



DAILY NEWS UPDATES
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Locomotive

ENGINEERS & TRAINMEN NEWS



FEBRUARY/MARCH 2014
VOLUME 28, ISSUE 2

PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

CONVENTION CALL: BLET's Third National Convention

Approximately 500 delegates will convene in Las Vegas, Nevada, from September 29-October 2, 2014, for the BLET's Third National Convention.

The BLET's national conventions are held quadrennially, or once every four years. The assembled delegates will represent more than 37,500 active locomotive engineers and train-

men throughout the United States. They will be charged with analyzing and voting on changes to the Brotherhood's bylaws. Several invited dignitaries will address the delegates in session as part of the convention proceedings. Delegates will also hear reports from various BLET officers.



Pursuant to National Division Rules Section 20, Paragraph (g) of the BLET Bylaws, the list of delegates to the upcoming National Convention are published on Page 6 of this issue.

The convention will also be a nominating convention. Pursuant to the BLET Bylaws, the Rules for the 2014

BLET National Division Officers Election were published in the July 2013 issue of the BLET Newsletter. The Election Rules and other pertinent information can be found on the BLET National Division website: <http://www.ble-t.org/2014election/>.

The BLET's Third National Convention is slated for September 29-October 2, 2014 at the Rio Hotel and Casino in Las Vegas, Nevada. @



The Rio Hotel and Casino in Las Vegas, site of the BLET's Third National Convention

Photo: courtesy Caesars Entertainment

BLET testifies for two person crews at Congressional hearing

BLET ALSO TELLS HOUSE: DON'T EXTEND DEADLINE FOR POSITIVE TRAIN CONTROL

BLET Vice President & National Legislative Representative John P. Tolman made a strong case for the timely implementation of Positive Train Control (PTC) and other measures to boost rail safety and improve the quality of life for BLET members during testimony delivered at a House subcommittee hearing on February 26.

The House Transportation & Infrastructure Committee's Subcommittee on Railroads, Pipelines and Hazardous Ma-

terials called the hearing. Vice President Tolman's testimony touched on four main topics: Positive Train Control (PTC); two-person train crews; fatigue reduction; and inward facing cameras.

"Our perspective — and that of rail labor — differs significantly from that of the railroads on many, if not all, of these issues," Vice President Tolman testified. "Our vision doesn't come down from the board room or a business plan; rather, it comes up from the ranks of our hard working members who work every

day and every night on our nation's railroads. They are on the front lines of these operations and serve as the first responders to accidents. And for this reason we are uniquely positioned to provide good ideas regarding the types of changes that would make our industry safer."

POSITIVE TRAIN CONTROL (PTC)

Vice President Tolman spoke out against a blanket extension that would delay implementation of Positive Train

Control, which is supposed to be installed on certain mainline tracks by the end of 2015. Rail carriers have lobbied for an extension of that deadline.

"PTC was mandated by the Rail Safety Improvement Act of 2008," he testified. "The railroads will have had over seven years from the time the legislation was passed until it is supposed to be fully implemented at the end of next year... The carriers have had ample time to prepare for the implementation of PTC."

CONTINUED ON PAGE 4 <

"Our vision doesn't come down from the board room or a business plan; rather, it comes up from the ranks of our hard working members who work every day and every night on our nation's railroads." — VP & NLR TOLMAN



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Cities Sprinter

BLET helps Amtrak launch new locomotives **pg. 5**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

BLET FIGHTING TO PROTECT WORKER, PUBLIC SAFETY IN RULEMAKING

Since the FRA's announcement on April 9 of plans to issue a proposed regulation regarding crew size on America's freight and passenger trains, the Brotherhood of Locomotive Engineers and Trainmen has received numerous requests for comments. While it is not our practice to publicly comment on a pending rulemaking — and although no substantive comment can be made on FRA's proposal, which has yet to be published — recent attempts by the industry's lobbying arm to change the debate compel me to respond.

It is undeniable that last summer's catastrophic runaway, derailment and explosion that devastated the Quebec town of Lac-Mégantic was facilitated, if not directly caused, by operational adjustments that had to be made by the Montreal, Maine and Atlantic Railway's decision to operate the runaway train with a single-person crew. The outrage over that tragedy led to numerous regulatory changes in Canada and here in the United States to enhance railroad safety.

The Congress has taken notice of this crisis, as well, and the Safe Freight Act (H.R. 3040), which would require a two-person crew on virtually all freight trains, is pending before the House of Representatives. We applaud the legislators who introduced that bill, and we are working toward its passage.

FRA also has made its position clear. We agree with Federal Railroad Administrator Joe Szabo that 'safety is enhanced with the use of a multiple person crew' and with the agency's position that 'a second crew member provides safety redundancy and provides a method of checks and balances on train



BLET ADVISORY BOARD MEMBERS AT THEIR WINTER MEETING IN FEBRUARY

Seated, from left: Vice President & National Legislative Representative John P. Tolman; First Vice President E. Lee Pruitt; National President Dennis R. Pierce; National Secretary-Treasurer William C. Walpert; and National Vice President Marcus J. Ruef. **Standing, from left:** National Vice President Michael D. Priesteer; National Vice President Cole W. Davis; National Vice President Michael D. Twombly; National Vice President Stephen J. Bruno; National Vice President Gil L. Gore; and National Vice President R.C. (Rick) Gibbons.

operations.' Safety is our goal, and FRA's goal, in supporting a minimum crew size of two employees. Each and every day when our members go to work, their goal is to perform their jobs in the safest and most professional manner possible. BLET members are honest and dedicated working class Americans, and working as part of a two-person train crew will give them a better chance of returning home to their families and loved ones at the end of the day.

Unfortunately, however, the rail industry seems hell-bent on hijacking this issue and convert-

ing it into a process to further pad its already historic profit levels. From the day FRA placed crew size before its Railroad Safety Advisory Committee, the railroads have attempted to hold the issue hostage to the implementation of Positive Train Control (PTC) technology, a stance that was publicly confirmed by the Association of American Railroads earlier this week. PTC is a necessity as it will save lives, but it should never be the basis for a waiver of the two-person train crew requirement, which — sadly — is what rail management is hoping to achieve.

To be clear, PTC is a significant upgrade and overlay on existing signal and train control technology. It will save lives and reduce accidents and property damage. For these reasons it can and must be installed by the December 31, 2015 deadline Congress has set, and we will continue to oppose the industry's request for a blanket 5-year extension of the deadline.

However, at the end of the day — and while significant — PTC is only an upgrade and overlay on existing signal technology. It is not designed or required to prevent every accident. As just

one example, the April 17, 2011 collision near Red Oak, Iowa, that led to a derailment and fire, and which claimed the lives of two crew members, would not have been prevented had PTC been installed on the line where the accident occurred.

