

Sometimes it Takes a Four Letter Word to be Heard . . .

“VOTE” is Rail Labor’s Most Powerful Word - Part 2 of 2

In the August edition of the Journal, we published Part 1 of this article. This is Part 2.

It's been said that there are few things as sad as the sight of a nation that has lost faith in its government. Is this the reason why so few Americans vote today? Some people would immediately say YES! Others would have you believe that a single vote doesn't count anymore, so they don't bother to cast theirs and openly laugh at those who do. Some say we are fat and lazy, with minds like sheep or cattle, and are content to follow the prevailing political wind, toward our next spoon-fed meal and soft bed. Still others would boil it down to a much simpler phrase . . . *Easy Come - Easy Go.*

This last group proclaims that we are a nation that has conveniently forgotten where we came from and one that has comfortably chosen to ignore what had to be done for us to enjoy the lifestyle we live today. They say that because most of us were born into an easier way of life, that we

don't appreciate what we have, and won't until it is gone. That unless there is an issue that affects us directly, we don't bother to argue, much less fight, either for or against it. Maybe this is true.

Maybe all of these are true. And maybe, just maybe, a simple reminder is all that is needed. A simple history lesson which outlines the facts. The sharing of knowledge with intelligent men and women.

Let's go back, for a moment, to our high school biology class and remember the lesson we learned from the common salamander. A salamander, a cold blooded reptile, was placed into a pan of ice-cold water, so that it could barely move and therefore not escape. The pan was placed on a small burner. The burner was lit and we were told to wait to see how it reacted to the heat. If it could have understood that the cool pan of water it was lying in was slowly being heated and would eventually boil it to death, it would have taken action to

save itself. It would have crawled out of the pan while it still could, wouldn't it? But it didn't understand. It was just a simple salamander. And so it laid there and waited, enjoying the warmth until it was too late. Ultimately, it died because of its lack of understanding and its own lack of action.

The rich and powerful people who control this nation's railroads believe that we are just as dumb as our little friend, the salamander. They will try to distract us with divisive issues so we won't notice when they gradually turn up the heat on our pan of water . . . our jobs. They believe we've become too soft to care and that we're afraid of them. They believe that we'll either get out when it gets too warm or we'll stay in it until it's too late. Either way, they see it as a win for them. The amount of money they spend to influence Congress to vote against Rail Labor and the laws that protect us proves it.

WHY THEY LOBBY CONGRESS

Why do the railroads spend so much time and money supporting and lobbying the members of Congress and the White House? Because the railroad industry is the second most regulated industry in the nation, behind the airlines. Because nearly every decision that is made about our jobs and this industry, begins and ends in Washington, D.C.

The Railway Labor Act (RLA), a law initially passed by Congress in 1926, guarantees our right to Union representation, outlines and governs the way we bargain with the railroads, and provides for government-funded settlement of claims and grievances through the **National Railroad Adjustment Board (NRAB)**.

The Railroad Retirement Act (RRA), which provides for our pensions, was another creation of Congress. Social Security is modeled after it and, since 1974, is linked to it. We pay into Railroad Retirement nearly twice as much as people who are paying into Social Security, and we expect to receive a much better pension because of this. Railroad Retirement is nearly always under attack by Washington lawmakers and bureaucrats as a means of rescuing Social Security. Because Congress created Railroad Retirement, they can change or eliminate it - with or without our permission.

The Federal Railroad Administration (FRA) and the **Occupational Safety and Health Administration (OSHA)** were established by Acts of Congress. They reg-

ulate and govern the safety of our industry, both on and off the tracks. Neither agency helps our workforces as much as they should, but can you imagine what our industry would be like without federally enforceable workplace rules? The heads of both of these agencies are appointed by the President of the United States, with the approval of the Congress.

The United States Congress, in 1908, also created the **Federal Employers' Liability Act (FELA)**. This act, referred to by many as "The Great Equalizer," was enacted to hold railroads liable for a railroad worker's safety. Unlike Workman's Compensation Insurance, FELA considers the level of a railroad's responsibility and negligence when determining final dispensation of a wrongful death or injury settlement. This can be very expensive to any railroad that doesn't take safety seriously. Once again, even though one Congress enacted FELA, any other Congress has the power to change or abolish it.

A law only remains a law for as long as people feel it's necessary. The railroads continue to lobby for the abolishment of FELA. They falsely claim that, because the industry has changed so much and because safety on the job has achieved such high standards, FELA has outlived its effectiveness and is an unnecessary financial burden on them. A new group of Congressmen and Congresswomen get to hear this carrier argument every other year. Our counter-argument is simple: FELA is the driving force that got the carriers to focus on safety in our industry and FELA must be preserved to provide the carriers with an economic incentive to maintain and improve safety.

And then there is **Amtrak (National Railroad Passenger Corporation)**. After thirty years of being under the supervision of the Congress, where most of its members don't understand what it takes to successfully operate a passenger railroad, Amtrak service has never reached its full potential. From regularly under-funding it to deliberately attempting to dismantle the service, this President and his Congressional allies have succeeded in perpetuating a national transportation deficit. If not for the hard work, sacrifice, and skill of a small army of dedicated Amtrak employees and the support of a few key members of Congress, this country would have lost this vital passenger rail service long ago.

See **Sometimes it Takes** on Page 7

BMWED Division

JOURNAL CONTENTS

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Freddie N. Simpson <i>President and Editor</i>	Perry K. Geller, Sr. <i>Secretary-Treasurer</i>	Richard A. Inclima <i>Associate Editor</i>
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ELECTION SUPERVISOR'S REPORT TO BMWED MEMBERS

The Rank-and-File Vote for IBT International Officers – Starting in October 2006, each and every IBT member, including members of the newly merged BMWED, will receive a mail ballot to cast votes for IBT International officers. Voting for International officers is every member's democratic right and responsibility: it is your union. Every member has the opportunity to campaign in support of, or opposition to, any candidate in the election. Every member has the right to receive campaign presentations and information.

