



MATT O. WILSON
GENERAL CHAIRMAN

**Brotherhood of Locomotive
Engineers and Trainmen**
GENERAL COMMITTEE OF ADJUSTMENT
BURLINGTON NORTHERN SANTA FE – MONTANA RAIL LINK

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JERRY LAPRATH
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4237 ORCHARD DRIVE
GALESBURG, IL 61401

ALL LOCAL CHAIRMEN
BNSF NORTHLINES

May 30, 2008
File: Snapback Option 2008

Dear Sirs and Brothers:

This is to advise that the BLET "Snapback Option" recently distributed for a vote has failed to ratify. Ballots were sent to 98 BLET BNSF Divisions with 88% of the Divisions returning a ballot. Accordingly, the final vote count was 32 votes in favor and 55 votes against. While the vote count was based on a total "BNSF" basis, it is noteworthy that the returned ballots also showed that the snapback option failed to ratify on each of the four General Committees individually.

As a result of the vote, each of the four General Committees will be governed by BLET/BNSF Letter of Understanding dated February 25, 2008, previously distributed, which retains our right to vote the snapback option next year after reviewing BNSF's 2009 publicly announced first quarter financial results. Attached you will find the tally sheet for our General Committee.

Please contact our office, if you have any questions regarding the vote.

Fraternally yours,

Matt O. Wilson
General Chairman

cc: Ed Rodzwick, BLET National President
Steve Speagle, BLET Vice President Assigned
Rick Gibbons, BLET GC
Austin Morrison, BLET GC
Pat Williams, BLET GC

Enclosures

SNAPBACK OPTION TALLY

HAVING BEEN APPRAISED OF THE FACTS REGARDING THE PROPOSED AGREEMENT BETWEEN THE BURLINGTON NORTHERN SANTA FE RAILWAY AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS MODIFYING THE EXISTING AGREEMENTS FROM THE FORMER COMPONENT ROADS AND AFTER HAVING REVIEWED THE ENCLOSED MATERIAL;

IN FAVOR OF THE PROPOSED OPTION (YES) _____
(Snapback)

AGAINST THE PROPOSED OPTION (NO) _____
(Do not snapback)

SNAPBACK OPTION					
DIVISION	YES	NO	DIVISION	YES	NO
13		X	504	X	
32		X	517		X
58		X	518	X	
69		X	549		X
80		X	621		X
94	X		622		X
98		X	623		X
104	X		624		X
107	X		629		X
135		X	642	X	
180	X		644		X
195		X	665		X
202		X	687		X
207	X		695	X	
213	X		726		X
238	X		727		X
290		X	746		X
298		X	758		X
392		X	842	X	
402			869	X	
499	X		940	X	
TOTALS	8	12		7	14

YES = 15	NO = 26
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May 29, 2008