

BMWED

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

JOURNAL



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May/July 2006

First Regular National Division Convention *Simpson and Geller Reelected, Officers Installed*

The Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters held its First Regular Convention in Las Vegas the week of June 19, 2006. Approximately 450 elected rank and file delegates attended the convention to represent their respective members on all matters brought before the delegation.

According to the bylaws of BMWED, the purpose of the quadrennial convention is to review the work and accomplishments of the Brotherhood, to consider legislation for the benefit and advancement of the membership, to amend the National Division Bylaws, to elect National Division officers and to act upon such other business as may properly come before the Convention.

In the election of officers held on June 20, Freddie N. Simpson was reelected to a new four-year term as National Division President by a vote of 19,198 to 9,840. Perry K. Geller, Sr. was reelected National Division Secretary-Treasurer by acclamation.

In the election of National Division Vice Presidents, Northeast Vice President Henry Wise was reelected by a vote of 18,483 to 10,078, and Northwest Vice President Leon

Fenhaus was reelected by a vote of 17,764 to 11,127. J.R. "Randy" Cook was reelected Southeast Vice President by acclamation. David Tanner, General Chairman of the Union Pacific System Division, was elected by acclamation as Vice President from the Western Region, and Roger Sanchez, General Chairman of the Southern Pacific Atlantic Federation, was elected by acclamation as Vice President from the Southwestern Region.

In the Election of National Division Executive Board members, Bill Palmer (Southwest), David Joynt (Northwest) and Gary Cox (Southeast) were reelected by acclamation. Paul Beard was reelected Executive Board member from the Northeast by a vote of 17,248 to 11,624, and Mark Hemphill was elected Executive Board member from the Western Region by a vote of 17,050 to 11,652.

All elections were conducted by computer-based secret ballot backed up with a hard-copy paper ballot. The American Arbitration Association (AAA) oversaw the entire election process and certified the election results. Mr. Jeff Zaino of AAA stated, "We (AAA) verified every single paper ballot with the electronic results. It was an honor



Installation of National Division Officers.

for the American Arbitration Association to work with your organization. You have a wonderful voting system."

The delegates also spent considerable time and effort reviewing, debating, and voting upon various amendments to the BMWED bylaws and over 50 resolutions. The bylaw amendments adopted by convention become binding upon all members and officers and are made part of the governing laws of the Brotherhood. All matters before the convention, including the adoption of various committee reports, were subject to debate and discussion by the delegates, and were adopted,

amended, or defeated by majority rule.

On Monday, June 19, General President James P. Hoffa addressed the delegates with a rousing speech in which he spoke of recent victories and the challenges ahead.

General President Hoffa spoke of the Teamsters struggle to preserve America's union culture, BMWED's recent organizing successes, the Rail Conference's initiative to improve rail safety and national rail security, the union's coordinated efforts to secure Amtrak funding, and the threat of contracting out on BMWED jobs. "We are engaged in a battle to preserve the

See **Convention** on Page 8



Delegates to the First Regular Convention of the BMWED, June 2006.



National Bargaining Update

The Rail Labor Bargaining Coalition ("RLBC") negotiations with the National Carriers' Conference Committee ("NCCC") on May 22-24, 2006 led to a significant positive development for BMWED. Following a strong presentation by Steve Powers, head of BMWED's Arbitration Office, the NCCC offered to engage in local bargaining regarding issues of employee selection and work scheduling. After further talks, BMWED expanded the scope of local bargaining as defined in a formal "Process Agreement" signed by the RLBC and NCCC.

The Process Agreement creates a formal vehicle for BMWED and individual Carriers to engage in local bargaining over a wide range of issues. Under the agreement, if a Carrier elects to discuss any of its national proposals regarding: (1) alternative work week and rest days; starting times; or work flexibility, the parties will meet and "either party may propose as a quid pro quo any bargainable matter except for general wage adjustments and changes in employ-

ee welfare benefit plans." In other words, BMWED is free to raise issues related to different rates of pay within the same railroad for the same job and also discuss travel allowance and per diem issues to the extent they could comprise a "quid pro quo" with the Carrier. Moreover, if BMWED and the Carrier reach agreement on any of these "quid pro quo" issues, the issue is settled and will not be referred back to the national handling table. Additionally, Norfolk Southern agreed to bargain locally over the elimination of camp cars. The "quid pro quo" provisions of the Process Agreement applies to the camp car discussions, so that BMWED can bargain over single rates of pay to apply to all NS maintenance of way employees. What the Process Agreement provides is a means for all issues, save general wage increases and health and welfare, to be bargained locally between BMWED and individual Carriers.

The local bargaining described in the Process Agreement will begin

after the First Regular BMWED Convention, which was held in Las Vegas during the week of June 19, 2006. Additional "national handling" bargaining dates were established as

follows: September 13, 14 and 15, 2006 (Chicago); October 11 and 12, 2006; November 8 and 9, 2006 and December 4 and 5, 2006 (all in Washington, D.C.).

2006-2007 Hazmat Training Programs

The BMWED Department of Education and Safety, in cooperation with the George Meany Center for Labor Studies, is pleased to announce the scheduling of four 5-day Hazardous Materials Transportation/Chemical Emergency Response Training Programs to be held during 2006-2007 at the National Labor College/George Meany Center in Silver Spring, MD. The programs are scheduled as follows:

2006

September 17-22, 2006
October 1-6, 2006

2007

May 6-11, 2007
June 3-8, 2007

This training, eligible for three academic credits from the National Labor College, will address the criteria for First Responder Awareness and Operations Level training under OSHA 1910.120, and the requirements of the Department of Transportation (DOT) Hazardous Materials Regulations. In addition, participants completing the course will also receive OSHA-10 Certification, the "basic safety training" certified by OSHA. Training includes advanced classroom instruction, small group activities, intensive hands-on drills, and a simulated hazmat response in full safety gear.



Participants selected to attend will be provided with transportation, room and board. In addition, participants who are unable to receive regular pay through the railroad to attend training will be eligible to receive a daily stipend of \$110.00 per day for the five days of training (total 5-day stipend equals \$550.00).

Members interested in applying for any one of these programs can register on line at <http://www.hazmatgmc.org> under "course schedule." Applications can also be downloaded from the BMWED web-site at www.bmwe.org. Applications will also be available through your General Chairman's office or by calling the National Division Department of Safety at 202-638-2135, ext. 12. When filling out the application, please identify the program date(s) in your order of preference. All interested members are encouraged to apply and each applicant will be given equal consideration in the selection process. Additional programs for 2007 will be announced as dates and locations are finalized.

Members selected to attend will be notified directly by phone, letter and/or e-mail approximately 6 weeks prior to the start of each session. Each successful applicant will be responsible for arranging time off duty to attend. Due to the large number of anticipated applicants, only those members selected will be notified.

For further information regarding the Rail Workers' Hazmat Program, including on-line awareness training, on-line registration, hazmat photo gallery, and various safety resource links, please visit the program's bilingual (Spanish and English) web site at www.hazmatgmc.org.

BMWE Division JOURNAL CONTENTS

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Around the Brotherhood

BMWED/Teamsters Question NS CEO on Camp Cars

On May 11, representatives of the BMWED and the Teamsters Rail Conference attended the annual Norfolk Southern Corporation's shareholder meeting and questioned NS CEO Wick Moorman about rail security and the deplorable conditions of NS camp cars housing BMWED members.

John Murphy, Teamster's Vice President and Director of the Rail Conference queried Moorman about how well the railroad has readied it 30,000 employees to deal with a terrorist attack. Murphy cited a Teamster's Rail Conference survey and resulting report documenting that many Norfolk Southern employees do not feel adequately trained or prepared for such an event. Moorman responded that he has not seen the survey but that the railroad has given its employees security training and takes security issues "extraordinarily seriously."

Jeffrey Bainter, Indiana State Legislative Director for the BMWED, asked Moorman why Norfolk Southern is the only railroad that still uses converted railcars without potable water and indoor toilet facilities to house track repair workers. Brother Bainter pointed out that NS camp cars very often do not meet state health department codes or OSHA minimum standards. He also stated for the record that camp cars provided by NS provide less room for employees than inmates get in the federal prison system, and that they are generally unhealthy and unsafe. Moorman responded that he couldn't comment on that issue because it's one of the topics being discussed in contract negotiations. Susan Terpay, a Norfolk Southern spokeswoman, later sidestepped the issue of humane and decent housing for NS track workers, stating that the railcars meet Federal Railroad Administration guidelines.