Nor is PTC designed or intended to perform all of the varied duties currently performed by the second operating crew member. In addition to in-cab safety redundancy at numerous levels, the public safety aspect of these duties include, among others, monitoring the 'left' side of the train for defects, observing the 'left' side of highway-rail grade crossings for drivers who fail to stop for the approaching train, and separating stopped trains blocking crossings to facilitate the movement of motor vehicles operated by first responders and other emergency personnel who must cross the tracks.

The industry's response is nothing more than a red herring, and it is unfortunate — if not reprehensible — that railroads are preying upon the legitimate safety concerns of railroad workers and the general public to further stuff their coffers. We also view the railroads' response as a thinly-veiled threat against collective bargaining agreement provisions that address crew size, which would be unaffected by the proposed regulation, and which we will vigorously defend. We will continue to put the safety of BLET members, of all railroad workers, and of the American public first and foremost, and we will work with all our energy to ensure FRA develops a regulation that does just that."

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 BLET members are honest and dedicated working class Americans, and working as part of a two-person train crew will give them a better chance of returning home to their families and loved ones at the end of the day. 99

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an "official communication." This is to provide that the actual question(s) are addressed, and ensures that when official

interpretations are made they have reference to a specific request and can be used in future correspondence.

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

the appropriate officer or staff for a timely response; however, an e-mail message is not considered an official communication.

Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender's membership status will not receive any reply or acknowledgement. This poli-

cy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member's unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

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



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

VOICES AGAINST FAST TRACK ARE GROWING LOUDER

Thousands of Teamsters have contacted their congressional members in recent weeks to let them know “fast track” trade authority is the wrong track for America. And the message is getting through. Lawmakers are increasingly realizing that giving the administration free rein to push through trade deals like the Trans-Pacific Partnership (TPP) without input from Congress is bad for workers.

Recently, new Senate Finance Committee Chairman Ron Wyden (D-Ore.) announced he has no intention of rushing forward with fast-track legislation authored by former Chairman Max Baucus and GOP committee leaders in the House and Senate. He too realizes that the old-style fast track model doesn't work in today's economy.

Senate Majority Leader Harry Reid (D-Nev.) has also made it clear he has no desire to proceed with fast-track legislation. Add that to the bipartisan collection of upwards of 200 members of Congress who previously came out against fast track and that's a strong base of opposition. But the fight is far from finished.

The United Auto Workers, led by my good friend Bob King, has taken a lead role in explaining how the TPP as currently written fails to stop currency manipulation. That in turn would cause fewer U.S. vehicles and other goods to be sold abroad. Fast track would ensure nothing would be done to change it. That's not the way to help workers.

The growing numbers of lawmakers and leaders coming out against fast track are listening to the will of

the people. Hundreds of thousands of Americans have let Congress know as part of a coordinated campaign between unions and fair-trade advocates that fast track will lead to job loss, unsafe food and a dirtier environment. That's not something anyone wants.

Now it's time for the administration to get the message. Although the administration has made it clear it wants to move forward with fast track, the writing is on the wall. Congressional leaders and the American people are putting their foot down. It would be wise to listen.

Faternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



“Lawmakers are increasingly realizing that giving the administration free rein to push through trade deals like the Trans-Pacific Partnership (TPP) without input from Congress is bad for workers.”

Savannah to host BLET for 87th annual SMA

Arrangements Chairman D.C. Dickey, Local Chairman of Division 646, his wife Patty, and the members of Division 646 are proud to host the 2014 Southeastern Meeting Association (SMA) annual convention at the Westin Savannah Harbor Golf Resort & Spa in Savannah, Ga.

The 87th annual SMA will run from June 15-19, 2014, and will offer numerous educational workshops for members as well as ample time to relax with family and friends. BLET Advisory Board members in attendance will give officer reports during a closed meeting for members only, and there will also be meetings for the BLET Auxiliary.

Registration will begin on Sunday, June 15, followed by a welcome reception. The opening ceremony will be held on June 16 followed by a closed meeting for BLET members only that afternoon. Also that afternoon, the BLET Auxiliary will host an open meeting for all spouses and family members. June 17 is the annual SMA golf tournament and family day. Non-golfers will enjoy Savannah-area attractions such as Daufuskie Island, River Street and City Market. Workshops will be held throughout the day on June 18 and 19, and the 2014 SMA will conclude with a banquet the evening of June 19.

“We are very excited about the banquet we have planned for Thursday night, as we have secured a very unique entertainment experience we are sure you will enjoy,” Brother Dickey said.

Guests will stay at the Westin Savannah Harbor Golf Resort & Spa, and room reservations can be made online through www.ble-t.org/sma or by calling (912) 201-2000. Room rates are \$175



Above: A skyline view of historic downtown Savannah, Ga
Lower left: The fountain at Forsyth Park. **Photos:** Savannah Convention & Visitors Bureau

per night plus a \$21 per night resort charge and Georgia state tax. The deadline for reservations is May 8, 2014. The resort fee includes: self parking, in-room high speed internet access, on-resort shuttle transportation, free water taxi across the Savannah River; fitness club access (including workout room, steam room, and sauna at the Heavenly Spa by Westin), use of tennis courts and racquets, golf club storage, use of

chipping and putting greens and driving range (including the use of complimentary clubs); and access to the private beach located at the Westin Savannah's sister resort, The Westin Resort on Hilton Head Island.

“During the week you can take the free water taxi across the Savannah River to the famous River Street, which is full of unique shops, restaurants and pubs,” Brother Dickey said. “City Market is another favorite for visitors as it offers live music, restaurants, shops, carriage rides and more. We will have discount tickets for ghost tours, trolley tours, and others. All of this is within walking distance of the hotel... no vehicle needed for your entire stay!”

Workshops will focus on specialized training for Local Chairmen, Secretary-

Treasurers, Legislative Representatives and Division Trustees. A Representing Trainmen workshop is also on the agenda. The National Division will once again conduct a class on its mobilization network. Additional classes will be offered regarding insurance benefits, Railroad Retirement and the Occupational Safety and Health Administration (OSHA).

“BLET Division 646 is excited to be your host this year for the 87th Annual SMA,” Brother Dickey said. “We look forward to seeing you in Savannah in June.” @@

REGISTRATION INFORMATION IS AVAILABLE ONLINE AT:
WWW.SMA2014.NET OR THROUGH
THE NATIONAL DIVISION
WEBSITE, WWW.BLE-T.ORG/SMA.

BLET TESTIFIES

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However, since it was mandated, the railroads have used a seemingly never-ending series of excuses for delaying the implementation of this life saving technology, and while there are challenges to its implementation, we believe that these could have been averted by more forward thinking by the railroads."

TWO-PERSON TRAIN CREWS

Vice President Tolman also rejected the notion that PTC provides a justification for reducing crew size, as the railroads contend.