A ballot will be mailed to you on October 6, 2006. In order to be counted, your voted ballot must be received by November 14, 2006. If you believe you are eligible to vote and do not receive a ballot by October 19, contact 1-888-428-2006 to request a ballot.

Every member has the right to vote their own ballot in secret. It is a serious violation of the *Rules* for someone to

solicit, mark, or mail another member's ballot. For example, protest rulings issued in two different delegate elections found that ballots had been collected in violation of the *Rules*. Go to www.ibtvote.org to read 2006 ESD.

The ballot count site is in Alexandria, Virginia. All candidates and their designated observers are permitted to observe all phases of the ballot counting process. Additional information about balloting and the count is available at www.ibtvote.org.

Candidate Forum — The 2006 IBT International Officer Candidate Forum took place on August 25, 2006 in Washington, D.C. The participants in the Candidate Forum were General President Candidate Tom Leedham and General Secretary-Treasurer Candidate C. Thomas Keegel. General President Candidate James P. Hoffa exercised his right to designate the General

Secretary-Treasurer Candidate on his slate as his representative to appear at the forum. A panel of journalists posed questions to the candidates. **You can watch the Candidate Forum at any time from any computer with an internet connection (cable modem, DSL, or dial-up with at least a 56K modem).** The full video recording can be viewed at www.ibtvote.org OR at www.teamsters.org. At less than 56K, you can still listen to the forum over the internet, but you will not see the video. Anyone may link to or promote www.ibtvote.org as a source for the Candidate Forum. **You can read or download a transcript of the Candidate Forum at any time from any computer with an internet connection.** The complete transcript is available at www.ibtvote.org OR at www.teamsters.org.

Each System Federation has three copies of a DVD recording of the

Candidate Forum, which it must make available upon request to any member, or group of members, for viewing or copying. At least one copy of the Candidate Forum DVD must be maintained at the System Federation at all times through November 14, 2006.

Any IBT member can get a DVD recording and/or a transcript of the Candidate Forum, free of charge, by calling the Election Supervisor's Office at 888-IBT-2006 (888-428-2006) or, in the Washington, D.C. area, 202-429-8683; or by sending an email with the member's name, local union number, and mailing address to ElectionSupervisor@ibtvote.org. Additional information about the election of IBT International officers is available at www.ibt.vote.org

Richard W. Mark
Election Supervisor

Rail Conference Applauds California Rail Security Act

After more than two years of work by the Divisions of the Teamster Rail Conference (the Brotherhood of Maintenance of Way Employees Division (BMWED) and the Brotherhood of Locomotive Engineers and Trainmen (BLET) Division), the State of California enacted the Local Community Rail Security Act of 2006 into law.

The law requires railroads to provide a detailed risk assessment of each rail facility in California by July 1, 2007. The law also calls on rail carriers to document their emergency response procedures.

In addition, by January 1, 2008, rail carriers are required to develop and implement an infrastructure protection program to safeguard the rails from outside threats including sabotage and terrorism.

"This is an outstanding victory for our union brothers and sisters who work on the rail each day in California," said Jim Hoffa, Teamsters General President. "Our members are the first to respond on our nation's rails. They are on the front lines of the nation's transportation systems and see the total lack of security on our railroads. This law will hold the rail carriers responsible for making a real effort to secure the rail system in

California."

Railroad employees will receive specialized security training as part of the infrastructure protection program to learn how they can better recognize, prevent and respond to any malicious acts that occur on the rail system. The law provides "whistle-blower" protection to any rail employees who report lapses in security by the rail companies. Carriers will be subject to fines and civil damages of up to \$1 million for employees who experience any retribution by the company.


The Teamsters Rail Conference brought these issues into the national spotlight when it released its report *High Alert: Workers Warn of Security Gaps on Nation's Railroads*. The report details the results of a first-ever employee survey by members of the BMWED and BLET. Over 75 percent of the respondents said that the rail yard was not secured on the day they were surveyed. And over 80 percent of respondents reported that they had not had any or additional training related to terrorism prevention and response in the last 12 months.

Similar legislation has been introduced and is being supported by the Rail Conference and its member unions, BMWED and BLET, in other states across the nation.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

25 Louisiana Avenue, NW
Washington, DC 20001

202.624.6800
www.teamster.org



VOTE!

In the Election for International Union Officers

YOUR RIGHT • YOUR RESPONSIBILITY

Ballots for the election of International Union Officers will be mailed to members on October 6. We must demonstrate to employers, politicians and the media that Teamsters care about their Union and are active participants in democracy.

Take part in the democratic process.
VOTE in the Teamster election, it's your right and your responsibility.

Ballots Mailed October 6, 2006
Ballots Counted November 14, 2006

Go to www.ibtvote.org or www.teamster.org to see the candidates discuss the issues facing our union. Both video and written transcripts of the candidate forum are available.

For more information on the election contact the Election Supervisor at 888-IBT-2006 or visit www.ibtvote.org.



Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

This is the last *Journal* to be published prior to the mid-term elections on November 7, 2006. As such, I will use this column to encourage you to participate in the upcoming elections and vote for the worker-friendly candidates of your choice.

To assist you in identifying Labor-endorsed candidates, please see the partial list of worker-friendly candidates published in this edition of the *Journal*. While there are many issues to consider when deciding who to vote for, no issue should take precedence over the need to protect your job and your paycheck.

The stark reality is that the current makeup of the House and Senate is stacked against us and all working families. As working people, we need to keep our eye on the ball and vote our paychecks first. The majority party in power today, with the help and assistance of the White House propaganda machine, will work tirelessly to divert your attention from "paycheck issues" to other issues. They will use divisive issues to take your eye off the ball and sever your vote from your paycheck. We, as working class Americans, can not afford to lose focus on the really important issues of protecting our paycheck and putting our families first.