BMWED is fairly confident that Mr. Moorman and Ms. Terpay did not bunk in NS camp cars with 6-8 other NS employees or shareholders during their overnight stay in Norfolk, VA.

President Bush Nominates Three to Amtrak Board

On May 18, President Bush nominated three members to the Amtrak Reform Board to serve five year terms. Appointed by Bush were Secretary of Transportation Norman Mineta, R. Hunter Biden of Delaware, and Donna R. McLean of Washington, D.C.

R. Hunter Biden is the younger son of Senator Joseph Biden (D-Del), a staunch supporter of Amtrak. Mr. Biden earned a B.A. from Georgetown University and a J.D. from Yale Law School.

Donna R. McLean served as the Assistant Secretary for the Office of Budget and Programs and Chief Financial Officer at the U.S. Department of Transportation. In 2004, she left the federal government to launch a consulting firm specializing in federal transportation policies and government relations. Ms. McLean earned a Bachelor of Science Degree in political science and holds a Master's Degree in public affairs, both from Indiana University.

Teamster Proposal Rejected by Union Pacific Shareholders

On May 4, shareholders of Union Pacific Corp. rejected a proposal by the International Brotherhood of Teamsters that would have required the nation's largest railroad to hire its next Chairman of the Board from outside the company, according to the Associated Press (AP). The Teamsters have pension interests in Union Pacific and also represent Locomotive Engineers, Trainmen, and Maintenance of Way Employees at Union Pacific.

The Teamsters also used the meeting to raise concerns about a glaring lack of security at the railroad, especially along the route between Chicago and Los Angeles.

In other shareholder meeting news, the Associated Press reported that UP shareholders approved a proposal by the Sheet Metal Workers requiring that Union Pacific directors earn the vote of a majority of all shareholders, and not just a majority of the shareholders voting.

The sparsely attended shareholders' meeting was held by tradition in Salt Lake City, where Union Pacific was incorporated, even though the company headquarters are in Omaha, NE.

Transportation Secretary Mineta Submits Resignation

By letter to President George Bush dated June 20, 2006, Secretary of Transportation Norman Y. Mineta submitted his resignation effective July 7, 2006. Mr. Mineta cited the need to "move on to other challenges" as the reason for tendering his resignation.

At the time the *Journal* went to press, it was unclear whether President Bush accepted the resignation or who Mr. Mineta's successor might be to head the Department of Transportation.

Teamster Delegates Welcome Rail Conference Members

At the opening of the International Brotherhood of Teamsters 27th Convention, Teamster delegates from across the United States and Canada welcomed delegates from the

Teamsters Rail Conference with a standing ovation. Approximately 80 Rail Conference Delegates representing BMWED and BLET members at their first IBT Convention were warmly welcomed into the Teamster family by the approximately 1,800 delegates in attendance. When the Rail Conference delegates were formally recognized by Teamster President James P. Hoffa, hundreds of IBT delegates raised signs that read, "Welcome BMWED" and "Welcome BLET." Teamster delegates then unanimously approved a constitutional amendment which preserves the sanctity of the merger agreements

between the unions in the Rail Conference and the International Brotherhood of Teamsters.

BMWED member Rick Kearney, a representative from the newly organized Nortrak-Cheyenne, WY fabrication plant and member of Union Pacific System Division Lodge 2933 was invited to address the Teamster Convention. Brother Kearney spoke of the struggle to organize the plant and the support his members received from the BMWED and IBT in obtaining their first contract. Brother Kearney received a standing ovation by the 1,800 plus IBT delegates in attendance.

Teamster's Convention Adopts IBT Resolution #14

IBT SUPPORT FOR RAIL CONFERENCE MEMBERS AT AMTRAK

WHEREAS, the future of Amtrak is uncertain and many within the federal government, Amtrak management, railroads, and private industry have initiated policies and practices which are detrimental to members of the Teamsters Rail Conference at Amtrak; and

WHEREAS, the Brotherhood of Maintenance of Way Employees Division (BMWED) and the Brotherhood of Locomotive Engineers and Trainmen Division (BLET) of the International Brotherhood of Teamsters are a substantial part of the Amtrak workforce; and

WHEREAS, the Teamsters' Rail Conference and the International Union have worked diligently to oppose any legislation or policies that adversely affect its Amtrak members; and

WHEREAS, the effects of drastic changes in the structure of the company, train routes, or congressional mandates pertaining to labor could further devastate Amtrak and its workers, adversely affect other Rail Conference members in the railroad industry, and jeopardize the stability of the railroad retirement system; and

WHEREAS, Rail Conference members of the BMWED and BLET, under procedures of the Railway Labor Act, have been working over six years at Amtrak without an updated collective bargaining agreement;

THEREFORE BE IT RESOLVED, that the delegates to the 27th International Brotherhood of Teamsters Convention go on record in support of its Amtrak members in the Rail Conference; and

BE IT FURTHER RESOLVED, that the delegates to the 27th International Brotherhood of Teamsters Convention support the continued commitment of the International Union to provide the Rail Conference with the resources and legislative support necessary to secure both adequate funding for Amtrak and a fair and just contract for Amtrak workers; and

FINALLY, BE IT RESOLVED, that the International Union and the Rail Conference intensify efforts to secure a fair and just contract for its Amtrak members and defeat those who seek to destroy the quality of life and standard of living of the workers at Amtrak.



Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

*Excerpts from the President's keynote address to the Delegates –
BMWED Convention, June 19, 2006.*

Brothers and Sisters:

It is my distinct pleasure to welcome all of you to the First Regular Convention of the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters. Four years ago, we met here in this city for the BMWED's 44th Regular Grand Lodge Convention. Together we

debated, consulted, argued a bit, and rolled up our sleeves to transact the important business of this Brotherhood.

Moving Forward Together is the theme of this convention, as well as the theme of next week's IBT convention. Our merger with the Teamsters began a new chapter in the long and proud history of our Brotherhood. While our name has changed, our mission has not. We continue our fight to bring dignity and justice to the workplaces where we earn our daily bread. Our merger with the Teamsters has allowed us to preserve our history, while setting our sights on the future of our craft. You and the other members of this great union made a wise and considered decision to become part of a larger, vibrant, and powerful transportation union by choosing to merge our Brotherhood with the 1.4 million member International Brotherhood of Teamsters. I congratulate you, Brothers and Sisters, for your courage and foresight in bringing this merger to pass, and I thank you for the privilege of serving as your president.

Our Brotherhood's history constantly evolves, and all of us contribute to it. It began back in 1887, when a small group of railroad section foremen gathered on a river bank near Demopolis, Alabama to discuss mutual problems of low wages, the hazards of their work, and the insecurity of their families.

The leader of the group was a young foreman named John T. Wilson. While the formal concept of unionism had not yet been widely accepted in the 1800's,

the need for collective action was recognized. So, in 1887 Brother Wilson and a small group of like-minded coworkers formed the Order of Railway Trackmen, a benevolent society that would offer aid and assistance to the families of "way-men" killed and maimed in the line of duty. It is from this humble beginning, that we gather here to continue the important work and vision of Brother Wilson.

Unfortunately, the realities of today's world have not changed all that much since that first meeting along the riverbank in Alabama. Maintenance of Way work is still a very dangerous and unforgiving profession. Members are still being killed and maimed in the line of duty. Maintenance of Way workers are still stereotyped by a corporate system that finds it profitable to minimize the humanity of those who build and maintain our nation's railroad infrastructure.

This is why we exist; to fight for our rights as workers, as family members, and as citizens of our great nation. Our enemies are constantly probing our defenses and attacking, looking for ways to break us down and defeat us. But guess what? We know their game, and have developed a battle plan of our own. For the first time in decades, 7 Rail Unions have come together and formed the Rail Labor Bargaining Coalition to counter the carriers' divide and conquer strategy. It is this Coalition that I credit with thwarting the carrier's every effort to force the BMWED and other railroad unions into a carrier-friendly

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Message from Teamsters General President Jim Hoffa

A Growing Union

Organizing new members and bringing more Americans into the middle class is the main goal of our union. We left the AFL-CIO because they weren't focused on organizing. Today the attacks on the middle class and unions by corporations are becoming fierce. But, our collective bargaining agreements will beat these aggressive forces back.