"To implement PTC as a pretext to reduce crew size would be taking one step forward and two steps backwards," he said. "PTC is simply another safety overlay of operating systems in which trains will be kept apart in the majority of circumstances, but not in every circumstance."

He urged the committee members to consider co-sponsoring the Safe Freight Act, H.R. 3040, a BLET-backed bill that would require a two-person train crew on all freight trains in the United States.

"The BLET has spent significant time and resources countering industry efforts to understaff train crews," he testified. "The industry has even enshrined in its lexicon the oxymoronic term 'one person crew.' This issue — specifically, the proposed requirement that there be, at minimum, two individuals in the cab of all freight locomotives — is before your Subcommittee in the form of H.R. 3040."

FATIGUE REDUCTION

Vice President Tolman also testified regarding the importance of fatigue mitigation to improving rail safety. Fatigue



House hearing: BLET Vice President and National Legislative Representative John P. Tolman, second from right, presented testimony on behalf of BLET members at the February 26 hearing before the House Subcommittee on Railroads, Pipelines and Hazardous Materials.

reduction would also go a long way toward improving the lives of BLET members and their families.

"I have testified before both this Subcommittee and the full Committee on several previous occasions, and discussed the problem of fatigue and its effect on risk in general and our members' safety and the public's safety in particular," he said. "It remains clear to me that the intent of the 2008 Rail Safety Improvement Act was to reduce fatigue in the industry. This should have been done by providing railroad operating employees with predictable schedules, calling windows and train line ups they can rely on so that they can plan their sleep accordingly. I continue to believe these and similar ideas will help to alleviate fatigue in the industry."

"Our members are professionals who want to go to work rested and ready to ensure their safety and the safety of the communities through which they operate. But in the current operating environment — because they do not know

when they will be called to go to work — they simply cannot accomplish this goal."

INWARD-FACING CAMERAS

Lastly, Vice President Tolman testified against requiring the installation of inward-facing cameras to monitor train crews. It is the BLET's contention that the cameras are not a safety improvement; they would not prevent accidents and would likely have the opposite effect — providing a distraction that would make an engineer's work environment less safe.

"The proponents of these cameras suggest that video surveillance of locomotive engineers and conductors in the workplace will somehow abate fatigue and foster rule compliance," he said. "However, it is absurd to suggest that inward facing cameras are a tool to reduce fatigue. In the absence of operational changes to reduce the likelihood that a locomotive engineer or conductor will be fatigued while operating a train, these cameras will do nothing but document the crewmember fall-

ing asleep. In fact, these cameras cannot and will not prevent a single accident, and will only create yet another source of distraction from the train crew's work tasks. More than a century of research establishes that monitoring workers actually reduces the ability to perform complex tasks, such as operating a train, because of the distractive effect of surveillance."

BLET National President Dennis R. Pierce thanked Brother Tolman for representing the Brotherhood at the hearing. In his concluding remarks, Vice President Tolman thanked the Subcommittee for the opportunity to testify and again stressed the need to implement real solutions to the complex issue of rail safety.

"The professional men and women working on our nation's railroads serve on the front lines of this industry. We are dedicated to its safety and would like to be partners in improving it. Our organization and all the other railroad labor organizations are committed to working towards solutions for the complex and multi-faceted problems facing the industry, as we bring a unique body of experience and point of view to these problems," Tolman said.

Other witnesses who delivered testimony at the hearing were: Joseph Szabo, Administrator, Federal Railroad Administration; Cynthia L. Quarterman, Administrator, Pipeline and Hazardous Materials Safety Administration; Robert L. Sumwalt, Member, National Transportation Safety Board; Jack N. Gerard, President and Chief Executive Officer, American Petroleum Institute; Michael Melaniphy, President, American Public Transportation Association; and Edward R. Hamberger, President and Chief Executive Officer, Association of American Railroads. ©

Rail hazmat chemical/ emergency response training programs for 2014

The Rail Workers Hazardous Materials Training Program is pleased to announce three HazMat/Chemical Emergency Response Training Programs for 2014. These five-day courses will provide rail workers with the essential knowledge, skills, and response actions in the case of an unintentional release — giving them the tools they need to protect themselves, their co-workers and their communities.

This training addresses Occupational Safety and Health Administration (OSHA) and Department of Transportation (DOT) required training in addition to procedures, different levels of response and worker protection in a hazardous materials emergency or release, security awareness and the incident command system. The training also provides completion of the OSHA 10-Hour General Industry Outreach requirements. The programs are delivered using interactive classroom instruction, small group activities, hands-on drills and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program consists of peer trainers who are dedicated to empowering rail workers and communities by providing quality education and awareness of hazardous materials. The program is funded to provide this training by a fed-



Rail workers break out of the classroom for hands-on drills and a simulated hazmat response in full safety gear at the Rail Workers Hazardous Materials Training Program at the Val Jahnke Training Facility in Houston, Texas.

eral grant from the National Institute of Environmental Health Sciences (NIEHS).

The funding covers the following student expenses: Air travel, lodging and meals. In addition, an incentive of \$600 per week is available to all training participants of these programs (except those who are able to secure regular pay through their employer, or are paid union officers). Training will be conducted at the Houston Fire Department's Val Jahnke Training Facility, 8030 Braniff Street

Houston, Texas, 77061.

Programs begin Sunday evenings at 7:00 p.m. and conclude Fridays at 1:00 p.m. Students may be asked to travel on Saturdays to meet program start times or where substantial reductions in airfare warrant.

Register now by completing an application form (see below) and emailing it to bsafe2day@gmail.com, or send via U.S. mail to: Henry Jajuga, Director, RWH-MTP, 17530 Bering Bridge Lane, Humble, TX 77346



Please make sure to select one of the following dates:
April 27-May 2, 2014
June 1-6, 2014
June 8-13, 2014

For additional information please contact Henry Jajuga via e-mail, bsafe2day@gmail.com. For phone inquiries please call (281) 812-6436, Monday through Friday, between the hours of 10:00 a.m. and 3:00 p.m. Central Standard Time.

PDF OF THE APPLICATION FORM:
WWW.BLE-T.ORG/PR/PDF/RAIL_WORKER_HAZMAT_APP.PDF

Amtrak's new locomotives

BLET A DRIVING FORCE BEHIND THE SCENES, IN FIRST REVENUE SERVICE TRIP

On February 7, Amtrak launched the first of 70 new locomotives designed specifically for service along the Northeast Corridor, and two members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) played key roles in the historic day.

Arthur Fontes, a member of BLET Division 312 (Boston, Mass.), worked as the first locomotive engineer in revenue service on the new ACS-64 out of Boston's South Station on the morning of February 7. Brother Fontes has been a BLET member since February 1, 1983.