What this election is about, in my opinion, is giving working men and women in this country a chance to provide for their families. It's about workers' rights, living wages, health care, pensions, affordable housing, and quality education. It's about putting food on the table and maintaining a quality of work life that is compatible with family life. It's about reaching a fair and equitable contract with the nation's railroads and keeping Congress out of our collective bargaining process. And, it's about voting your paycheck and keeping your eye on the ball during this silly season of election campaigning.

As members of the BMWED, we have a lot riding on this election. We can not afford to reelect Congressional incumbents who have consistently voted against working family issues. This country is in a health care crisis and none of us really knows for sure if we will have affordable health care for the rest of our working careers, and most importantly, after we retire. This country is in a pension crisis,

where the prospects of retiring with dignity and a secure pension are quickly slipping away from working Americans in virtually every industry. Affordable housing has become an oxymoron, where millions of working families have been squeezed out of the housing market. And providing a college education to our children means saddling them with tens of thousands of dollars in student loans due to the inability of most working families to fund the rising cost of a college education.

For rail workers, the makeup of the Congress will have a major impact on the outcome of this round of collective bargaining with the carriers. As you may have read elsewhere in this *Journal*, the carriers are counting on preserving the current worker-unfriendly majority in the House and Senate as a means of furthering their goal of Congressional imposition of onerous Presidential Emergency Board recommendations. Changing the make up of Congress will derail the carrier's plan in its tracks and force them to bargain in good faith. A worker-friendly Congress will be much less inclined to involve themselves in our collective bargaining, and they won't impose the unfair recommendations of a Bush PEB.

We only get one chance to change the political dynamic in Washington, DC this November 7. For the sake of our families, let's get it right. I implore each and every member to educate themselves on the issues, understand the political nature of collective bargaining under the Railway Labor Act, and cast your vote for those who support rail workers and working family values.

Vote your paycheck, vote your job, and vote for change on November 7th.

Message from Teamsters General President Jim Hoffa

Rail Security Training

Our government recently approved legislation that includes \$3.5 billion for state and local first responders such as firefighters and emergency workers. Although a good step, it only allocated a small fraction of that amount, \$13.5 million, for inspectors and explosive detection on the rail system. BMWED-Teamster members and the public deserve so much more. Its been shown that five-times as many passengers travel daily on our rail transit system compared to airlines. And, we know that maintenance of way workers, locomotive engineers and trainmen are always among the very first to respond to an emergency rail situation. Yet, the rail corporations are still turning a deaf ear to requests for emergency drills and hands-on training.

Some of the rail corporations have distributed a video program that they contend is adequate for training employees on how to handle emergency situations. A videotape is no substitute for an on-site instructor and an emergency simulation. Our members deserve to have the training and equipment necessary to perform in emergency situations – and the public relies on us to know how to do our jobs. One of those jobs is having responsibility for the safety of a train's passengers. We won't forget that, even when the chairmen of the rail corporations can't come through with the type of training we need.

Mid-Term Elections

The mid-term elections will impact every state in one way or another and will affect unions and working Americans dramatically.

In the United States Senate, 33 of the 100 seats are being contested. The election for members in the House of Representatives is scheduled for the same day, as well as many state and location elections, including those for 36 state governors.

These elections are critical to our future. We must remind lawmakers that they represent us—working people—not Big Business and Corporate America. Politicians must be held accountable for the actions they take and the votes they cast. If they do not stand with us, we should not stand with them on Election Day.

I urge you to make sure your ballots are cast for pro-labor candidates. Study the issues and see where candidates in your area stand on issues such as jobs, pensions, health care and rail security. Support candidates



that support working families.

We have a chance to send a message to our elected representatives on November 7, but we can only do it if we remember to Get Out and Vote!

James P. Hoffa
Teamsters General President





SECRETARY-TREASURER'S REPORT



Perry K. Geller, Sr.

When I hear the Administration's glowing reports about the strength of the U.S. economy, I have to ask myself, "Where's the beef." Many members of the BMWED are asking the same question as they struggle to raise their families and secure their hard-earned slice of the American Dream.

In this economy, it has become apparent that a rising tide does not lift all boats. In this economy, a rising tide lifts only the yachts and their privileged, spoon-feed crews. The working man's row boat has not risen with the tide of economic prosperity; rather, it's taking on water and its crew is bailing mightily just to stay afloat.

The rosy state of the economy often touted by President Bush and the Republican majority has disproportionately benefited the rich and the well connected, while the working class finds itself deeper in debt, squeezed by the reality of stagnant wages, skyrocketing energy costs, rapidly increasing health care costs, unaffordable housing, tax cuts for the wealthy, and rising college tuition.

The Administration's tax cuts have resulted in windfall profits for corporations and the rich, while the average working family has received little, if any, benefit. These tax cuts have been partially funded by calculated reductions in social programs for the poor and middle class, with the price being paid by those most in need; the poor, the elderly, the disabled, our veterans, and those at the lowest end of the economic spectrum.

In this economy, poverty continues to rise, while corporate profits balloon to all time records. Health care and pharmaceutical companies continue to reap record profits at the expense of the sick and dying. Our brave veterans returning home from war, or their families left behind to face the world alone, have been left to fend for themselves. And in every city and town in America, homelessness continues to grow while the government turns its eye away from this national disgrace.

For working Americans, rising Gross National Product (GNP), record stock market prices, and the Administration's well touted job creation has not translated into any measurable benefits for working Americans. In fact, according to a March 2006 report from the Economic Policy Institute, "wages continue to fall and are now lower than they were in November 2001, at the start of the so-called economic recovery. The losses have been sharpest for those at the bottom of the economic ladder; only the top 5% of earners have seen their real wages increase."