You've seen organizing successes over the past couple of years at Nortrak, Ribbonweld and South Kansas and Oklahoma Railroad. All of these new members knew that in order to improve their lives they needed to be protected by a union contract. Improved health care, wages and retirement benefits are components of what goes into a successful contract. Working men and women want these improvements in their lives. They want the stability that a union contract gives them and I am proud to say that the Teamsters Rail Conference and the Brotherhood of Maintenance of Way are working together to win union representation and collective bargaining agreements for those working on the railroads.

Subcontracting and Security

We are not going to let subcontracting on the rails ruin our way of life. But, that is corporate America's goal—to turn back the clock to another time when they had power. It's amazing that rail executives would even consider using subcontractors with the current security threats that plague our transportation system. You will not find a more reliable workforce than a unionized one. You will not find a more skilled rail employee than a unionized one. Yet, rail corporations insist that they need to continue using unskilled, untrained and unreliable non-union workers.

Our members have voiced their concern and, in fact, their willingness, to be trained to prevent catastrophes in the event of an act of terrorism. Our legislative representatives, joining with those from the BMWED and the Brotherhood of Locomotive Engineers, have gone to Capitol Hill to demand that rail corporations lay out their plans for employee training. Clearly the safety of the public and rail employees is not a priority for the giant rail corpora-



tions because at each turn they insist that they do have terrorism prevention plans despite the lack of evidence. They say this despite testimony from their own employees that very little training has occurred since 9/11.

Neither the Bush Administration nor

the Department of Homeland Security has done anything to pressure rail corporations to come clean with their plans for rail security. We will continue to bring public pressure to bear because our priorities are the safety of our members and the public.





SECRETARY-TREASURER'S REPORT

*Excerpts from the Secretary-Treasurer's keynote address to the Delegates,
BMWED Convention - June 19, 2006*



Perry K. Geller, Sr.

Brothers and Sisters:

Many things have changed since our last convention. First and foremost, after many hours of research and time spent on the road, in addition to their always voluminous work schedules, the members of the BMWED Merger Committee presented a proposed merger agreement to the membership for approval. Our membership did

approve this merger and, effective January 1, 2005, our great organization became the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters. This merger brings to us the clout of 1.4 million additional members and has opened the door to further uniting transportation into the Teamsters. The Brotherhood's logo has been changed to reflect the alliance of our Union with the Teamsters. Our Handcar emblem is now crowned with the added strength of the Teamsters' horses, Thunder and Lightning.

The National Division has made great strides in improving the financial outlook of the organization. The one million dollar line of credit obtained by the previous administration was one of the first issues addressed by the current Executive Board. The line of credit was retired. The National Division Executive Board examines the annual budgets submitted to them for their approval and is vigilant in policing the requirements of Article V, Section 3, in the expenditure of the Brotherhood's funds.

Strict adherence to fiduciary guidelines and a keen eye toward reducing costs has resulted in there being no need to liquidate any Brotherhood assets by the current administration of the National Division.

Continuing our long tradition of providing aid and support to members in need, the National Division provided relief to our members who were victims of Hurricanes Katrina and Rita. Over \$267,000.00 in direct emergency aid was provided to members and their families, and supplies were trucked into the stricken areas by our volunteers.

I believe it's important that everyone is aware that the National Division budget has been brought in line and has remained in the black. Even taking into consideration the \$267,000.00 in hurricane relief as well as convention related expenses, we

have been able to stay in the black each year for the duration of this administration, and we look forward to remaining in the black.

Our U.S. membership numbers at the beginning of the last four-year period averaged 31,419 full-dues paying members as of April 1, 2002. As of March 31, 2006, full-dues paying members averaged 30,639, a drop of .02%, or 780 members. The good news is that the total membership number has rebounded by 4%, from the all-time low of 29,237, which occurred in March 2005.

Since the Brotherhood's merger with the International Brotherhood of Teamsters, the Maintenance of Way Political League no longer exists. The funds of this program have been transferred to D.R.I.V.E., the Teamsters' Democrat, Republican, Independent, Voter Education program. It is important that we all continue to support this vital program and I encourage you to do so.

Through attrition, the number of National Division auditors has been reduced since the last Grand Lodge convention, from three home-based auditors to only one. The Membership Services Department has been affected by the reduction of one Input/Output Clerk position over the last four years. The Information Systems Department has been reduced by two positions, through attrition, during the same time frame and now has four employees.

Another cost-cutting measure taken by National Division has been relocating the headquarters office from the Travelers Tower in Southfield, Michigan to the nearby Civic Plaza Building. The headquarters square footage has been decreased by 20%, to 9,500 square feet, and the rent has decreased by an average of \$7,400.00 each month, saving the Brotherhood \$88,617.00 each year.

As you can see from these developments, the National Division has reduced costs in many areas while

continuing to provide excellent service and increase productivity with new technology. We will continue our efforts in this direction.

As I look to the future, I feel it is mandatory that the National Division Officers and staff continue to be vigilant and steadfast in our pursuit of fiscal responsibility to the members by carefully scrutinizing any and all expenditures, by reviewing and adjusting procedures at all times, making sure that the most economically sound steps are taken in the achievement of our common goals. We must remain amenable to changes in the ways that we achieve our goals, and not rely on the old standard of, "That's how it's always

been done." We must be forward-looking and ask ourselves, "Is there a better way – a more efficient way – a more fiscally-responsible way?"

I would like to express my gratitude to the staff of the Secretary-Treasurer's Department. All these people, with their many years of experience and dedication, have helped me through all the changes and challenges that have faced the Brotherhood.

I am sure that many of you know from personal experience that my staff and the employees at National Division are always ready and willing to assist in any way they can, and this Brotherhood is fortunate to be blessed with a superb and devoted staff. Thank you.

PERSPECTIVE Continued from Page 4

Presidential Emergency Board. While we are far from being out of the woods in this round, the very fact that the Coalition is standing together and fighting united is a testament to the hard work and effort put forth by our officers, the Rail Conference, the Teamsters International, and the other coalition members; **Moving Forward Together.**

Just like our forefathers in 1887, we have plenty of challenges ahead, and there is no easy road to victory. However, I do believe that we as a Brotherhood still possess the talent, the courage, and the stamina to go the distance and get the job done.

Of course, no union can persevere unless it has its membership behind it. We need each and every one of you to pull with us, to become more active, attend Local Lodge meetings, and to vocalize your desire for fair and equitable wages, hours, and working conditions. With your help and participation, I have every confidence in our ultimate victory as long as we are willing to stand strong and united; **Moving Forward Together.**

In closing, we need to prepare the

next generation the same way we were prepared by those who came before us. Your leadership matters. Your input matters. Your wisdom and sacrifice matter. What happens to working people and their unions matter. You are on the front lines, and what you do will matter infinitely in the working lives of your children and your grandchildren. We can not allow the gains of 119 years of struggle to be wiped away by ambivalence or lack of courage. What happens to working people here and around the world matters. Leaving a nation with high debt, lower family income and a lower life expectancy is not a good reflection on this generation. We must be willing to fight labor's battles both today and tomorrow. I am confident that you will do just that and build upon the strong foundation laid for us by our founder, Brother John T. Wilson, whose vision and compassion live forever in each one of us; **Moving Forward Together.**

May God Bless you all, may God bless our Union, may God Bless our troops fighting overseas, and may God Bless America. Thank you.





BMWED FIRST REGULAR CO



Additional photos taken during the convention may be viewed on



CONVENTION PHOTO GALLERY



online at http://www.bmwe.org/News/Convention_2006/INDEX.HTM

ELECTION SUPERVISOR'S REPORT TO IBT MEMBERS

Candidates Nominated for International Office at the 27th IBT International Convention – 1799 delegates, including delegates elected from BMWED System Federations, attended the 27th International Convention of the IBT in Las Vegas, Nevada from June 26 through June 30, 2006. At the convention, delegates nominated candidates for IBT International offices. There are contested elections for the offices of General President, General Secretary-Treasurer, Vice-President At-Large, and Vice-President for the Central, Eastern and Southern regions. The candidates nominated for the ballot are listed below, by office sought and in the order in which they appeared on the nomination ballots. Each candidate received at least five percent of the delegate votes cast in their nomination contest.