R.F. (Rick) Stolnis, Vice President of BLET Division 483 (Philadelphia, Pa.), spent countless hours behind the scenes prior to the launch of the new locomotive. Brother Stolnis worked with Amtrak and Siemens on the design of the interior of the new locomotive's cab.

A staunch supporter of Amtrak, U.S. Vice President Joe Biden headlined a press conference to introduce the new locomotives to the public. Prior to the press conference, Brother Stolnis gave VP Biden and DOT Secretary Anthony Foxx a behind the scenes tour inside the cab of a new locomotive. He showed Biden and Foxx the safety and operating features that are important to operating along the Northeast Corridor, including cab signals and ACSES safety systems.

The Siemens-built electric locomotives, known as the Amtrak Cities Sprinter, should provide more reliable and efficient service for passengers. The locomotives are being assembled at Siemens' rail manufacturing plant in Sacramento, Calif. The equipment includes parts built from Siemens plants in Norwood, Ohio, Alpharetta, Ga., and Richland, Miss., and

nearly 70 other suppliers, representing more than 60 cities and 23 states.

The new locomotives will serve as the strong workhorses of Amtrak Northeast Corridor operations, power all Northeast Regional and long-distance trains between Washington, New York and Boston, and match existing trip-times at speeds up to 125 mph. Eventually, they also will operate on the Keystone Service between New York, Philadelphia and Harrisburg, Pa.

The new locomotives are designed for improved reliability and easier maintenance leading to faster turn-around times and increased availability for service. A state-of-the-art microprocessor system performs self-diagnosis of technical issues, takes self-corrective action and notifies the locomotive engineer. In addition, there are redundant systems to ensure power is maintained to the passenger cars to keep heating and cooling systems working, the lights on and the doors operational. The locomotives also meet the latest federal rail safety regulations, including crash energy management components.

Furthermore, the locomotives are energy efficient and use a regenerative braking system to feed energy back into the power grid. Together, the 70 locomotives could save over 3 billion-kilowatt hours of energy and could result in more than \$300 million in savings over 20 years.

The new locomotives will replace older equipment that have between 25 and 35 years of service and average mileage of more than 3.5 million miles traveled with some approaching 4.5 million miles. Amtrak expects to have several more new locomotives enter revenue service in the coming weeks and then will receive monthly delivery of the remaining units through 2015. @@



Amtrak President and CEO Joseph Boardman, center, joins BLET engineer Arthur Fontes, left, and conductor Chris Weldon on the platform of Boston's South Station for the first revenue trip of one of Amtrak's 70 new electric advanced technology locomotives. Brother Fontes has held continuous members in the BLET since February 1, 1983. Fontes and Weldon were the first crew members out of Boston on the new ACS-64, which will operate on the passenger carrier's Northeast Corridor.



Photo: Siemens press picture



Photo: courtesy The White House

Above: Prior to the launch of the new "Amtrak Cities Sprinter" electric locomotive in Boston on February 7, U.S. Vice President Joe Biden received a personalized tour of the new equipment from BLET member Rick Stolnis, Brother Stolnis is Vice President of BLET Division 483 (Philadelphia, Pa.), and he worked with Amtrak and Siemens on the design of the interior of the locomotive cab. Brother Stolnis has been a locomotive engineer for 40 years and has been BLET member since August 1, 1978. He showed Vice President Biden the safety and operating features that are important to operating along the Northeast Corridor, including cab signals and ACSES safety systems. **Below:** Various pictures of the new locomotive.



Photos: Siemens press picture



LIST OF 2014 NATIONAL DIVISION CONVENTION DELEGATES

Per the BLET Bylaws, copied below is the list of official BLET delegates to the Third National Convention of the Brotherhood of Locomotive Engineers and Trainmen, as reported by BLET divisions at press time.

The convention is scheduled for September 29-October 2, 2014 at the Rio Hotel and Casino in Las Vegas, Nevada, but delegates should plan to arrive in time to

register on Sunday, September 28. Reservations and travel information will be mailed to delegates in the coming weeks.

The list is published in the Locomotive Engineer & Trainmen News as required by National Division Rules Section 20, Paragraph (g) of the BLET Bylaws. All BLET division are listed below in numerical order, followed by the delegate's name. @@

