey L. Quanstrom	AT&SF	2418	1995
Phil M. Quintana	AT&SF	2414	1995
A. J. Robello	AT&SF	2418	1995
Raymond Robinson	AT&SF	2400	1995
Therry Rucker III	AT&SF	2413	1995
Carlos H. Saldivar	AT&SF	2413	1995
Barry L. Sanders	AT&SF	2402	1995
Rick M. Sandoval	AT&SF	2413	1995
Jeffrey L. Sanford	AT&SF	2419	1995
Raymond M. Santellan	AT&SF	2419	1996
Lance T. Self	AT&SF	2419	1996
Jeffrey J. Shorter	AT&SF	2417	1995
Curtis D. Shupe	AT&SF	2404	1995
Richard T. Southerland	AT&SF	2419	1995
Clifton E. Tennial	AT&SF	2404	1995
Vernon D. Van Ausdall	AT&SF	2404	1995
Arturo D. Ventura	AT&SF	2419	1996
David L. Warstler	AT&SF	2404	1995
Gerald Washington	AT&SF	2400	1995
Donald J. Whalen II	AT&SF	2417	1995
Mitchell E. Whaley	AT&SF	2418	1995
J. D. Wilson	AT&SF	2413	1995
Ronald D. Wilson	UN PAC	0799	1995
Douglas B. Wooldridge	AT&SF	2418	1995

PERSPECTIVE Continued from Page 4

vides a premium to the wages and benefits received by workers subject to collective bargaining agreements. The problem, from an economic and political standpoint, is that there are too few union members to extend this premium to a majority of working people in this country either through collective bargaining or political action. As Rail Conference Executive Director John Murphy aptly notes, in 2004 organized labor's get out the vote campaign was better than any other Presidential election, our problem was an overall lack of labor voters to make a difference in key states, particularly Ohio.

We must create a better economic system for working people though organized, cooperative collective bargaining and organizing campaigns. We are moving forward on two fronts to achieve this goal.

First, the BMWED is part of the Rail Labor Bargaining Coalition, the first multi-union bargaining coalition in Rail Labor since before deregulation in 1980. Since 1973, wages in the rail industry have not kept pace with inflation. One of the major reasons for this has been the fragmented bargaining structures we in Rail Labor have permitted to occur that allow the railroads to whipsaw one union against another. The creation of the RLBC and recent BLET/UTU efforts at bargaining cooperation are attempts to put an end to this economic decline for working people in the rail industry.

Second, the BMWED and IBT joined the Change to Win Coalition. Change to Win is focused on organizing the millions of unorganized workers in this country to extend the union "premium" to their wages and increase our political muscle to elect lawmakers that will represent the interests of the real majority in this country, the men and women who work for hourly wages. To that end, the BMWED recently organized

another location of Nortrak, a rail panel manufacturer, and organized the South Kansas and Oklahoma Railroad, a short-line railroad. I know we will have more organizing victories in the future and we can spread the union wage and benefit premium to places like Pittsburgh, Kansas and Stillwater, Oklahoma. That, Brothers and Sisters, is the true "rising tide that lifts all boats."

Diversity

Continued from Page 9

1, 2001:

Therefore be it resolved, The International Brotherhood of Teamsters Human Rights Commission solemnly affirms this Resolution in Support of Human Rights as a common standard for Teamster affiliates and all Sisters and Brothers to unite in the education about human rights issues, the support of equal protection under the law, the fight to improve worker standards, the promotion of community service, and the struggle to end workplace violence. We further commit to return to our individual communities and Local Unions and put into practice these principles.

While Commissioner Sanchez's letter and information/application packet was primarily intended to solicit the appointment of a HRC representative from each Local Lodge, it is essential that each Local Lodge also have a group of dedicated members (committee) who are willing to come together a couple of times a year to discuss human rights issues that they may be facing and work with HRC representatives to find ways to best address them.

It is with this goal in mind—the development of "Grass Roots Human Rights Committees" from each Local Lodge—that we share this important information with you. If you feel that this is something you'd like to become

See **Diversity** on Page 11

Amendments

Continued from Page 7

shall not begin negotiations with company officials until the schedule to be presented has been approved by the National Division President or his designated representative, and a fund collected to defray the expenses incurred by the Board during the pendency of negotiations. **Such preparatory arrangements are not mandatory for other negotiations. In either case, the negotiations may not involve changes to wages, rules and benefits that are below Brotherhood standards monitored by the National Division Officers. If negotiations result in a tentative Agreement with the company or companies, the General Chairman or General Chairmen involved will be authorized to initial it pending full compliance of approval processes under the Brotherhood's Bylaws and the approval of the National Division President or his designated representative.**

2006 PROPOSAL No. 10

SUBMITTED BY CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC SYSTEM FEDERATION

ARTICLE XVIII, SECTION 2(a), PARAGRAPH 2, BE AMENDED TO READ:

All minute books, record books and charters furnished to Local Lodges by the National Division Secretary-Treasurer or IBT shall remain the property of the National Division or IBT and be returned to it should the Local Lodge be dissolved as hereinbefore provided, and in such event the funds and properties of said Local Lodge shall be forwarded to the National Division Secretary-Treasurer and revert to the ~~General Fund of the National Division System Federation~~ **having jurisdiction over the dissolved Local Lodge**; provided, however, that in the event of consolidation of two or more Local Lodges, the funds and properties of all such Local Lodges which consolidate shall revert to the Local Lodge in which they are consolidated.