So who is benefiting from this rosy economy? Apparently the billionaires are doing quite well. According to Forbes magazine, "combined net worth of America's wealthiest reached \$1 trillion for the first time since 2000, up \$45 billion the past 12 months alone. There are now 313 billionaires in America, up from 262 counted last year; it's the largest number of billionaires ever on the list", the magazine said.

The nation's railroads, their stockholders, and the CEOs are also doing quite well. The Big Four Class I Railroads (Union Pacific, Burlington Northern Santa Fe, CSX, and Norfolk Southern) made over \$1 billion each in net income in 2005. And total revenues for the Big Four carriers reached more than \$43 billion in 2005. The stock prices of our nation's railroads have risen dramatically, and the stockholders have reaped the profits we have earned for the railroads. And of course, railroad CEOs did fairly well in 2005. Again, the workers are left to wonder, "Where's the beef?"

According to public records, in 2005, CSX CEO Michael Ward received total compensation in the amount of \$22,686,292.00. NS CEO David Goode received total compensation of \$14,500,618.00, Richard Davison of the Union Pacific received total compensation of \$11,824,076, and Matthew Rose of the BNSF received compensation totaling a mere \$8,622,193.

These are the same millionaire railroad CEOs that are directing their negotiators to go for the jugular against labor at the bargaining table. These are the same millionaire CEO's that want to contract out your job to the lowest bidder, increase your health-care cost burden, and decrease your total compensation through reduced away-from-home expenses, onerous work rule changes, and regressive wage proposals.

The high cost of energy, specifically gasoline prices, have hit BMWED members particularly hard, especially those on system and division production gangs who travel great distances to go to work. Fuel, hotel, and meal costs have all dramatically increased since our last contract, putting additional financial burdens on our members required to work away from home for weeks at a time.

The carriers have imposed "fuel surcharges" on their customers to compensate

the railroad for rising fuel costs. However, these same railroads are refusing to bargain wage and expense improvements to compensate our members who travel for the benefit of the railroad. If the railroad's can impose a fuel surcharge on customers to recoup their rising fuel costs, why shouldn't the workers also expect increases to recoup their rising fuel costs? Again, we ask, "Where's the beef?"

As an organization and as working people, we will continue to fight corporate greed and social injustice, but we can't do it alone. We need allies; politicians, lawmakers, and judges who will work to restore the middle class and bring some balance to the disproportionate gap between the haves and the have-nots.

Working families must take matters into their own hands in order to change the face of those who make the laws and social policies that affect the lives of ordinary working Americans. When you go to the polls on November 7, ask yourself "Where's the beef." Then, vote your paycheck and your future by casting your ballot for the worker-friendly candidates of your choice.

Endorsements Continued from Page 1

IN-9
Incumbent Mike Sodrel (R) vs.
Challenger/former Rep. Baron Hill (D)
BMWED supports Baron Hill

IA-1 (Open Seat)
Bruce Braley (D) vs. Mike Whalen (R)
BMWED supports Bruce Bradley

KY-4
Incumbent Geoff Davis (R.) vs.
Challenger/former Rep. Ken Lucas (D)
BMWED supports Ken Lucas

PA-6
Incumbent Jim Gerlach (R) vs.
Challenger Lois Murphy (D)
BMWED supports Lois Murphy

TX-22 (Open Seat)
Former Rep. Nick Lampson (D) vs.
Shelley Sekula-Gibbs (R)
BMWED supports Nick Lampson

U.S. Senate:
MN (Open Seat)
Mark Kennedy (R) vs.
Amy Klobuchar (D)
BMWED supports Amy Klobuchar

MT
Incumbent Conrad Burns (R) vs.
Challenger Jon Tester (D)
BMWED supports Jon Tester

NJ
Incumbent Robert Menendez (D) vs.
Challenger Thomas Kean, Jr. (R)
BMWED supports Robert Menendez

OH
Incumbent Mike DeWine (R) vs.
Challenger Rep. Sherrod Brown (D)
BMWED supports Sherrod Brown

PA
Incumbent Rick Santorum (R) vs.
Challenger Bob Casey (D)
BMWED supports Bob Casey

Governor:
CA
Incumbent Arnold Schwarzenegger (R)
vs. Challenger Phil Angelides (D)
BMWED supports Phil Angelides

CO (Open Seat)
Bob Beauprez (R) vs. Bill Ritter (D)
BMWED supports Bill Ritter

IL
Incumbent Rod Blagojevich (D) vs.
Challenger Judy Baar Topinka (R)
BMWED supports Rod Blagojevich

MI
Incumbent Jennifer Granholm (D) vs.
Challenger Dick DeVos (R)
BMWED supports Jennifer Granholm

OH (Open Seat)
Ken Blackwell (R) vs.
Rep. Ted Strickland (D)
BMWED supports Ted Strickland



ROLL OF HONOR

60 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Ernest R. Baker	CRSF	1629	1945
Cecil W. Schriber	C&NW	0519	1946
Steve Spickert	C&NW		

50 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
*** 50 YEAR MERIT AWARDS ***			
Stanton J. Kirby	C&NW	0519	1956
Gerald W. Younger	ICGF	0654	1955

40 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
James A. Hanson	BURNOR	0320	1965