1 – D. J. Bagozzi, Jr. 2 – T. S. Sauser 3 – B. R. Tobin 4 – F. A. Williamson, Jr. 5 – P. Tortorice 6 – J. N. Gish 7 – No Election Results 8 – J. S. Early 9 – B. M. Bell 10 – M. W. Marshall 11 – M. B. Kenny 12 – D. Raptis 13 – R. E. Krueger 14 – C. S. Dort 15 – C. R. Houser 17 – S. J. Tuck 18 – T. R. Graham 19 – C. C. Sebok 20 – E. A. Stumpf 22 – A. S. Ortiz, Jr. 23 – F. A. Herndon 24 – T. B. Dunn 25 – P. R. Moulton 26 – J. V. Pedro 27 – M. J. Gaab 28 – R. E. Sprague 29 – J. E. Welsby 30 – T. L. Bryant 31 – G. P. Dalton 32 – M. Fox 33 – C. E. Willerick 34 – E. R. Evans, II 35 – M. E. Rahn 37 – L. R. Fannon, Jr. 38 – M. J. Bishop 39 – M. S. Campbell 40 – J. P. White 41 – B. J. Faulkner 42 – D. W. Grimes 44 – D. J. Lyon 45 – B. J. Cleary 46 – M. S. Krajewski 47 – D. D. Lewsader 48 – B. J. Young 49 – N. E. Diorio 50 – R. E. Baumann 51 – R. E. Kaminkow 52 – D. B. Corey 53 – D. Ziegler 54 – C. E. Gardner, Jr. 55 – T. M. Nelson 56 – K. A. Richards 57 – G. T. Hobson 58 – C. H. Bartley 59 – C. E. Dubberly, Jr. 60 – D. P. Estes 62 – J. E. Rosas 63 – R. E. Bernash 64 – K. R. Mueller 65 – J. D. Coleman 69 – D. J. Oian 71 – R. G. Dixon 72 – K. T. Ladue 73 – J. D. Pate 74 – A. J. McElwee 75 – E. R. Bunch 77 – F. N. Palcovich 78 – M. A. Kimbler 79 – T. R. Webb 80 – M. M. Garvey 81 – S. D. Thibodeau 83 – J. E. Hughes 84 – M. G. Parks 85 – M. D. Grey 86 – J. S. Shannon 87 – R. W. Guard 88 – C. L. Dailey 90 – B. W. Hayes 94 – S. V. Halbrook 95 – B. R. Herald 96 – D. R. Hilligoss 97 – J. M. Shifflett 98 – E. S. Wood 100 – M. P. Huber 101 – G. A. Turner 103 – T. E. Garrett 104 – S. E. Snyder 106 – C. A. Lizarraga 107 – J. L. Scanlan 109 – C. E. Browning 110 – J. G. Sturdivant 112 – B. E. Cushing 114 – T. P. Bloom	115 – J. A. Thompson 116 – R. L. Rudd 117 – M. J. Johnson 118 – W. A. Taylor 120 – D. J. Frederick 121 – F. A. Hibben 122 – D. T. Selby 123 – J. E. Cayer, Jr. 124 – G. D. Morgan 125 – K. A. Hansen 129 – R. T. Gagnon 130 – P. D. Taylor 131 – C. R. Lough, Jr. 133 – M. J. Quick 134 – M. C. Mileham 135 – J. C. Edwards 136 – R. W. Rhodes 139 – D. H. Underwood 140 – E. W. Rice, Jr. 141 – S. A. Heltzen 142 – R. L. Milliken 143 – R. Chapa 144 – J. K. Loger 146 – J. H. Smith, II 152 – W. J. Ferris, Jr. 153 – C. D. Garrison 155 – T. J. Brown 156 – M. D. Stone 157 – A. D. Arias 158 – J. R. Eutsler 160 – E. S. Eckart 163 – D. E. Kuhl 165 – E. L. Mathes 166 – J. B. Lee 167 – B. L. Fannon 169 – H. N. Benn 170 – J. B. Gwatney 171 – T. Haas, Jr. 172 – J. S. Birtchiel 173 – E. A. Hau 174 – J. J. Woyak 175 – C. M. Schulz 176 – A. M. Dimond 177 – G. R. Pedigo 178 – J. D. Willis 179 – D. L. Marlow 180 – A. R. Goll 181 – J. P. Myers 182 – D. F. Onstott, Jr. 183 – S. J. Caruso 184 – J. T. Alexander 185 – R. M. Richards 186 – R. L. Fabec 188 – S. D. Reinke 189 – J. R. Berlin, II 190 – P. D. Henry 191 – M. P. Lafrenier 192 – C. H. Fleming, II 193 – C. J. Jefferson 194 – H. E. Parsons 195 – L. R. Fitterer 197 – D. R. Amos 198 – C. B. Arnold 199 – J. L. Vines, Jr. 200 – D. J. Harrington 201 – E. L. Waugh 202 – C. W. Casler 203 – W. D. Evans 204 – W. D. Wheelock 205 – R. D. Carter 206 – R. C. Wiggins 207 – B. H. Fransen 208 – D. L. Wingfield 209 – J. W. Reynolds 210 – S. C. Wells 212 – K. W. Kemper 213 – R. Hart 214 – M. Alvarez 215 – C. S. Young 216 – D. S. Lavery 217 – M. O. Armentrout 219 – J. R. Collier 221 – C. C. Brandon 222 – J. L. Knudtson 223 – D. W. Martin 224 – D. E. O'Neil 226 – S. P. Simon 227 – T. I. Shoen 228 – J. R. Underwood 229 – R. B. Fitzpatrick 230 – B. R. Glebe	231 – M. G. Crothers 232 – P. A. Slater 234 – A. L. Cerimele 235 – M. C. Kronyak 236 – J. L. Dayton 237 – R. F. Conrad 238 – R. G. Reeves 239 – C. R. Jones 241 – J. E. Haller 242 – D. W. Stokes 244 – M. A. Leija, Jr. 246 – D. R. Woods 249 – G. L. Tutor 250 – J. A. Grosso 251 – B. D. Allen 253 – C. G. Vesely 255 – W. S. Paris 256 – R. E. Young 259 – G. S. Brown 260 – S. M. Carpenter 261 – G. D. Kickhaefer 262 – P. M. Ricci 263 – K. W. Kertesz 264 – J. R. Gomez 265 – W. E. Hyatt, Jr. 266 – R. C. Mangler 267 – D. R. Brown 269 – J. A. Daddino 270 – T. K. Braun 271 – T. J. Braden 272 – M. Caban 273 – B. E. Mills 274 – D. R. Couture 275 – P. C. White 276 – No Election Results 278 – J. M. Young 279 – T. R. Daily 280 – M. E. Worsham 281 – W. C. Hill 282 – J. S. Johnston 283 – L. J. Chavez, Jr. 284 – L. R. James, II 285 – H. C. Rolen 286 – D. C. Zatteau 287 – B. J. Delozier 290 – T. J. Van Overmeiren 291 – E. T. Atkins, Jr. 292 – L. J. Swigert 294 – K. E. Donze 298 – R. D. Reyes 299 – R. J. Maloy 301 – M. N. Wentzel 302 – D. J. Wasniewski 303 – L. E. Olson 304 – K. A. Pillen 306 – R. A. Welch 309 – J. M. Dziwulski 311 – No Election Results 312 – B. Bennett 314 – W. E. Hagwood 315 – W. J. Clayton 316 – H. L. Sawyer, Jr. 321 – B. N. Chavis 323 – C. A. Stroud 325 – E. A. Petrozzi 326 – W. L. George, Sr. 327 – D. M. Konecny 328 – T. L. Price 332 – J. L. Hunter 333 – D. G. Johnstone 