No slate affiliation or groupings are shown or implied by this listing (the deadline for filing slate declarations is August 31, 2006).

General President Candidates

Tom Leedham
James P. Hoffa

General Secretary-Treasurer Candidates

C. Thomas Keegel
Sandy Pope
Michael Kloutwyk

International Trustee Candidates

Doris Cash
Henry Perry
Ferline Buie
Franklin Gallegos

Central Region Vice-President Candidates

Tim Buban
Gordon Sweeton
Darwin Moore
Walter A. Lytle
John T. Coli
Richard Berg
Mark Huckleberry
Cheryl Johnson
Patrick Flynn
Butch Lewis

Southern Region Vice-President Candidates

Tyson Johnson
T.C. Bundrant
Toni Jackson
Kenneth W. Wood

Eastern Region Vice-President Candidates

John Murphy
Daniel Virtue
Frank Gillen
Dan Kane, Sr.
Jack Cipriani
Donald DiLeo

At-Large Vice-President Candidates

George Tedeschi

Fred Potter
Kevin McNiff
Eunice Rodriguez
Chris Roos
Ken Hall
Carl Haynes
Scott Webber
Ed Michael
Dan Scott
Fred Simpson
Randy Cammack
John Thyer
Fred Gegare
Doty Malinsky

Officers Duly Elected at the 27th International Convention

– The number of candidates nominated at the Convention for regional vice-presidents for the Western Region and for Teamsters Canada did not exceed the number of positions available. Accordingly, on the last day of the convention the Election Supervisor certified that these International officers were duly elected:

Western Region Vice-Presidents

Jim Santangelo
Chuck Mack
Al Hobart

Teamsters Canada Vice-Presidents

Tom Fraser
Don McGill
Robert Bouvier

These duly elected officers will not start their term until the final certification of the results of the rank-and-file election for the contested International offices.

General Election Dates – Every IBT member will have an opportunity to campaign, support and vote for any candidate or group of candidates in the International officer election. Candidates may publish campaign literature in upcoming issues of the *Teamster* and *Teamster Canada*. The Office of the Election Supervisor will conduct the mail ballot election for the contested offices. We expect that ballots will be mailed to the entire IBT membership on October 10, 2006, and that the ballot count will start on November 13, 2006 continuing each day to completion. Details of the balloting and count will be published in coming issues of this magazine, and on www.ibtvote.org.

Election Protests – Members should know that the Election Supervisor sanctioned IBT members in recent protest rulings. Two cases involved members who collected ballots from others. *In re: Pope*, 2006 ESD 316 (June 30, 2006); *In re: Berg*, 2006 ESD 278 (May 30, 2006). In the third case the Election Supervisor found that a Convention delegate assaulted an IBT member and nominated candidate for International office. *In re: Berg*, 2006 ESD 315 (June 29,

2006). Sanctions issued in these cases included disqualification of delegate candidates for misconduct, revocation of convention credentials, refunding of per diems payments, fines, and referral to the IRB. You can read these decisions at www.ibtvote.org, and print out copies from the website. We will sanction members for misconduct that interferes with the election process, or that denies to other members the right to exercise their free choice to vote in the election.

Candidate Forum – Candidates for

the office of General President (or, if they choose, the General Secretary Treasurer running on their slate) must participate in a candidate forum where they will have an opportunity to address issues affecting the IBT and its members. The forum will be recorded or broadcast and the broadcast will be accessible to members. Under the *Rules*, the debate is scheduled to occur in August 2006. Check www.ibtvote.org for details on the date, time and location of the candidate forum.

Richard W. Mark

First Regular National Division Convention

Continued from Page 1

culture of unions in America," Hoffa said. "We're fighting the fight that must be fought. It's the union that puts food on our tables and clothes on our backs."

President Hoffa praised BMWED leaders and members for their success in organizing short line railroads and railroad suppliers. "I'm proud of the BMWED for its organizing successes," said Hoffa. He noted that increased organizing is a goal of the new Change to Win Coalition, and thanked the BMWED for helping the IBT work toward that goal. "You are growing and we are growing," he said. "More members mean more power."

Hoffa was critical of the Bush administration and its stance on Amtrak funding and rail security funding. "President Bush needs to get off Air Force One and ride Amtrak," he said. Hoffa also criticized the current administration for failing to provide adequate funding for railroad security training, which is a key element to improving overall railroad security. "There's a huge disparity between airline and rail security funding," Hoffa said. "Where is the funding for security training for our members?"

General President Hoffa also touched upon the BMWED's current round of contract negotiations with the National Carriers Conference Committee, and pledged to help BMWED and the Rail Labor Bargaining Coalition in its fight to protect railroad jobs and union wages. Hoffa received several standing ovations during his

speech.

IBT General Secretary-Treasurer Tom Keegel addressed the delegates on Wednesday, June 21. Brother Keegel spoke passionately about the IBT efforts to unify and support the Rail Labor Bargaining Coalition, Amtrak funding, national negotiations, corporate greed, rail safety and security, camp car conditions, and the need to become politically active.

General Secretary Keegel said to the delegates, "I'm excited about where we're going. I'm excited about the future of us joining together. I believe we're going to be better and stronger for it because it's all about power. It's power in Congress; it's power when you're dealing with an employer. I've dealt with many employers over my career. I'm going to negotiate the best contracts I can for my people and the only way you get that is when you got respect and they got fear; and Brothers and Sisters, we're going to help you do that, get respect and fear, because you deserve everything that you get." Brother Keegel received several standing ovations during his rousing speech.

Each BMWED delegate has been furnished with a complete set of verbatim minutes of the proceedings. Members are encouraged to review the minutes in order to gain a better understanding of how the Brotherhood's Convention functions, and to witness first hand the principles of democracy and majority rule in the governance of our union.



BMWED Annual Scholarship Revised; Enrollment Now Open

BMWED members and their dependents encouraged to apply

By action of the First Regular National Division Convention held the week of June 19, 2006, BMWED delegates revised the annual scholarship award by increasing the number of BMWED scholarships from one to two, and by increasing each scholarship to \$2,000.00. The BMWED Scholarship program was originally established by action of the 2002 Grand Lodge Convention. The program has awarded one \$1,500.00 scholarship annually to a BMWED member or dependent since 2002.

Based upon newly adopted Resolution 43, entitled "BMWED-IBT Annual Scholarship Award" the BMWED will now award two annual scholarships each November to a BMWED member or an eligible dependent, with preference given to applicants enrolled or planning to enroll in an accredited college or university in pursuit of labor-related studies. The annual scholarship award is designed to encourage and recognize the achievements of BMWED members and their dependents, and to assist them in obtaining a college education.

President Simpson stated, "I am proud of our delegates and their willingness to help educate BMWED members and their families as a means to advance Labor's agenda and protect the rights of working people. These revisions to the BMWED Scholarship program will help additional members and dependents achieve their educational goals. This program will also help further members' and dependents' appreciation of Organized Labor's contributions to our society and the preservation of the middle class."

ELIGIBILITY:

Applicant must be: (1) a dependent of a BMWED member who is a high school senior enrolled or planning to enroll in an accredited college or university, or a full-time undergraduate or graduate student enrolled at an accredited college or university; or, (2) a member of BMWED enrolled as an undergraduate or graduate student at an accredited college or university.

Preference will be given to applicants pursuing the study of labor-related subjects or pursuing a degree in labor-related subjects.

APPLICATION PROCEDURE:

To apply for the BMWED scholarship, an applicant must meet all the eligibility requirements and submit via mail the following: (1) A completed application form (available on line at www.bmwe.org); (2) Most recent academic transcript (if applicable); (3) College entrance examination, i.e., ACT and/or SAT scores (if applicable);

(4) A list of extra-curricular, community service and/or union activities; (5) A letter of recommendation in the prescribed format from a school official or from a member of the labor community who is unrelated to the applicant; (6) A statement of 300 words or less written by the applicant outlining his or her employment history and career goals; and, (7) A statement of 300 words or less written by the applicant explaining how the BMWED has impacted his or her life.