Diversity

Continued from Page 10

involved in or would like to know more about, please contact your Local Lodge leadership, BMWED HRC Commissioner Roger Sanchez at (281) 931-4443, or visit the Teamsters/HRC website at www.teamsters.org/resources/members/hrc/hrc.htm for more information.

Whether you're an active or retired BMWED member, please consider getting involved today. DIVERSITY MATTERS!

Election Supervisor's Report to BMWED Members

Delegate Elections Update: – A total of 155 IBT locals, including 9 BMWED System Federations, had contested elections by the April 30, 2006 end date for delegate elections; delegates and alternates from other General Committees, BMWED System Federations, and IBT and GCC locals were nominated without opposition. Get the list of certified delegates at www.ibtvote.org.

This example shows the links to the list of certified delegates elected from BMWED System Federations. There are separate links to the certified delegate lists for IBT locals, GCC locals, and BLET GCAs.

As delegate election results are certified, the name and SF affiliation of each elected delegate will be posted to the list of Certified Convention delegates and alternate delegates. Each certified delegate and alternate will receive a confirming letter from the Election Supervisor.

SF	Type	Rank	First Name	Last Name	Suffix	Date Certified
47827	Delegate	1	Mark A.	Ward		11-Mar-06
	Delegate	2	Greg D.	Ward		11-Mar-06
	Alt. Delegate	1	Greg	Ward		11-Mar-06

Any member may contact a delegate or alternate delegate to the IBT Convention. A member needing contact information for a delegate may ask the delegate's SF, or may obtain that information from the Election Supervisor's office.

Delegate Convention Expenses: – Delegates attending the IBT Convention are on official union business, and each System Federation is responsible for paying the travel, lodging, lost wages and per diem expenses for its delegates (and for alternates, if the System Federation's election plan provided for that). An Advisory Regarding Payment of Expenses for Convention Delegates and Alternate Delegates explaining this responsibility was mailed to each System Federation and to each elected delegate and alternate. You can get this Advisory at www.ibtvote.org.

Know the Procedures for Nominating IBT International Union Officers: – The Election Supervisor has issued the Supplemental Rules that state the schedule and procedures for nominations of candidates for IBT International Union Office at the 2006 IBT Convention, which will take place in Las Vegas, Nevada on June 26-30, 2006. Get a copy of the Supplemental Rules at www.ibtvote.org. To be nominated as a candidate for IBT international office, a candidate must receive 5% of the votes cast in the secret ballot nomination vote at the Convention. In November 2006, all eligible Teamsters will receive ballots by mail to vote for nominated IBT international officer candidates.

Election Protests: – IBT members, including BMWED members, have filed more than 260 protests raising issues including candidate eligibility, bulletin board access, use of union resources, and fundraising.

The decisions on specific protests are examples of how the 2006 Rules apply to the very real world of election activity. Want to know how the 2006 Rules cover particular campaign activity? Search for protest decisions and read them at www.ibtvote.org.

Candidate Forum in August: – The 2006 Rules require the nominated candidates for IBT General President (or, if they choose, their General Secretary Treasurer running mates) to participate in a forum where they will have an opportunity to address issues affecting the IBT and its members. The debate will be recorded and the recording will be made available for distribution to members. Check www.ibtvote.org after the Convention for details about the date, time and location of the candidate forum.

Do You Want Your Own Copy of the 2006 Rules? – Contact the Election Supervisor's Office in Washington, D.C. and request your copy of the 2006 Rules. Rules booklets are available in English, Spanish and French. Call toll-free 888-IBT-2006 (888-429-2006) or send your request by email to ElectionSupervisor@IBTVote.org

Richard W. Mark
Election Supervisor
Office of the Election Supervisor for the International Brotherhood of Teamsters
1725 K Street, N. W., Washington, DC 20006
888-IBT-2006 (Toll Free)
202-429-0030 (Facsimile)
www.ibtvote.org

BMWED Legislative Issues – 109th Congress

Amtrak FY 2007 Appropriations

During a Senate Appropriations Subcommittee on Transportation hearing on March 16, Amtrak Chairman David Laney presented Amtrak's fiscal 2007 budget request of \$1.598 billion. The Bush Administration has proposed giving the railroad \$900 million. Laney said the railroad will scrutinize all of its long-distance routes this year for efficiency and could scrap, reconfigure or add lines as it tries to prove to Congress and the Bush administration that the rail system is reforming itself. Laney also told reporters that Amtrak's board of directors is about two months away from hiring a new president. Amtrak has been without a president since the board fired David Gunn last November.