335 – K. D. Holley 336 – C. S. Mullin 343 – S. Hubbard 344 – S. N. Shinliver 348 – No Election Results 349 – R. W. Letcher 350 – J. J. Gonzalez 353 – J. F. McLaughlin 354 – S. A. Martell 357 – G. L. Kepka 362 – W. J. Wallace 364 – C. M. Lambert 365 – J. B. Dzan 366 – M. N. McNeil 369 – R. A. Manske 370 – D. M. Caniff 373 – J. P. Brown 374 – M. O. Staley 375 – R. W. Hege, Jr.	382 – P. T. Driscoll 383 – M. R. Miranda 386 – W. M. Collins 387 – R. A. Vogt, Jr. 388 – P. S. Pfeifer 391 – J. M. Fowler 392 – W. L. Kohler 393 – M. Williams 394 – J. E. Kaulins 398 – J. B. Mobley 400 – E. A. Gabaldon 401 – T. E. Curry 402 – J. D. Grimes 404 – G. J. Vogel 405 – C. J. Wagner 409 – J. D. Conner 415 – C. V. Houston 416 – No Election Results 421 – W. T. Nasca 423 – T. R. Thompson 425 – D. A. Bednarczyk 426 – E. L. Kelly 430 – T. R. Williamson 435 – J. D. Wise 439 – M. A. Musshorn 442 – M. S. Medlin 443 – T. L. Smith, Jr. 444 – W. D. Pope 446 – J. T. McFather 447 – L. E. Schindley 448 – C. D. Rorer 450 – J. L. Gray 456 – K. S. Peek 457 – R. D. Ferguson 458 – No Election Results 459 – No Election Results 462 – D. W. Schandorf 463 – D. W. Engle 474 – G. L. Perez 475 – J. M. Prokop 476 – D. A. Taddei 480 – T. H. Bauer 481 – S. L. Casto 482 – K. F. Edler, III 483 – J. J. O'Neill 484 – J. F. Walder 488 – D. F. Owen 489 – K. P. Ganote 491 – E. A. Yates, Jr. 494 – D. A. Shelton 495 – T. J. Thomas 496 – J. B. Hall 497 – R. J. Nunziato 498 – G. D. Best 499 – B. N. Wetsch 500 – B. M. Anderson 502 – F. T. Tysdal 503 – No Election Results 504 – W. G. Stanich 505 – E. F. Hernandez 507 – T. L. Stipp 508 – M. S. Wright 511 – D. S. Pennywitt 512 – W. P. Randolph 517 – D. K. Brown 518 – A. R. Bridges 520 – B. A. Hobbs 521 – B. J. Martin 523 – S. P. Alexander 524 – S. L. Christian 526 – J. R. Blum 527 – R. C. Johnston 530 – T. D. Briggs 531 – P. T. Knighten 532 – T. L. Bryant 537 – R. W. Peters 542 – E. T. Donnelly, III 547 – D. E. Needham 548 – P. L. Forman 549 – M. A. Stroheen 551 – M. J. Kulak 553 – J. C. Boatman 561 – R. L. Woolridge 565 – No Election Results 566 – C. A. Garcia 567 – B. L. Walters 569 – D. M. Grubbs, Jr.	573 – D. A. Spradlin 574 – L. M. Yaws 575 – R. M. Wu 577 – K. B. Fulling 578 – C. D. Haight 582 – A. Vasquez 585 – T. L. Todd 587 – J. L. Tiede 597 – R. E. Denlinger 598 – J. L. Truesdale 599 – R. W. Pickett 601 – F. Burgos, Jr. 602 – T. D. Williams 604 – B. J. Szenasi 607 – P. M. Redmond 609 – J. D. Jones 610 – B. W. Guilfoose 612 – J. D. Herring 613 – R. D. Gifford 620 – J. Logan, Jr. 621 – S. J. Sughroue 622 – L. R. Thomas 623 – K. L. Potthoff 624 – B. V. Davidson 629 – R. G. Schaffer 632 – G. E. Jones, Jr. 636 – R. A. Smith 641 – M. R. Price 642 – S. R. Stull 644 – T. W. Podrovitz 646 – D. C. Dickey 647 – K. C. Kyer	648 – S. A. Sirmans 650 – M. J. Tyler 656 – G. R. Welp 659 – T. J. Curran 660 – D. W. Carroll 662 – A. J. Lopez 664 – G. A. Castro 665 – D. J. Friend 671 – R. D. Kulla 672 – G. T. Haskins, Jr. 674 – R. K. Smith 676 – R. L. Rash 678 – C. D. Trenkamp 681 – K. P. Wunderlich 682 – C. J. Cundari 683 – R. W. Gillum, Jr. 684 – No Election Results 687 – B. F. Whear 692 – B. P. Carr 695 – B. J. Messmer 696 – M. W. Poss 698 – D. L. Compston 699 – R. S. Custer 700 – J. R. Ciarolla 703 – C. B. Knight 706 – B. D. McNorrill 711 – J. G. Ogden 713 – T. S. Jeppson 714 – S. A. Williams 717 – R. W. Lazenby, Jr. 721 – P. A. Petty 722 – K. W. Enlow 724 – C. J. Black 726 – D. A. Keuseman 727 – L. O. Bjerke	730 – G. A. Gardner 735 – J. J. Murray, II 736 – J. B. Martinez 739 – S. W. Barber 740 – T. G. Jones 742 – J. E. Lynn 746 – C. J. Booke 752 – W. J. Fleischmann 754 – M. R. Harting 755 – R. H. Prejean 757 – P. E. Smith 758 – No Election Results 762 – J. W. Smith 765 – J. M. Lofton 766 – S. P. Wells 768 – A. A. Olson 769 – M. L. Tanner 775 – T. R. Gray 776 – J. R. Sweeney 777 – J. P. Atchison 778 – J. D. Lukehart 779 – R. W. Clark 781 – J. C. Wilcox 782 – W. R. Skidmore 786 – D. C. Lance 790 – D. A. Hart 791 – D. K. Tafoya 794 – A. B. Hardy 800 – M. R. Arnold, Sr. 803 – J. B. Vance 811 – C. S. Lewis 815 – No Election Results 827 – K. Nelson	829 – J. P. Cornett 830 – T. R. Kidd 831 – G. Canty 834 – G. L. McCoy 839 – O. A. Burrola 842 – S. G. Palmer 846 – R. E. Staheli 848 – J. T. Hutchinson 849 – D. F. Norton, Jr. 850 – R. L. Otto, Jr. 857 – M. E. Tanner 858 – J. N. Callaway 861 – M. A. Larson 863 – J. E. Dodd 867 – R. P. McGowan 869 – C. E. Hunt 871 – B. S. Jones 882 – P. M. Dinauer 886 – C. J. Crawford 888 – R. A. Savala 892 – C. Hulden 894 – A. L. Stall 895 – T. L. Flickinger 899 – M. D. Thomas 910 – J. W. Moye 914 – T. J. Laseter 915 – D. R. McBride 918 – S. C. Holden 919 – W. J. Phillips 920 – D. K. Steele 934 – G. L. Rapson 937 – R. R. Bloedow 940 – N. W. Schipper, IV 944 – M. D. Province
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Important change in eligibility for spouses under all plans under Group Policy GA-23111