30 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
*** 30 YEAR MERIT AWARDS ***			
William R. Allen	SOU	2003	1971
Clifford Andrew	CRSF	0305	1976
Thomas M. Ashcraft	BURL	0788	1976
Joel A. Bellefeuille	CRSF	1629	1976
William D. Belt	C&NW	1148	1976
Robert J. Bennetti	CRSF	0704	1976
Lynn E. Berding	C&NW	1757	1976
Steven D. Biermaier	C&NW	1879	1976
Leonard Blackie	UN PAC	0918	1976
Samuel Blackie	UN PAC	0918	1976
Robert D. Boncour	C&NW	2854	1976
James P. Boyd	SOU	2003	1974
Frank Cappelluti	CRSF	0305	1976
James C. Comer	UN PAC	0918	1976
James R. Crooks	BURL	0788	1976
Ronald A. Cutts	C&NW	2853	1976
Donald W. Dacus	UN PAC	0874	1976
Timothy R. Dadosky	ASF	0580	1976
Peter P. De Fazio	N E	1551	1976
Leonard J. Dembiec	C&NW	0410	1976
Claude W. Dix Jr	SOU	2003	1973
Stanley M. Domek	N E	1718	1976
Gary F. Donahue	C&NW	0519	1976
Joseph F. Dorto	AEF	1432	1976
Larry R. Fahney	C&NW	1034	1976
Thomas Fink	AEF	1376	1972
Jeffrey J. Fisher	C&NW	0410	1976
R. J. Fitzwater	AEF	1376	1971
Bradford L. Flesher	C&NW	0700	1976
Walter L. Foster	SOU	2003	1973
Perry K. Geller Sr	CRSF	1396	1976
Randy R. Gengler	BURNOR	0303	1976

Frank X. Gioia	CRSF	0704	1976
Bruce G. Givens	C&NW	1935	1976
Gary A. Grote	DM&IR	1710	1976
Richard L. Hadsall Jr	C&NW	2854	1976
Darrell W. Harris	C&EI	0097	1976
Gary A. Hudson	C&NW	0437	1976
David B. Hufham	SOU	2003	1975
Edgar T. Hughes	UN PAC	0874	1976
Robert L. Hughes	SOU	2003	1974
Patrick G. Hust	BURNOR	0303	1976
Ronald B. Ison	AEF	1376	1974
Russell D. Jacobi	C&NW	1847	1976
Perry M. Johnson	SOU	0627	1976
David A. Jones	SOU	2003	1972
David W. Kaup	C&NW	0437	1976
William E. La Forge	C&NW	2853	1976
Michael R. Leimbacher	C&NW	0381	1976
Richard N. Lindsay	N E	1323	1976
Roy V. Lundquist	DM&IR	1710	1976
Timothy Maguire	C&NW	0377	1976
Danny Martin	UN PAC	0918	1975
Roger K. Mathews	C&NW	0381	1976
Ronald R. Mc Carthy	BURL	0788	1976
David A. Mc Cullough	PENN	3016	1976
Michael K. Mc Dowell	CRSF	1056	1976
David K. Mc Gilvray	CRSF	0987	1975
Joseph F. Mesiti III	N E	1551	1976
Vernon W. Miner III	N E	1368	1976
Stephen M. Mocher	PENN	3018	1976
Richard L. Muir	C&NW	1071	1976
William C. Murphy	CRSF	0704	1976
Ronnie D. Nelson	C&NW	1757	1976
Russell G. Nelson	C&NW	0519	1976
Jerry H. O. Flanagan	C&NW	0298	1976
Donald L. O Roark	SOU	2003	1975
Terry L. Olson	C&NW	0519	1976
Ronald L. Peake	AEF	1432	1976
Robert C. Pendleton	SOU	2003	1971
Felix T. Quagliarello	CRSD	2910	1976
Rafael R. Ramirez	C&NW	2853	1976
Dennis W. Rassman	C&NW	1757	1976
L. J. Reedy	SOU	2003	1975
Steven M. Remer	C&NW	2854	1976
Ronald Reynolds	C&NW	0519	1976
John J. Rogers	SOU	2003	1975
Gregory A. Samson	C&NW	1125	1976
David M. Schmidt	BURL	0788	1976
Mark H. Schneider	DM&IR	1710	1976
Gerald C. Sims Jr	CRSD	2910	1976
Stephen D. Sloan	BURL	0788	1976
Charles R. Smith	C&NW	1034	1976
Walter J. Sniezek	AEF	1432	1976
Leonard L. Soren	C&NW	1148	1976
Gordon S. Steele	C&NW	0425	1976
Garland E. Stewart	C&NW	0700	1976
Kevin T. Sullivan	C&NW	1879	1976
Dennis M. Swanson	C&NW	0381	1976
Arthur G. Tate	SOU	2003	1975
Paul D. Tresco	CRSF	0704	1969
Donald L. Underwood	N E	1368	1976
Randy L. Upah	C&NW	1847	1976
Gene D. Vileta	C&NW	1847	1976
Kenneth R. Wentker	C&NW	0425	1976
Michael E. Williams	CRSD	2910	1976
Bradley A. Winter	CRSF	0987	1976
Daniel R. Witt	C&NW	0343	1976
Joel O. Ziells	DM&IR	1710	1976

20 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Phillip E. Boyd	SOU	2003	1980
David E. Dunaway	SOU	2003	1981
P. V. Foster	SOU	2003	1977
David Garcia	AEF	1376	1981
John M. Gifford	CRSD	2910	1986
Perry M. Johnson	SOU	0627	1976
Bryan S. Linna	C&NW	0721	1986
John A. Ptak	CRSF	0305	1980
P. P. Waldron	SOU	2003	1977
Merril W. Waller	C&NW	2853	1986
J. J. Walton	SOU	2003	1978

10 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Martin M. Bahena	C&NW	0377	1996
Steven D. Barr	C&NW	1788	1996