On March 17 the Senate passed their fiscal 2007 budget resolution, S Con Res 83, by a vote of 51-49. Sen. Rick Santorum (R-PA) voted for the budget resolution even though the Senate had rejected, 39-59, his amendment urging that another \$550 million be provided for Amtrak.

Rail Security/Safety

On March 9, two days from the second anniversary of the attacks in Madrid, and less than one year from the London bombings, Democratic Senators Joe Biden (DE), Chuck Schumer (NY), Tom Carper (DE), Hillary Clinton (NY) and Bob Menendez (NJ) held a press conference criticizing the Bush Administration's failure to improve the nation's rail security in the face of terrorist threats. "For every seven dollars we spend on an airline passenger we spend just over a penny for a mass transit or rail passenger, and this leaves our transit system woefully underfunded and underprotected" Sen. Schumer said.

Sen. Biden said he would introduce

legislation to create a national police force to protect Amtrak. It would dedicate \$82 million a year for a 1,000 member "federal marshal" force for Amtrak, which currently uses 288 officers for its nationwide system. Biden said railroads have received virtually no new security since the Sept. 11, 2001 attacks and that the half-billion dollars spent on rail security since then was not enough.

RRIF Program

On March 15 the House T&I Railroads Subcommittee held an oversight hearing on the Railroad Rehabilitation and Improvement Financing (RRIF) program that was created under the 1998 TEA-21 legislation and recently expanded under SAFETEA-LU, the multi-year surface transportation bill that passed Congress last summer. The RRIF program created a permanent, revolving authorization for \$3.5 billion in direct and guaranteed loans for virtually any form of rail or rail-intermodal equipment or infrastructure. Loans were authorized for freight rail-port connections, commuter and passenger rail facilities, and rail-truck transloading facilities. The authorization for the RRIF program expanded from the original authorization of \$3.5 billion to \$35 billion under SAFETEA-LU. It also removed the impediments DOT had placed in the way of normal processing of RRIF applications for direct and guaranteed loans for rail infrastructure.

Controversy has plagued this program since its inception, mostly due to administrative obstruction. Only a fraction of the revolving authorization was tapped from 1998 through 2005. President Bush has proposed abolishing the program in his 2007 budget, and Joseph H. Boardman, Administrator of the Federal Railroad

Administration, supported the administration policy at the hearing.

National Transportation Safety Board

The House Transportation and Infrastructure Committee marked up and approved HR 5076 on April 5. The bill authorizes for the National Trans-

portation Safety Board \$81.6 million for fiscal 2007, \$100 million for fiscal 2008 and \$104.8 million for fiscal 2009.

The NTSB investigates airplane, railroad, maritime, pipeline and major highway accidents. It also coordinates federal assistance to the families of victims of catastrophic domestic transportation accidents.

Revised Local Chairman's Manual Set for Distribution

The BMWED Department of Education and Safety is pleased to announce that the Reference Manual for Local Chairman has been revised and updated. The revised manual will be mailed to each Local Chairman's home over the next several weeks. The revised manual is just another example of the cooperative benefits of our merger with the International Brotherhood of Teamsters. The IBT Communication, Education, and Graphics Departments assisted the BMWED Education Department with the layout of the new manual.

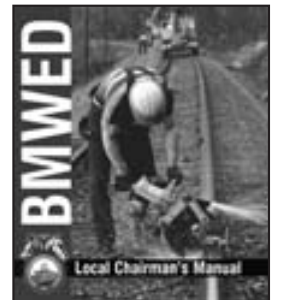
President Simpson stated, "Local Chairmen of the BMWED are key to the policing and enforcement of our collective bargaining agreements. They are truly the boots on the ground and our first line of defense against carrier abuse of our collective bargaining agreements. I am pleased to know that we will soon be providing our Local Chairmen with a revised reference manual to assist them in the performance of their duties."

Rick Inclima, BMWED Director of Education and Safety stated, "We've recognized the need to update and distribute a new Local Chairman's manual for some time now. However, revising and reprinting the manual as been

hampered by the lack of both personnel and financial resources prior to our merger with the IBT. Thankfully, our merger has provided the BMWED

Education Department with access to the financial resources and talent necessary to finally get this project completed. Educating our Local Chairmen is a priority of the Department, and I am confident that the revised manual will prove a valuable asset to our Local Chairmen in their handling of claims, grievances, and disciplinary proceedings."

Approximately 650 manuals will be mailed out to Lodge Local Chairmen, with a copy also being provided to each General Chairmen's office. Mailing and distribution should be completed by the end of May. Any Local Chairman who does not receive a revised manual by June 1 should contact the BMWED Department of Education and Safety at 202-638-2135, Ext. 14, or via email at Gkreie@bmwewash.org.



Brotherhood of Maintenance of Way Employees Division
20300 Civic Center Drive
Suite 320
Southfield, Michigan 48076-4169



recycled paper

Periodicals Postage
PAID
Southfield, Michigan
and additional offices