SELECTION CRITERIA:

Three (3) applications verified to meet all necessary criteria will be selected by random draw from the pool of applications received by the close of business on September 29. The selected applications will be copied and distributed to the BMWED Vice Presidents who will independently review and rank each application on a scale of 1 - 3, with 3 being the high-

est ranking and 1 being the lowest ranking. Any tie in ranking score will be decided by the National Division President based upon his final review of the tied applications. The two applicants garnering the highest aggregate rankings will receive notice of the scholarship award in November.

The BMWED Scholarship award check will be made out directly to the college or university where the award recipients are enrolled or accepted for enrollment. Upon notification of the award, it will be necessary for the recipients to furnish the National Division President with information to facilitate the issuance of each award check payable to the accredited college or university where the applicants are accepted or enrolled.

Application materials must be submitted by mail and be received at National Division headquarters by the close of business September 29,

2006. Faxed applications will not be accepted. Please mail completed applications to:

President, Brotherhood of Maintenance of Way Employes Div.
c/o BMWED Scholarship
20300 Civic Center Drive, Suite 320
Southfield, MI 48076-4169

Application forms and a complete description of application procedures and eligibility requirements can be downloaded from the Brotherhood's website at www.bmwe.org. Or you can call the National Division Department of Safety and Education at 202-638-2135 ext. 12, and request a scholarship package be sent to you via regular mail. Any questions concerning the BMWED Scholarship or application/selection procedures may be forwarded via e-mail to BMWED's Education Director at Ricki@bmwe-wash.org.

RESOLUTION No.43

As adopted by First National Division Convention July 21, 2006

RE: BMWED – IBT ANNUAL SCHOLARSHIP AWARD

WHEREAS, The Brotherhood of Maintenance of Way Employes Division needs to educate members and their dependents to advance its agenda of protecting and preserving the rights of workers; and

WHEREAS, The Brotherhood of Maintenance of Way Employes Division is an aggressive leader in rail labor that is steadfast in its beliefs; and

WHEREAS, The leadership of the Brotherhood of Maintenance of Way Employes Division understands the need for quality education to promote trade unionism; Therefore, be it

RESOLVED, That the Brotherhood of Maintenance of Way Employes Division will maintain a committee that will award annually two (2) scholarships to a member or their dependent, with preference given to those furthering their education in the study of labor-related subjects; and, be it further

RESOLVED, That the committee will establish and revise as necessary the criteria for the awarding of

an annual BMWED scholarship; and, be it further

RESOLVED, That the delegates to the First Regular National Division Convention of the Brotherhood of Maintenance of Way Employes Division approve the funding necessary to award such annual BMWED scholarship; and, be it further

RESOLVED, That the delegates to the First Regular National Division Convention of the Brotherhood of

Maintenance of Way Employes Division direct the National Division Executive Board to approve the funding necessary to continue the BMWED Scholarship program, and each scholarship shall be awarded annually in November to a BMWED member or dependent, with preference given to those applicants furthering their education in the study of labor-related subjects. Each annual scholarship shall be in the amount of \$2,000.00.



ROLL OF HONOR

60 year

MERIT AWARDS

Dominic F. Angelo	B&LE	1115	1933
Paul F. Bonvillian	NPW&LE	1664	1944
Harold E. Ensign	B&LE	1115	1943
Roy Euhardy	C&NW	0425	1946
Erwin A. Friday	DM&IR	1710	1946
A. J. Gentile	B&LE	1115	1946
George D. Goodenow	B&LE	1115	1943
Anthony Leone	EJ&E	0358	1941
Kenneth O Dell	C&E	1003	1946
Charles A. Peterson	DM&IR	1710	1942
Chester G. Sjostrom	DM&IR	1710	1944
L. B. Smyers Jr	B&LE	1115	1942
Harold C. Tast	DM&IR	1710	1946

50 year

MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
William J. Adzima	B&LE	1115	1952
Gerald D. Anderson	DM&IR	1710	1951
T. A. Denton	AEF	0563	1952
Richard W. Elijah	CRSF	1056	1952
Clifton L. Hice	B&LE	1115	1954
Everett Hiipakka	DM&IR	1710	1948
Clarence L. Hoch	B&LE	1115	1948
Sherman F. Johns	B&LE	1115	1948
Donald L. Johnson	EJ&E	0358	1948
John E. Kuchta	DM&IR	1710	1949
Leonard Kuukari	DM&IR	1710	1949
Robert L. Linder	DM&IR	1710	1953
Mike Macenski	DM&IR	1710	1949
Jerry Novak	DM&IR	1710	1953
James M. Saxhaug	DM&IR	1710	1947
Frank Urban	BURL	1105	1956
Thomas D. Wright	AEF	0563	1955
Thomas D. Wright	AEF	0563	1955

40 year

MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Edward L. Beck	FRISCO	0493	1965
Al G. Fields	FRISCO	0361	1966
Mike Garcia	NPW&LE	1664	1965
Chris Papaevangelou	EJ&E	0463	1957

30 year

MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
Jeffrey P. Agnew	PENN	3016	1974
Artemio F. Aguirre	EJ&E	0358	1973
Antonio V. Almanza	EJ&E	0358	1970
Eliseo G. Almanza	EJ&E	0358	1973
Salvador C. Anaya	EJ&E	0463	1976
Gary J. Anderson	DM&IR	1710	1975
Terry Anderson	DM&IR	1710	1975