Michael A. Beane	C&NW	0437	1996
Dale M. Benesh	C&NW	1847	1996
Juan Carmona	C&NW	0591	1996
George B. Chaney	C&NW	1097	1996
Francisco Cruz Jr	C&NW	0377	1996
Luke A. De Rosch	C&NW	0410	1996
Jose A. Duarte	C&NW	0377	1996
Jessie M. Elcano	UN PAC	0918	1996
Juan M. Fajardo	C&NW	2853	1996
Kenneth S. Galuszek	C&NW	1046	1996
Steve L. Groelle Jr	C&NW	0425	1996
Jose M. Guerrero	C&NW	1034	1996
George Guzman	C&NW	0591	1996
Kenneth L. Henry	C&NW	0377	1996
Eric M. Himelic	C&NW	1788	1996
Gerald R. Jackson	C&NW	0377	1996
Lance G. Jackson	C&NW	0342	1996
Kelvin L. Jacobs	C&NW	2853	1996
Randy S. Jensen	C&NW	0377	1996
Douglas W. Johnson	C&NW	0377	1996
Michael F. Kress	C&NW	0377	1996
Gabriel J. Lassek	C&NW	0700	1996

Ryan P. Lavin	C&EI	0063	1996
Wenceslao D. Martinez	C&NW	0377	1996
Roger E. Mc Neley	C&NW	0342	1996
Manuel Melendez	C&NW	0377	1996
Steve V. Morehouse	C&NW	0342	1996
Ignacio Murillo	C&NW	0591	1996
Timothy R. Ogle	C&NW	1097	1996
Raul Pizano Jr	C&NW	0591	1996
Michael Puentes	C&NW	0377	1996
R. L. Richards	SOU	0627	1996
Faustino F. Rodriguez	C&NW	2853	1996
Michael G. Savage	CRSD	2910	1996
Laurie A. Schmitz	C&NW	1879	1996
Edward G. Scott	C&NW	0377	1996
James R. Stanfield	C&NW	0437	1996
Brian D. Swank	C&NW	1097	1996
Israel Torres	C&NW	1034	1996
Thaddeus T. Tracy	C&NW	0342	1996
John T. Van Tassel	C&NW	0239	1996
Duromy S. Williams	C&NW	0377	1996
Kevin L. Wilson	C&NW	1788	1996

DEATH BENEFITS

Report of Claims Paid during July thru Aug., 2006

NAME	LODGE NUMBER	SYSTEM	NAME	LODGE NUMBER	SYSTEM
PETER R. QUATTRONE	0895	CRSF	LEO L. LINSNBARDT	1353	MO PAC
JAMES E. GREEN	0993	AEF	HOWARD A. BURNS	1532	CRSF
IVAN L. DURGA	1218	UN PAC	JOHN W. KARRA	0706	BURNOR
LAWRENCE E. FERGUSON	0927	SP ATL	VALENTINE J. MUNOZ	0918	UN PAC
COLEY LOTT	2655	SEAB	ANCEL LINDQUIST	1280	BURNOR
FRED J. WATTS	0621	SEAB	MAURICE M. KENDRICK	1071	C&NW
DANIEL B. MULLINS	1264	CRSF	EDWARD E. THOMAS	3017	PENN
DONALD G. EBERLE	0144	BURNOR	MURVILLE J. HUBERTY	1280	BURNOR
JOHN W. CHRISTNER	0737	AEF	PAUL A. GENDRE	0376	SP ATL
CHARLES M. INGRAHAM	2407	AT&SF	ELVIN H. BECK	0518	FRISCO
ERNEST KIRBY	0519	C&NW	BERT A. SHADE	1393	ICGF
JAY H. KING SR.	2780	CRSF	EVERETT READY	1734	BURNOR
FELIX F. MARSELLO	0272	BURNOR	LAVERN A. JENSEN	0686	UN PAC
CHARLES W. LUTTERMAN	0706	BURNOR	FERMIN G. HERMOSILLO	0014	MT&PLS
ALLEN V. HESS	1957	CRSF	LEONARD V. POLLEY	1664	NPW&LE
PETER PITALE	3063	PENN			
WILFORD L. LEATHERS	0686	UN PAC			
LESTER H. FIELDS	1055	BURNOR			
LLOYD R. ERNST	0109	CRSF			
ROLAND BLOOM	0993	AEF			
ROLAND M. SCHWERTFEGER	0425	C&NW			

PAID JULY 1, 2006 TO AUG. 31, 2006	\$ 18,000.00
AMOUNT PREVIOUSLY PAID	\$45,053,307.75
TOTAL AMOUNT PAID TO DATE	\$45,071,307.75
NUMBER OF CLAIMS PAID - 36	

National Bargaining Update

Washington, DC. Our best chance to change that dynamic is in the November 2006 mid-term elections. This November, 33 of 100 Senate seats are being contested and every seat in the House of Representatives is also up for election.

We will have only one chance to change the political makeup of the Congress this November. Failure to do so will be devastating to our membership and all working Americans. Rail Workers of every craft must do everything possible to elect labor-friendly candidates who will not follow the White House's directive to impose a PEB-219 clone on the rail crafts. Failure to take back the House and/or the Senate will mean at least 2 more years of anti-worker legislation, including the distinct possibility of a PEB-219 style imposition of a contract against our will.

The carriers know this full well, and are staying their course until the outcome of the November election is known. If we, the working class voters of this nation, can win some allies in Congress and change the political dynamic, we should see the carriers' bargaining position soften. However, should the House and Senate remain under Republican control, we will undoubtedly see a hardening of the carriers' bargaining position and a fast

track to a Bush Presidential Emergency Board.

It is absolutely imperative that we exercise our political strength and vote for change in the November mid-term election. Otherwise, the nation's railroads will continue to "Use Us, and Abuse Us!"

Let's join with working families throughout America to take back the Congress and protect our futures. VOTE for the labor-friendly candidates of your choice on November 7.

Centenarians

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

Gorden D. Byer

A Franklin, Indiana resident, Brother Byer celebrated his 100th birthday on September 3, 2006. He last worked for the Norfolk and Western Railway Company where he retired as a crossing watchman.