The Cooperating Railway Labor Organizations (CRLO), Policy Sponsor, has made a decision to include same-sex spouses as Eligible Dependents under all plans under Group Policy GA-23111 (the "Policy"). The Policy provides coverage for certain retired and former railroad employees as well as their dependents and is administered by UnitedHealthcare. The change in eligibility for same-sex spouses is effective retroactive to January 1, 2014.

SAME-SEX SPOUSE ELIGIBILITY

Effective January 1, 2014, a same-sex spouse can be enrolled as a dependent under the Policy based on the requirements below:

- You and your same-sex spouse must be legally married regardless of your current state of residence. "Legally married" means a marriage which is performed in a state or foreign country that legally allows same-sex marriage ceremonies and issues a marriage certificate. (Domestic partnerships or civil unions will not be recognized as legal marriages under the Policy.)

- Coverage for children as a result of a same-sex marriage will follow the current

Eligible Dependent rules and definitions under the Policy.

INSTRUCTIONS FOR ADDING YOUR SAME-SEX SPOUSE

In order to add your same-sex spouse as a dependent under the Policy, you should provide the following documentation to UnitedHealthcare:

- A copy of the marriage certificate from a state or foreign country that legally allows same-sex marriage ceremonies and issues a marriage certificate
- The spouse's date of birth
- The spouse's social security number

INSTRUCTIONS FOR ADDING A DEPENDENT CHILD OF YOUR SAME-SEX MARRIAGE

In order to add an eligible dependent child as a result of your same-sex marriage, you should provide the following documentation to UnitedHealthcare:

- A copy of the child's birth certificate
- The child's social security number

NOTE: The documentation for adding your same-sex spouse and/or any dependent child-

dren of your same-sex marriage should be sent to: UnitedHealthcare, PO Box 30791, Salt Lake City, UT 84130-0791 or Fax it to 855-779-5892.

SPECIAL ENROLLMENT PERIOD

A special enrollment period is being allowed so that you may retroactively enroll your same-sex spouse as a dependent under the Policy effective January 1, 2014. The special enrollment period begins now and ends on April 30, 2014. After April 30, 2014, the next opportunity to enroll would be November and December 2014. Anyone enrolling during this special enrollment period must choose coverage beginning on January 1, 2014 and make retroactive payments for the missed months beginning with January 1, 2014 (unless you married your same-sex spouse after January 1, 2014).

NOTE: The addition of your same-sex spouse and/or any dependent children as a result of your same-sex marriage will, in most cases, result in an increase in your total monthly premium.

If you have a same-sex spouse affected by this change in dependent eligibility and have any questions, please contact UnitedHealthcare at 1-800-842-5252. @

2014

Calendar & Events

MARK YOUR CALENDARS!

BLET REGIONAL MEETINGS

June 15-19, 2014

87th Annual Southeastern Meeting Association (SMA)

SAVANNAH, GA.

Arrangements Chairman D.C. Dickey, Local Chairman of Division 646, welcomes all BLET members to beautiful Savannah, Ga., for the 2014 SMA. At the Westin Savannah Harbor Golf Resort & Spa. See page 3.

June 29-July 3, 2014

74th Annual International Western Convention (IWC)

MINNEAPOLIS, MINN.

Arrangements Chairman David K. Brown, Chairman of the Minnesota State Legislative Board and Legislative Rep. of Division 517, will host the 2014 IWC at the Hilton Minneapolis. More details to come!

August 4-8, 2014

76th Annual Eastern Union Meeting Association (EUMA)

CLEVELAND, OHIO

Arrangements Chairman Patrick Redmond, Local Chairman of Division 607, and Co-Chair James R. Blum, Legislative Rep. of Division 526, welcome all BLET members to Cleveland for the 2014 EUMA. Guests will stay at the newly-renovated Westin Downtown Cleveland, within easy walking distance of BLET National Division headquarters. More details to come!

September 7-11, 2014

79th Annual Southwestern Convention Meeting (SWCM)

ST. LOUIS, MO.

Arrangements Chairman Dave W. Grimes, Local Chairman of Division 42, will host the 2014 SWCM at the Hilton St. Louis at the Ballpark Hotel. For more information, visit the SWCM website: bletsbcm.org.

FOCUS ON VALUE

E	1
F P	2
T O P	3
B R C F	4
V A L U E	5
E D F C Z P	6
F E L O P Z D	7
D E F P O T E C	8
L E F O D P C T	9
F D P L T C E O	10
P E Z O L C F T D	11



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Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

1370 Ontario Street, Mezzanine
Cleveland, OH 44113-1702

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VOLUME 28 • NUMBER 2 • February/March 2014

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,
1370 Ontario Street, Cleveland, OH 44113-1702.
Periodicals postage paid at Cleveland, OH.

USPS: 0002-244 ISSN: 0898-8625

POSTMASTER: Send address changes to

Locomotive Engineers & Trainmen News — BLET Records Department,
1370 Ontario Street, Mezzanine Cleveland, OH 44113-1702.

Periodicals Postage
PAID
at Cleveland, OH.

4/14

Photo of the Month: February/March 2014

FIRE AND ICE: The electro-pneumatic interlocking at Tower A2 in Chicago, which is staffed by Metra Tower Operators on their Milwaukee/Chicago Union Station District. The flames are used to heat the switch points in times of extreme cold and snow and are lit manually by the Metra signal maintainers that work there. **Photo:** courtesy Marshall W. Beecher, S-T for Metra/NIRC System Committee, American Train Dispatchers Association (ATDA)



Are you a photographer? The National Division's Public Relations Department, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contribute their

images to the "Photo of the Month" section of the Newsletter. If you'd like to submit a photo for consideration, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email: Bentley@ble-t.org.

Please note only high resolution images can be used. Members are also encouraged to review their employer's policies regarding the use of cameras and other electronic devices while on duty.

Advisory Board December 2013 & January 2014 Activity

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

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Cleveland; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; National Legislative Board mtg., Fort Worth, Texas; Advisory Board mtg., Fort Worth, Texas; General Chairmen's mtg., Fort Worth, Texas; BNSF Town Hall mtg., Kansas City, Mo.; Division 75 mtg., Kansas City, Mo.; UP Hub Town Hall mtg., Kansas City, Mo.; Secretary-Treasurer workshop, Cleveland; Vacation; CRLO mtgs., Hollywood, Fla.; NMB/FRA mtg., Hollywood, Fla.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; General office duties, national duties, Cleveland; Holiday; New York Dock negotiations, Phoenix, Ariz.; CRLO winter mtgs. and Advisory Board mtg., Ft. Lauderdale, Fla.

NATIONAL SECRETARY-TREASURER WILLIAM C. WALPERT: General supervision of accounting dept., records dept., online services dept., tax compliance dept., Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Publications Committee; Teamsters Rail Conference Policy Committee; Trustee, National Railroad Retirement Investment Trust (NRRIT); BLET National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; Secretary-Treasurer workshop, Cleveland; Vacation; CRLO mtgs., Hollywood Fla.; NRRIT mtgs., Washington, D.C.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Coordinate content of NLO website; Weekly PAC committee and legislative mtgs.; Attended IBT Political Coordinators Monthly mtg.; BLET National Legislative Board mtg., Advisory Board mtg., Fort Worth, Texas; Mtgs. w/ Senators and Representatives, including Senator Blumenthal, Washington, D.C.; Several functions for Governors, state Attorneys General and Congressmen in Washington, D.C.; Democratic Governors Association mtg. and Democratic Attorneys General Association mtgs., Washington, D.C.; Function for the Blue Dog Democrat PAC, Washington, D.C.; IBT political coordinators monthly mtg.; Attended House Railroad Subcommittee hearing titled "Review of the Challenges Facing California High Speed Rail," Washington, D.C.; Swearing in ceremony of Boston Mayor Marty Walsh, Boston, Mass.; Hearing for request for proposal of commuter service in Boston; Cooperating Railway Labor Organizations (CRLO) winter mtgs., Miami, Fla.; AAR's Locomotive Cab Standardization Executive Committee mtg., Jacksonville, Fla.; Several mtgs. w/ Senators and Representatives, including: Senator Markey, Senator Collins, Senator Thune, Senator Warren, Rep. Kuster, Rep. Slaughter, Rep. Clark, Rep. Sires, Rep. Higgins, Rep. Nadler, Rep. Cicilino, Rep. Langevin, and Rep. Larson, Washington, D.C.