James M. Artello	B&LE	1115	1972
James W. Barnes	EJ&E	0358	1969
Ramon L. Barnes	NPW&LE	1664	1975
Eugene Berg	DM&IR	1710	1973
David A. Bjorlin	DM&IR	1710	1973
Ernie L. Blohm	NPW&LE	1664	1974
Bradford C. Bloom	DM&IR	1710	1971
Randy J. Bolen	DM&IR	1710	1975
Bradford H. Borgelt	DM&IR	1710	1974
Frank A. Bowman	FRISCO	0361	1976
John D. Bowman	PENN	3018	1970
Arthur J. Brandt	DM&IR	1710	1975
Wayne C. Brown	B&LE	1115	1972
Donald J. Bucci	CRSD	2910	1976
Arnold L. Bugge	DM&IR	1710	1974
James C. Burch	PENN	3018	1974
Homer F. Bush	NPW&LE	1664	1974
Ben Byrne	PENN	3018	1969
Dale J. Carroll	NPW&LE	1664	1974
Thomas J. Cartwright	C&E	0063	1974
Frank C. Chaffin	FRISCO	0493	1975
James R. Churchill	B&LE	1115	1968
Gerald L. Cline	PENN	3018	1975
Michael E. Clinton	EJ&E	0358	1972
Vernon Cornett	PENN	3018	1970
Floyd Costello	EJ&E	0463	1974
Phillip G. Courtney	B&LE	1115	1972
Rick L. Crenshaw	FRISCO	1251	1975
Gary Crist	DM&IR	1710	1975
John W. Cross	PENN	3018	1975
Eugene Crum	NPW&LE	2307	1969
Thomas J. Dagenais	EJ&E	0463	1976
Rodney L. Daniels	C&E	0063	1974
Pietro Dasco	NPW&LE	2307	1974
Ronald L. Dasco	PENN	3018	1971
Eric K. Dawes	B&LE	1115	1973
James De Boer	DM&IR	1710	1969
Eugene Degasperis Jr	NPW&LE	2307	1974
David A. Dello	NPW&LE	1997	1975
Robert M. Desko	NPW&LE	1997	1975
Timothy F. Dillon	DM&IR	1710	1972
David L. Doak	PENN	3018	1972
George P. Downs	DM&IR	1710	1972
Edwin Draffen	ICGF	0017	1976
James L. Dulaney	PENN	3018	1970
Theodore C. Engstrom Jr	B&LE	1115	1971
Jeffery L. Eveland	BURL	0788	1976
Jesse D. Fortin	FRISCO	0493	1975
Richard Gaddis	DM&IR	1710	1971
David J. Gezo	B&LE	1115	1971
Phillip J. Girard	PENN	3018	1975
Tony Girard	PENN	3018	1973
B. R. Godmare	DM&IR	1710	1975
Kenneth Goodwin	EJ&E	0463	1973
Keith A. Graham	NPW&LE	1362	1974
Roy D. Greenlee	B&LE	1115	1971
Ray Guerrero	EJ&E	0358	1973
Nicolas R. Gutierrez	EJ&E	0358	1973
Randy D. Haedrich	DM&IR	1710	1975
Stanley J. Hanson	DM&IR	1710	1975
Gary L. Hart	C&NW	1847	1976
Robert T. Hathy	B&LE	1115	1972
Mark S. Hay	CRSF	1056	1975
Bert E. Highland Jr	DM&IR	1710	1974
Douglas D. Hilley	EJ&E	0463	1974
Harvey Hilton Sr	NPW&LE	1363	1967
Thomas A. Houser	PENN	3018	1973
Sammy Hunter	NPW&LE	1664	1975
Robert A. Irish	NPW&LE	1664	1975
Paul R. Iverson	DM&IR	1710	1973
Ned A. Jacobs Jr	PENN	3018	1974
Richard A. Jarvis	PENN	3018	1971
Theron W. Johnson	SOO	0019	1976
Jack E. Jussila	DM&IR	1710	1973
Rick L. Kadri	PENN	3018	1974
Larry D. Kline	CRSF	1056	1970
Edward R. Knapp	B&LE	1115	1972
Steve H. Knutie	DM&IR	1710	1974
Thomas V. Koehler	DM&IR	1710	1975
Verl R. Kreamer	NPW&LE	1363	1974
John A. Krol	EJ&E	0463	1974
Ronald D. Kubis	DM&IR	1710	1975
Curt J. Kueker	NPW&LE	1664	1975
Michael L. Kucher	C&NW	1148	1976
Richard N. La Voie	DM&IR	1710	1973
Andrew J. Lance	NPW&LE	1997	1974
Dale R. Larson	DM&IR	1710	1975
Michael G. Leblanc	DM&IR	1710	1975
James E. Leffel	CRSF	1056	1971
Thomas N. Legner	EJ&E	0358	1971
Mark R. Lennartson	DM&IR	1710	1974
Steve H. Lines	FRISCO	0493	1975
Dennis Lonke	DM&IR	1710	1971
Michael Luc Jr	PENN	3016	1974
Johnnie A. Lundin	DM&IR	1710	1974
John Luoma	DM&IR	1710	1973
Rodney E. Luoma	DM&IR	1710	1972
David A. Lynn	B&LE	1115	1971
Michael T. Macenski	DM&IR	1710	1974
Edward M. Maisel	EJ&E	0358	1972
Frank Malec	DM&IR	1710	1970
David E. Mammone	PENN	3018	1974
Joseph A. March	PENN	3018	1974
Gary L. Mardis	PENN	3018	1976
Duane E. Martin	B&LE	1115	1974
Amado P. Martinez	EJ&E	0358	1970
Ronald L. Mcabier	PENN	3018	1972
John S. Meggison Jr	C&NW	1879	1976
Anthony L. Mendenhall	NPW&LE	1363	1974
Gilbert L. Mentzer	B&LE	1115	1972
Thomas J. Mesojedec	DM&IR	1710	1974
Rick E. Metzger	PENN	3018	1975
Robert M. Milinkovich	DM&IR	1710	1973
John R. Miller	NPW&LE	1664	1975
Robert L. Miller Sr	NPW&LE	1664	1974
W. C. Moehlenbrock	DM&IR	1710	1984
Dennis L. Morgan	B&LE	1115	1969
Terrance J. Mulligan	PENN	3016	1975
Michael W. Nagle	DM&IR	1710	1975
Robert S. Neiswonger	B&LE	1115	1972
Juan Nunez	NPW&LE	2307	1970
Luis Nunez	NPW&LE	2307	1974
John M. Olson	DM&IR	1710	1967
Scott W. Olson	DM&IR	1710	1975
Jesus C. Ortiz	EJ&E	0358	1973
Kenneth W. Overacker	C&E	0063	1975
Andrew M. Pappas	DM&IR	1710	1973
John L. Patten	B&LE	1115	1972
Bobbie R. Patton	FRISCO	0493	1975
Lawrence W. Pears	B&LE	1115	1974
Rafael Peluyera	EJ&E	0463	1968
Steve F. Pena	NPW&LE	1664	1974
Dean H. Peterson	DM&IR	1710	1974
Donald E. Phillips	CRSD	2910	1976
G. L. Phillips Jr	B&LE	1115	1970
Gregory A. Pluta	EJ&E	0463	1973
James E. Polachek	NPW&LE	1664	1975
Ronald T. Powers	C&NW	1071	1976
Charles W. Powers Jr	NPW&LE	1362	1974
Anthony L. Reed	EJ&E	0358	1973
Matthew R. Richeson	C&NW	1847	1976
Dennis P. Riill	PENN	3016	1974
Duane A. Rine	PENN	3018	1974
M. M. Robles	EJ&E	0463	1971
Miguel G. Rodriguez	PENN	3018	1967
Michael G. Roser	FRISCO	2033	1975
Michael R. Samples	EJ&E	0463	1974
Tony Sanchez	EJ&E	0358	1975
Doug W. Sanderson	C&E	0063	1974
John B. Santangelo	PENN	3018	1971
J. A. Seals	ICGF	2834	1976
Stuart L. Seible	C&NW	1757	1976
Dennis F. Setniker	DM&IR	1710	1974
Kenneth F. Shaw	B&LE	1115	1971
Edmund B. Shepherd	NPW&LE	1363	1972
Brian C. Sherman	B&LE	1115	1974
Donald E. Showalter	NPW&LE	1664	1974
Earl C. Simpson	NPW&LE	2307	1974
Gerold M. Sjoquist	DM&IR	1710	1975
John W. Smith	B&LE	1115	1967
Steven R. Smolich	DM&IR	1710	1971
Kenneth G. Snyder	NPW&LE	1664	1975
L. R. Snyder	B&LE	1115	1972
Jack L. Steinbach	DM&IR	1710	1973
Dwain Stinchcomb	PENN	3018	1972
Gregory P. Stouder	NPW&LE	1363	1974
Daniel M. Strand	DM&IR	1710	1975
Roger D. Summers	PENN	3018	1974
Jeffrey Sunde	DM&IR	1710	1971
D. L. Surrena	B&LE	1115	1972
Edward E. Surrena	B&LE	1115	1971
Richard D. Sutherland	EJ&E	0358	1974
Walter R. Sutton	PENN	3018	1972
Herbert G. Swanson	DM&IR	1710	1974
Steven R. Swanstrom	DM&IR	1710	1973
J. L. Teed	B&LE	1115	1971
Jesus N. Terrazas	NPW&LE	1363	1974
Russell J. Thatcher	FRISCO	0361	1970
Joseph J. Tomaich	DM&IR	1710	1974
Patrick G. Traxler	C&NW	0343	1976
Donald J. Trendt	PENN	3016	1974
David W. Trussell	PENN	3018	1974
Richard A. Tuomi	DM&IR	1710	1973
Ronald J. Van Cannon	C&NW	0437	1976
Calvin F. Vance	NPW&LE	1664	1974
Esteban L. Vargas	EJ&E	0358	1975
Stephen W. Veigel	PENN	3018	1970
William H. Veigel	PENN	3018	1974
Joe V. Vera	NPW&LE	1664	1974
E. S. Walker Jr	B&LE	1115	1971
William E. Waller	PENN	3018	1971
Gregory W. Wallgren	DM&IR	1710	1973
David Walsh	NPW&LE	2307	1972
G. R. Walter	B&LE	1115	1971
Gary J. Walter Jr	PENN	3016	1974
Carl D. Watts	PENN	3018	1974
Edward D. Whitmore	PENN	3018	1972
Lenny A. Wiseman	C&NW	2854	1976
Jessie R. Wright	NPW&LE	1363	1976
Fred Young	CRSF	1056	1976
George R. Young	EJ&E	0358	1971
Thomas L. Zea	C&NW	1757	1976
Dale G. Zimmerman	DM&IR	1710	1975