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

Sometimes it Takes a Four Letter Word to be Heard . . .

Continued from Page 2

The Amtrak Board of Directors is appointed by the President of the United States, with the approval of the Congress. As such, Board members are often more interested in promoting the President's anti-Amtrak ideology than promoting Amtrak service and funding. In a post 9/11 world, it is more important than ever that Amtrak survive and thrive and that we focus all of our political efforts on electing members to Congress who will support appropriate long-term funding for Amtrak and its dedicated workforce.

There are approximately twenty thousand Amtrak employees and their families who deserve and need our support in this election cycle on this issue alone.

The National Mediation Board (NMB) was established by the 1934 amendments to the Railway Labor Act of 1926. The Board's major responsibility is the mediation of disputes over wages, hours, and working conditions that arise between rail and air carriers and organizations representing their employees. The Board may become involved in mediation when the parties fail to reach accord in direct bargaining. Once the Board has entered the process, negotiations continue until the Board determines that its efforts to mediate have been unsuccessful.

The pace of collective bargaining in the railroad industry is greatly influenced by the Board, and it is the Board that determines impasse and release from mediation. The Board is headed by three members appointed by the President, with the advice and consent of the Senate. The Board must notify the president when the parties have failed to reach agreement through the Board's mediation efforts and when a labor dispute, in the judgment of the Board, threatens substantially to interrupt interstate commerce to a degree that would deprive any section of the country of essential transportation service. In these cases the president has the discretion to appoint a **Presidential Emergency Board (PEB)** to investigate and report on the dispute. Congress has the authority to impose PEB recommendations, as was the case in PEB-219, without the consent of the parties involved.

As for the power of the President of these United States, you can directly relate many of our nation's current woes on the Presidential appointments of **Federal and Supreme Court Judges**. These appointments are made for life by the President and confirmed by the Congress.

When the controlling party in the White House, the Senate, and in the

House of Representatives are all labor-unfriendly, you can be certain that their confirmations are too. These are the Judges who hear the cases and make the decisions that slowly erode the foundations of, and create loopholes in, the laws that were put in place to protect us.

These are the key reasons why every eligible railroad family member should vote for labor-friendly candidates, regardless of whether the candidate is a Democrat, a Republican, or an Independent. While, as informed American citizens, we understand that there are many more issues to be considered, it's most important to remember that the very foundation of our society relies on the economic stability of the "Working Class." In simpler terms . . . *We have to first protect our paychecks in order to be able to help protect our Nation!*

Finally, remember this. We are not salamanders. The members of the BMWED are intelligent men and women who work hard to provide for their families. We know the difference between right and wrong and the BMWED has a long and proud history of fighting for what is right. We are an organization whose members understand that this generation of BMWED Brothers and Sisters is not so different than those who've gone before us. Our members understand that, before our parents were born, it was this nation's Union families who fought to ensure the quality of the jobs we have today. Their struggle is our struggle, and we must not take anything for granted in the upcoming election.

So, when you go to the polls on November 7th, be sure to cast your ballot to elect worker-friendly candidates to office. Protect your job, protect your future, and protect the future of your children and grandchildren by electing worker-friendly candidates in the November mid-term elections.

VOTE . . . Rail Labor's most powerful four-letter word!



Lodge Secretary-Treasurer's Roll of Honor

The Local Lodge Secretary-Treasurer plays a significant roll in the operation of the Local Lodge and our union. The financial and business affairs of the Lodge are handled by the Secretary-Treasurer. The Secretary-Treasurer receives all communications, conducts the correspondence, and has charge of the seal and records of the Lodge. Additional responsibilities include keeping a correct financial and membership account between the Lodge and the System Secretary-Treasurer and/or National Division Secretary-Treasurer, setting up Local Lodge meetings, maintaining the Lodge checking account and investments,

paying Lodge bills, working with National Division Auditors and the Lodge Auditing Committee, maintaining minutes of the Local Lodge, assisting Local Officers in the overall operation of the Lodge, and fulfilling other duties as may be imposed upon him/her by applicable law, including the execution and filing of any required reports.

Below is the Secretary-Treasurer Roll of Honor recognizing those Local Lodge Secretary-Treasurers who have recently received their 10/20 year service pins. Please join us in honoring these Secretary-Treasurers and thanking them for a job well done!

LODGE SECRETARY-TREASURER SERVICE PINS 10 YEAR SERVICE PINS

NAME OF SECRETARY	NAME OF LODGE	LODGE NUMBER
Charles Ewing	Hume	0041
Rodney Pakarinen	Progressive	0091
Zane Sampson	Garden City	0272
Robert Gordon, Jr.	Zenith	0320
Jeff Rankin	Belle	0381
John Hayslip	Loyal	0535
Daniel Taylor	Gerry	0551
Ricky Zeigler	Valdosta	0619
Charleston George, Jr.	Baton Rouge	0655
David Benner	Victory	0711
Robert Baker, Jr.	Watertown	0910
Dave J. Ramos, Jr.	Steel City	0925
Cede11 Jones	Mc Adoo	1165
David Baxter	Bloomington	1355
Curt Kuecher	Evans	1664
Larry Copeland	Thomasville	1857
David Mercier	Depression	1934
Ramiro Ramirez	Dave Harris	2401
Gary Tomlin	Harris	2409
Bobby Callaway	Silsbee	2411
Gregory Kreie	Grand Canyon	2417
Jeremiah Sullivan	Northern Illinois	2853
Donald Wilson, Jr.	Honesville	2957
Joseph Kubiak	-----	3004
Paul Stevenson	-----	3041