VICE PRESIDENT MARCUS J. RUEF: Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of BLET Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Indiana Harbor Belt; and Belt Railway of Chicago; BLET National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; Study of 1st Division dockets, Fort Worth; Assist GC Reynolds w/ mediation prep., WC, Chicago; Arbitration Advisory forum mtg., NRAB, Chicago; NRAB hearing w/ Referee Dary, re: UP-WL GCA deadlock list, Washington, D.C.; Vacation; Holiday; Referee Benn hearings, NRAB, Chicago; Assist GC Reynolds w/ Section 6 mediation, WC, Chicago; Assist Doug Davidson w/ future PLB/SBA/Other Div. Circular 137, Chicago; Prepare for WC Section 6 mediation, GC Reynolds, Baltimore; 1st Div. docket management w/ Doug Davidson, Chicago; Assist GC Reynolds w/ Duluth Terminal issues, WC, Chicago; NRAB Executive Session w/ Referee Darby, Chicago; CRLO winter mtgs., Advisory Board mtg., Section 3 mtg., Hollywood, Fla.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western), Central Region, Southern Region; On duty at home office; General office duties, telephone, email, correspondence communications, etc.; Springfield Terminal Rwy. Division 191 holiday party, Lunenburg, Mass.; BLET Advisory Board mtg. and General

Chairmen's mtg., Fort Worth, Texas; Utah Railway mtg., re: Terminal switching at Draper, Utah; UP-Northern District mtg., re: Work stabilization at Omaha, Neb.; UP-Western Lines mtg., re: El Centro, and Division 192 holiday party at El Paso, Texas; UP-Southern Region New York Dock and Section 4 negotiations, Phoenix, Ariz.; UP General Chairmen mtg. to discuss inward facing cameras w/ UP, Phoenix, Ariz.; UP-Western Lines Article IX-Interdivisional Run negotiations, San Diego, Calif.; CRLO winter mtgs. and Advisory Board mtg., Miami, Fla.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Grand Trunk Western; Union Pacific-Southern Region GCA special assignment; Dispute Resolution Committee (DRC) issues, CSXT; General office duties, paperwork, correspondence, emails, telephone calls, etc.; BLET National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; PLB 7665 with GC Thornton, Cases 1-20, St. Simon's Island, Ga.; Pre-SSA on-property negotiations, CSX, Jacksonville, Fla.; Harris mtg. w/ GC Lyons, Indianapolis, Ind.; Holiday; DRC conference call w/ CSX GCs; DRC pre-arbitration conference call and web mtg.; DRC arbitration prep and review; CRLO winter mtgs., Miami, Fla.; Conference call, PLB 7655, GC Karakian, GTW.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Great Western; General office duties, telephone, email, correspondence communications, etc.; Vacation; BLET National Legislative Board mtg., Advisory Board mtg., Fort Worth, Texas; Conference call w/ BNSF GC Wilson and LC's representing Denver and Lincoln; PLB 7477 w/ GC Holdcraft, Chicago; Section 6 mtg. w/ GC Holdcraft, Texas Pacifico, San Angelo, Texas; Mtg. w/ GC Wilson and BNSF labor relations, Vancouver, Wash.; Conference call w/ President Pierce and BNSF GCs; CRLO winter mtgs., Miami, Fla.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, SouthRail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Montreal, Maine & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; General office duties, telephone, email, correspondence communications, etc.; MidSouth issues, GC Craddock; BLET National Legislative Board mtg., Advisory Board mtg., Fort Worth, Texas; Mtg. w/ GCs Parker, Rodrigues and Craddock, Fort Worth, Texas; CP Rail issues and DM&E issues, GC Semenek; Tex Mex issues, GC Rodriguez; Huron & Eastern issues, GC Barriger; NS/Wheeling & Lake Erie issues, GC Dehart; Louisville & Indiana issues, GC Hartill; NS-Eastern Lines issues, GC Peek; KCS issues, GC Parker; CP Rail mtgs. w/ GC Semenek, Jacksonville, Fla.; Springfield Terminal issues and Montreal, Maine & Atlantic issues, GC Moore; St. Lawrence & Atlantic contract, GC Moore; Louisville & Indiana issues, GC Hartill; Indiana Southern contract discussions, GC Semenek; Division 200 and 393 mtg. w/ GC Semenek, Rock Island, Ill.; CRLO winter mtgs., Miami, Fla.

VICE PRESIDENT STEPHEN J. BRUNO: Assigned to various Rail Safety Advisory Committees (RSAC); Regulatory duties as assigned by the President; Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; Birmingham Southern; Internal reports, telephone calls, correspondence, email, general office duties, etc.; BLET National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; Mtg. w/ GC IBEW, BLET, counsel & economist, re: PEB Coordination, SEPTA; Division 373 monthly mtg., NJ Transit, Mt. Holly, N.J.; Division 71 monthly mtg., SEPTA, Philadelphia; NJ Transit contract negotiations, H&W issues, Newark, N.J.; New Jersey First conference call w/ GC and general counsel, NJ Transit, Philadelphia; NJ Transit conference call.

VICE PRESIDENT R.C. (RICK) GIBBONS: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; RSAC/RSIA Fatigue Management Group; General office duties, telephone, email, correspondence communications; BLET National Legislative Board mtg., Advisory Board mtg., General Chairmen's mtg., Fort Worth, Texas; NS Southern & Eastern lines, PLB 7574, Norfolk, Va.; RSAC mtgs. w/ FRA, AAR and Labor, re: crew size, Washington, D.C.; Holiday; Indiana & Ohio Rwy. negotiations, Columbus, Ohio; Mtgs. w/ all NS General Chairmen on various issues, Virginia Beach, Va.; CRLO winter mtgs. and Advisory Board mtg., Miami, Fla.

GET EXCLUSIVE CONTENT ON THE BLET'S FACEBOOK PAGE

The BLET National Division reached a milestone on its Facebook page in late March — 4,000 total page Likes. Visitors to our new Facebook page enjoy exclusive content, such as daily news, "Throwback Thursday," and photos. In March, we shared exclusive photos taken at BLET Education & Training Department workshops for Secretary-Treasurers and Local Chairmen. Please log on and keep up to date with the latest Brotherhood news, and help us build on our 4,000 Likes.

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