20 year

MERIT AWARDS

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
R. C. Aiken	B&LE	1115	1967
Paul Bergman	DM&IR	1710	1978
Barry D. Byers	NPW&LE	1362	1986
Robert L. Canada	CRSD	2910	1986
Timothy R. Chascsa	C&NW	0721	1986
J. A. Engelmeier	DM&IR	1710	1984
Earl Fisher	PENN	3016	1977
Anthony T. Flores	EJ&E	0463	1977
Jose Gutierrez	EJ&E	0358	1988
Donald W. Halverson	DM&IR	1710	1979
Henry H. Harper	DM&IR	1710	1978
Randy Jenkins	DM&IR	1710	1984
Gary Libal	DM&IR	1710	1978
Ellsworth C. Lind	DM&IR	1710	1969
Jeffrey C. Loining	DM&IR	1710	1984
Larry H. Maki	DM&IR	1710	1978
Earl L. Malia	EJ&E	0463	1979
W. C. Moehlenbrock	DM&IR	1710	1984
W. C. Moehlenbrock	DM&IR	1710	1984
Reginald L. Morrow	CRSD	2910	1986
Gregory Nelson	DM&IR	1710	1978
Lorenzo M. Quintana	C&NW	0377	1986
A. Soneye	EJ&E	0358	1979

DEATH BENEFITS

Report of Claims Paid during Jan. thru Apr., 2006

NAME	LODGE NUMBER	SYSTEM	NAME	LODGE NUMBER	SYSTEM
WILLIAM L. DETTINGER	0509	BURL	LEROY L. FOWLER	1432	AEF
LAWRENCE W. MARTIN	2405	AT&SF	JOHN FOCCI	2401	AT&SF
FRED LUCERO	0732	MT&PLS	HOWARD T. HEATON	0518	FRISCO
CHARLES T. JOHNSON	10				

Martin R. Staples DM&IR 1710 1978
 Jacquelin Watson CRSD 2910 1984
 Darrell D. Wick DM&IR 1710 1978

10 year

M E R I T A W A R D S

LODGE NAME	MEMBER SYSTEM	NUMBER	SINCE
R. Almazan	EJ&E	0358	1995
Dale C. Boggs	NPW&LE	2307	1993
Randy K. Bolen Jr	DM&IR	1710	1995
Allan A. Brown	FRISCO	1600	1995
David W. Christian	EJ&E	0463	1995
Roger L. Claborn Morris	FRISCO	1251	1995
Tomas Cruz	NPW&LE	2307	1994
Dalan S. Cushman	C&EI	1003	1992
William C. Damm	CRSD	2910	1996
John R. Daugherty	FRISCO	0518	1995
Brandon T. Dodd	FRISCO	0361	1995
A. Fadrowski	EJ&E	0358	1992
James J. Fazakerley	CRSD	2910	1996
E. C. Feagin	EJ&E	0463	1995
Steven L. Frame	CRSD	2910	1995
Bobby L. Garlett	FRISCO	1251	1995
E. D. Goodwin	EJ&E	0463	1995
Matthew G. Greening	EJ&E	0463	1995
E. Gutierrez	EJ&E	0358	1995
Daniel Hampton	NPW&LE	1664	1994
Randy A. Hensley	FRISCO	0493	1995
Mike R. Highland	DM&IR	1710	1995
Charles P. Hill	CRSD	2910	1996
Bryant D. Hobbs	EJ&E	0463	1995
G. J. Hodgins	EJ&E	0358	1995
Charles R. Hogue	UN PAC	0799	1996
Charles R. Hogue	UN PAC	0799	1996
Todd E. Holdinghausen	FRISCO	0493	1995
Jeromy L. Houchin	FRISCO	0493	1996
Mark D. Jackson	FRISCO	1251	1996
C. D. Kangas	DM&IR	1710	1990
Robert W. Lee	FRISCO	1251	1995
Sherwin D. Lee	FRISCO	1600	1995
Charles F. Levalley	FRISCO	0518	1996
C. C. Madura	EJ&E	0358	1995
Gina M. Manasco Lindsey	FRISCO	1600	1995
Steven J. Mc Dermott	CRSD	2910	1996
Quincy Mc Kenzie	CRSD	2910	1996
Steve B. Meek	FRISCO	0518	1994
S. M. Melin	DM&IR	1710	1992
Travis L. Mikles	FRISCO	1251	1994
Dan O Meara	EJ&E	0358	1994
Shawn A. Owens	FRISCO	0493	1995
Tyrone F. Patterson	CRSD	2910	1996
R. Perez	EJ&E	0463	1989
R. Prieto	EJ&E	0463	1995
Kelby R. Procono	FRISCO	1251	1995
David E. Richards	FRISCO	0493	1995
Phillip A. Richardson	FRISCO	1600	1995
Michael B. Roberts	FRISCO	2033	1995
Jeffrey F. Sabor	EJ&E	0358	1992
Willie P. Sanders	FRISCO	1251	1995
Michael Schulte	CRSD	2910	1996
Warren M. Sjoquist	DM&IR	1710	1995
Gary L. Snyder Jr	NPW&LE	2307	1994
Charles R. Sowers	FRISCO	1251	1995
Scott M. Spray	UN PAC	0874	1996
Carl R. Stewart	FRISCO	2600	1995
Bradley C. Stolba	FRISCO	0518	1995
D. L. Stroud	EJ&E	0358	1994
Michael E. Taylor Jr	FRISCO	0518	1995
M. L. Travis	EJ&E	0358	1995
R. W. Warren	EJ&E	0463	1995
Michael J. Wyatt	NPW&LE	2307	1995

Legislative Issues – 109th Congress

Continued from Page 12

On May 16, Senate Commerce Committee Chairman Ted Stevens (R-AK) held a hearing on the long-delayed TWIC program. Deputy Homeland Security Secretary Michael Jackson told the committee, "This has the highest priority commitment from the department for a deployment that we say will begin this year for TWIC cards for maritime workers." The Transportation Security Administration and the U.S. Coast Guard released proposed TWIC rules for publication in the May 22 Federal Register.

The program got bogged down in a contracting controversy, and other questions about TWIC remain such as who will wind up paying for the biometric ID cards. According to the TSA's proposal, the cards will cost at least \$95, and some workers may have to pay \$149. With some 750,000 TWIC cards needed for maritime workers and others needing regular access to ports, the total cost could be as high as \$111 million.

While the Transportation Trades Department, AFL-CIO, is still in the process of reviewing and analyzing the TSA and Coast Guard proposed rules, General Counsel Larry Willis appeared before the committee to highlight transportation labor's initial concerns and reactions to the proposal and to offer some suggestions for improvement.

Mr. Willis stated no one wants to secure our nation's ports and other transportation assets more than the men and women represented by transportation labor, who are on the frontlines and will be the ones first affected in the event that a terrorist attack is carried out using or attacking our nation's transportation system. He emphasized, however, that any TWIC program must strike the right balance. It must enhance the security of our transportation system, but must also preserve the legitimate rights of workers and not unduly infringe on the free flow of commerce. In short, the TWIC program must provide workers with basic due process rights, including a meaningful appeal and waiver process, ensure that privacy rights are respected, not force workers to pay the costs of this mandate and focus on identifying true security risks and not unjustly punishing someone twice for a bad decision made years ago.

TTD plans to submit a more comprehensive response to the TSA and the Coast Guard as requested in the Federal Register notice.

National Transportation Safety Board

The current National Transportation Safety Board reauthorization runs out on October 1, 2006. In preparation for a reauthorization, the Senate Commerce, Science and Transportation Committee held a hearing on May 24 to review the NTSB's three-year reauthorization request. Chairman Stevens (R-AK) stated he hoped to be able to introduce a reauthorization bill for the NTSB in June and get it approved by

both committees and the full Senate in short order.

The Safety Board is asking for authorized resource levels capable of funding 399 full-time equivalent (FTE) positions for fiscal year 2007, and 475 FTEs in both fiscal years 2008 and 2009. The necessary resource levels for fiscal years 2007-2009 are \$79.594 million, \$99.974 million, and \$104.844 million, respectively.