LODGE SECRETARY-TREASURER SERVICE PINS 20 YEAR SERVICE PINS

NAME OF SECRETARY	NAME OF LODGE	LODGE NUMBER
Michael DeRosa	Twin City	0144
Douglas Martens	Battle Creek	0166
Theodore Baehr	Eau Claire, Omaha	0239
John Vacha	Fargo	0249
Ronald Allred	Liberty	0301
Charles Sonefeld	Grand Rapids	0460
Jesse Jackson	Shreveport	0564
Randy Fansler	Central	0586
Lawrence Ison, Jr.	Norfolk Terminal	0594
Fred Gallant	Portland Terminal	0602
Charles Tompkins	Lexington	0636
Frederick Root	Falls Branch	0707
Larry Kline	Hoozier Hustler	1056
Roberto Rarnirez	Bakersfield	1096
Daniel Lefholz	Lexington	1353
Ronnie Ridenhour	Rock Island	1523
Archie Lhamon	Battle Creek	1629
Steve Dunn	Fitzgerald	1643
Ron Hoffman	Cedar	1847
Mark B erner	Capitol District	1743
Marion Otten, Jr.	Monroe City	2621
Thomas Hudson	B&B	3039
Kevin Altman	Liberty	3062
Roger Beavers	Harrington Local	3077
William Orner, Jr.	-----	3099



BMWED Legislative Issues – 109th Congress

Rail Security/Safety

Conferees will face tough negotiations over a port security measure after the Senate passed a version of the bill on September 14 that would authorize more than \$5 billion in rail and mass transit security programs – \$1.2 billion for rail security improvements and \$3.4 billion in grants for mass transit security improvements. The House passed its version (HR 4954) in May and it does not include rail and transit funding.

The Senate adopted Sen. John McCain's (R-AZ) amendment that echoes rail security legislation he introduced previously. The bipartisan amendment would authorize a total of almost \$1.2 billion dollars for rail security. More than half of the funding would be authorized to complete tunnel safety and security improvements at New York's Penn Station, which is used by over 500,000 transit, commuter and intercity passengers each workday.

The legislation would also establish a grant program, authorized at \$350 million, to help increase security by the freight railroads, Amtrak, shippers of hazardous materials, and local governments with security responsibility for passenger stations not owned by Amtrak. Further, Department of Homeland Security would be required to complete a vulnerability assessment of the rail network to terrorist attack and make recommendations to Congress for addressing security weaknesses. All Amtrak authorizations would be managed by the Department of Transportation through formal grant agreements.

At this writing, House-Senate negotiations on the bill remain stalled over

the Senate language that would authorize billions of dollars for rail and mass transit security. It is likely that action on the bill will be postponed until after the pre-election recess.

On September 28, the House Subcommittee on Economic Security, Infrastructure Protection, and Cybersecurity held a hearing on security training for mass transit and rail employees. Witnesses included representatives from the Transportation Security Administration, the Federal Transit Agency and the Federal Railroad Administration. John Tolman, Vice President and National Legislative Representative, BLET, testified on behalf the Teamster Rail Conference. Other panel members represented the Transportation Trades Department, AFL-CIO, the Association of American Railroads, and the Washington, DC Metro Transit System.

Brother Tolman pointed out the concrete steps the BLET and BMWED have taken such as drafting model rail security legislation that has been introduced at the state level in every section of the country and, in the absence of training by the railroads, the Teamsters Rail Conference unions have worked together with six other unions and the National Labor College to develop and deliver, on their own, a five-day intensive Hazardous Materials and Rail Security training course for members, with funding from the National Institute of Environmental Health Sciences.

The vulnerability assessment and the employee training and whistle blower provisions included in the version of HR 4954 adopted by the Senate as stated above were praised by Brother

Tolman, and he urged negotiators to keep the rail and mass transit titles in the final conference agreement.

Transportation Worker Identification Credential (TWIC) Program

The Transportation Security Administration (TSA) recently scaled back its requirement that ports pay to install card readers for the planned Transportation Worker Identity Card (TWIC) during the first phase of the TWIC implementation. The new plan affects 750,000 workers needing unescorted access to secure areas of ports and vessels including long-shoremen, maritime employees, rail workers and truck drivers who will still be forced to undergo extensive background checks and pay for a biometric ID card that will cost from \$105 to \$139.

Transportation labor is highly critical of the government's new plan that will burden workers with extensive background checks and new fees but will take a pass on requiring and providing funding for installation of card readers. Ed Wytkind, President, Transportation Trades Department, AFL-CIO, stated in a press release, "If TSA is not ready to proceed with TWIC as Congress mandated, then the entire program should be halted. We urge TSA to work with transportation labor to ensure that the problems and concerns of workers surrounding privacy rights, background checks and due process in appeals are addressed before this program proceeds. And to be fair, the government – not individual workers – must absorb the costs of the program."

National Transportation Safety Board

On September 25, the Senate passed a bill (S 3679) that would authorize \$164 million over two years for the National Transportation Safety Board, which investigates airplane, railroad, maritime, pipeline and major highway accidents. It also coordinates federal assistance to the families of victims of catastrophic domestic transportation accidents.

The House version (HR 5076), which the Transportation and Infrastructure Committee approved April 5, would authorize the NTSB at \$286.4 million over three years.

Railroad Retirement Disability

The House passed the "Railroad Retirement Disability Act of 2006" (HR 5483) by voice vote on September 27. The bill would raise the outside earnings cap to \$700 a month from \$400. The increase would take effect in 2007 and be indexed to rise automatically with inflation. No Senate companion legislation has been introduced.

Railroad Retirement Technical Improvement Act

On September 25 the Senate passed "The Railroad Retirement Technical Improvement Act" (HR 5074) unamended, and cleared it for the White House. The bill makes changes to the "Railroad Retirement Survivor's Improvement Act" to allow the Secretary of the Treasury to remain the disbursing agent for payment of railroad retirement benefits.



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

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