Railroad Retirement Trust Fund

On May 24 Chairman Steven LaTourette (R-OH), T&I Railroads Subcommittee, held a hearing on the performance of the Railroad Retirement Trust Fund since the enactment of the Railroad Retirement and Survivors' Improvement Act of 2001. Representatives from the Railroad Retirement Board, the National Railroad Retirement Investment Trust, the Association of American Railroads, and the Transportation Communications International Union (TCU) appeared as witnesses.

The 2001 legislation reduced the retirement age from 62 to 60, provided enhanced Tier II benefits for retirees and their surviving spouses, and reduced taxes on current railroad employees.

President Scardelletti, TCU, testified that the financial security of the railroad retirement system has been strengthened. The total assets of the system now stand at \$30.3 billion, about \$10 billion more than when the Trust first began its investment activities in the Fall of 2002. That's a 50 percent increase. And the cost of the system to employers and employees has declined. For calendar year 2006, the Tier II tax rate on employees is 4.4 percent, down from 4.9 percent prior to the Act, and the employer tax rate has dropped from 16.1 percent to 12.6 percent.

He stated that the structure of the Trust has worked well. The balance of three labor and three management members of the Board of Trustees, along with one Independent Trustee, has produced a cooperative team-oriented approach to meeting a common goal – protecting and growing the assets held by the Trust for the benefit of current and future railroad retirees and their dependents, spouses and survivors.

2006 Emergency Supplemental Spending Measure (CSX Railroad Relocation)

House and Senate Appropriators are having a difficult time reconciling a supplemental appropriations package that President Bush requested to fund the Iraq war and the Hurricane Katrina recovery effort. The White House requested \$92.2 billion for the war and hurricane relief, plus up to \$2.3 billion for flu preparations – for a total of \$94.5 billion. The House-passed supplemental included a modest \$91.9 billion in spending. The Senate, however, added millions of dollars for earmarked pro-

jects that would benefit states and totals \$109 billion. President Bush has vowed to veto the measure if it exceeds his request.

Dubbed the \$700 million "Railroad to Nowhere," Mississippi Republican Senators Thad Cochran and Trent Lott inserted into the Senate measure a \$700 million provision to relocate a CSX railroad line in Mississippi. Under fierce attack by critics for earmarking money for an unnecessary pork project, both Senators defended the move, saying it's necessary to prevent the rail line from future hurricane damage. According to a Senate report on the bill, moving the line north would also make room for a new federal highway – a potential boon for state developers and the casino industry. The Senate shot down a proposal by Senator Tom Coburn (R-OK), a fiscal conservative, to strip the \$700 million earmark from the bill.

U.S. Rail Capacity Shortage

The rail freight network in the United States is about half the size of that network in 1980 when the Staggers Rail Act substantially deregulated freight railroad market entry and exit and railroad rates. However, today's network carries approximately double the ton-miles of freight that the 1980 network carried.

On April 26 Chairman Steve LaTourette (R-OH) of the House Subcommittee on Railroads held a hearing on the current shortage of railroad capacity in the United States and possible solutions to that shortage. Key witnesses from FRA, Wisconsin DOT, BNSF, UPS, and AAR appeared before the committee.

The Class I freight railroads are projected to spend approximately \$8 billion this year for new track and other system improvements. In addition, the railroads will expend approximately \$10-12 billion in private funds to maintain and repair the existing network. On average, Class I railroads spend about 45 percent of operating revenue on infrastructure and equipment.

The rail freight industry is proposing a 25% investment tax credit to encourage railroad infrastructure investment. AAR President Ed Hamberger said the Bush Administration has the proposal under consideration but they have not made a decision yet as to whether to support the tax credit proposal.

As to public funds, physical improvement of rail and rail-intermodal infrastructure was the principal purpose for the enactment of the expanded \$35 billion Railroad Rehabilitation and Improvement Finance (RRIF) loan program in Title IX of last year's SAFETEA-LU legislation. The Subcommittee held an oversight hearing on this program in March 2006.

Besides the expanded capacity necessary to keep up with demand for rail freight transport, there are a number of locations and routes where the same infrastructure and right-of-way is or will be expected to provide sufficient capacity for commuter rail service, intercity rail service, or both.

Centenarians

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

Solon Ingram

A Grandview, Tennessee resident, Brother Ingram celebrated his 100th birthday on April 16, 2006. He was last employed by the Tennessee Central Railroad Company as a track laborer.

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

BMWED Legislative Issues – 109th Congress

Amtrak FY 2007 Appropriations

The House Appropriation's Transportation/Treasury/HUD subcommittee approved a draft fiscal 2007 spending bill on May 25. Subsidies for Amtrak would be \$900 million – the same amount Bush has requested and just more than half of what Amtrak says it needs to operate.

In recent years appropriators have split the difference between Amtrak's request and the administration's recommendation. Last year, however, Bush threatened to veto the bill absent language overhauling the way the railroad does business. Appropriators avoided that by splitting Amtrak's operational and capital budgets, and stipulating that spending on money-losing food, beverage and sleeper car services would be barred unless the Transportation Department's inspector general reported operational savings by July 1.

The bill has been tentatively scheduled for markup in the full Appropriations Committee on June 6.

Rail Security/Safety

Senate Commerce Committee Chairman Ted Stevens (R-AK) and Co-Chairman Daniel Inouye (D-HI), along with 41 cosponsors introduced a bipartisan transportation security bill to improve the system of maritime, rail and transit security. The Maritime, Rail, and Public Transportation Security Act of 2006 (S 2791) combines the port, cargo, and rail security provisions of the Commerce Committee's S 1052, the Transportation Security Improvement Act, with the Banking Committee's Public Transportation Terrorism Prevention Act, S 2032. Both bills were unanimously reported by their respective committees on November 17, 2005.

The rail security portion of the bill would require the Transportation Security Administration (TSA) to conduct a railroad sector threat assessment and submit prioritized recommendations for improving rail security, and the measure would call for the TSA and the Department of Transportation (DOT) to clarify their respective roles for rail security.

Consistent with the Rail Security Act passed in the 108th Congress, the legislation would provide grants through TSA to Amtrak, freight railroads, and others to upgrade security across the entire railroad system. It would provide funding through DOT to make needed security and safety enhancements to Amtrak railroad tunnels in New York, Washington, and Baltimore.

The legislation also would create a rail security research and development program through DHS and it would encourage the deployment of rail car tracking equipment for hazardous material rail shipments. Additionally, the bill would require rail carriers that ship high-hazard materials to create

threat mitigation plans to protect high-consequence targets when specific threat information exists.

The bill would: authorize studies to improve passenger rail screening and immigration processing along the U.S. northern border; create a security training program for railroad workers; and provide whistle blower protections for workers who report security concerns.

The rail security provisions would also require TSA oversight for review of rail security capital projects; require TSA and DOT to clarify respective roles for rail security; require DOT, in consultation with DHS, to review existing

rail regulations to improve rail security; and require DHS to develop a national plan for public outreach and awareness.

The Senate Commerce Committee spearheaded the establishment of a harmonized security credential for all transportation workers, authorizing the creation of a Transportation Worker Identification Credential (TWIC) program. The bill would require TSA to deliver a rulemaking on the implemen-

tation of the TWIC program for maritime workers. It has been more than three and one half years since Congress first required such a card, and this provision sets a mandatory deadline of January 1, 2007 for rollout.

The legislation authorizes approximately \$728.6 million for port and cargo security initiatives; \$1.2 billion over three years for rail security, including Amtrak and freight; and \$3.5 billion over the next three years to transit agencies across the country to invest in projects designed to resist and deter terrorist attacks. The transit funds authorized would be awarded based on an assessment by the Department of Homeland Security of the needs of all of our nation's transit systems. Transit funding would be provided through three grant sources: Capital Grant Program; Operation Grant Fund; and Research Grand Fund.

The bill was placed on the Senate Legislative Calendar.

Transportation Worker Identification Credential (TWIC) Program

The Senate Commerce Committee first authorized a transportation worker credential in the Aviation and Transportation Security Act of 2001, and then again in 2002 and 2004 when the Committee developed and reauthorized the Maritime Transportation Security Act. These laws authorized the development and issuance of biometric security cards to transportation workers who satisfy background checks for entry into secure areas in maritime, as well as other secure transportation facilities. The cards would be required for railroad workers who handle hazardous materials, work on passenger systems or must gain entry to ports.

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