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Pierce urges Obama to veto Railway Labor Act changes

TRANSPORTATION LABOR BLASTS 'DEAL' THAT TRADES WORKER RIGHTS FOR FAA REAUTHORIZATION

As this issue of the Newsletter goes to press, BLET National President Dennis R. Pierce is urging President Barack Obama to veto the anti-worker FAA Modernization and Reform Act of 2012.

A Division of the Teamsters Rail Conference, the BLET is one of 19 labor unions opposed to the Federal Aviation Administration (FAA) reauthorization bill, which amends the Railway La-

bor Act (RLA) in ways that strip railroad and airline workers of some of their rights, and could subject the National Mediation Board to political interference in the future.

Anti-worker legislators in the U.S. Congress are attempting to condition reauthorization for the FAA on changes designed to weaken the RLA, which also governs labor-management relations in the aviation industry. FAA reauthorization has been a political football on Cap-

itol Hill for more than a year, and the agency was temporarily shut down in 2011 when funding ran out.

Late on February 5, the U.S. Senate voted to advance the bill and it was forwarded to the White House for President Barack Obama's signature. On February 7, President Pierce sent a letter to the White House urging President Obama to veto the anti-worker bill.

"The bill contains several non-germane anti-worker provisions that ac-

complish nothing more than to advance the agenda of anti-labor ideologues in Congress, and reverse more than 75 years of labor-management cooperation in the rail and airline industries," President Pierce wrote. "Although we, too, would like to see funded long term reauthorizations for the aviation industry, we cannot support the funding of FAA at the expense of railroad and airline workers' legal rights."

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"Although we, too, would like to see funded long term reauthorizations for the aviation industry, we cannot support the funding of FAA at the expense of railroad and airline workers' legal rights." — DENNIS PIERCE

HOUSE SURFACE TRANSPORTATION BILL:

Bad for BLET, bad for all rail workers

The BLET and its members are opposing H.R. 7, the "American Energy and Infrastructure Jobs Act," the House of Representatives' transportation spending bill for 2012. In spite of its title, this legislation will kill jobs, decrease safety and erode labor protections for all workers.

The bill was passed by the House Transportation & Infrastructure Committee on February 3 and its passage is a priority for the House Republican majority.

"While the BLET has supported a long-term surface transportation funding bill, this bill simply has too many profoundly negative elements to be even worthy of consideration," BLET National President Dennis R. Pierce said. "The provisions in this legislation will cause nearly 15% of Amtrak employees to lose their jobs and will push back the implementation of Positive Train Control."

President Pierce activated the BLET's Mobilization Network to let Congress know of the BLET's opposition to the bill.

MAJOR CUTS, JOB LOSSES FOR AMTRAK

The bill calls for the privatization of several aspects of Amtrak's operations — including food and beverage service and state-supported services receiving federal subsidies. By putting both these aspects of Amtrak services in the hands of private contractors, the bill would

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SCENIC UPSTATE NEW YORK

Norfolk Southern locomotive 1044 nearing ice formations at Port Kent, N.Y., on January 1, 2012.

Photo: courtesy Frank Jolin

BLET President's Message

Time to show our colors **pg 2**



On The Market

BLET's Standard Building in Cleveland is for sale **pg 3**



Welcome Aboard, Brother!

Rick Olson joins National Division staff as Special Rep **pg 8**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

TIME TO SHOW OUR COLORS

In my January Message, I asked all members to join me this year in an effort to mount a defense against the attacks targeting BLET members and the working class. For far too long, working Americans, and their unions, have been blamed for what ails this country. Nothing could be further from the truth, but the only way we can correct the political narrative in this country is to stand up and be heard, in unison. Organized labor, along with non-union working class Americans, must mobilize as the working class backbone of our great nation and let those who would harm the working class know that we will not allow their attacks to go unchallenged.

Some have told me that it's too late to awaken America to what is really going on in the working middle class, but I disagree. Some have thrown in the towel and feel that we must accept government that works for corporate America at the expense of the working class, but I disagree. I believe that the opposite is true — that if all hard working union men and women stand together, and refuse to succumb to these attacks on the working class, others will join us. We must lead by example, and we cannot afford to idly sit by and hope that someone else will protect our interests.

To overcome this singular challenge of our time, we must continue to unite internally. Since becoming your National President, I have worked to foster unity and to promote a mobilized and participating membership. I have travelled to Union meetings of all kinds all across this great land to ask our proud membership to get involved in fighting for their own future. The message that comes back to me loud and clear at every one of those meetings is that BLET mem-



UNION PRIDE: The BLET will issue limited edition gear bearing the Proud to be American, Proud to be Union campaign logo (above), and prototypes of membership cards that will be issued to all active and retired members in coming weeks (below).

bers want a union that will lead on the key issues of the day. The membership wants a union that they can be proud to be part of.

To that end, the BLET National Division kicked off a new PROUD TO BE AMERICAN, PROUD TO BE UNION campaign in February. We started that campaign with my letter to Senator Lindsey Graham (R-S.C.), which was reproduced in the Winter 2011 edition of the Locomotive Engineers & Trainmen Journal. That letter made it very clear to all who would listen that this Union will not sit back and allow the rights of the working class to be destroyed. As Union members, we are not only proud Americans; we are the backbone of the middle class that

made this nation the great country that it is.

In this President's Message, I am proud to tell you that in the coming weeks all BLET members will be issued new membership cards that will reflect their years of membership. Our retired members, who led the way for us for decades, will also receive a new retired member card in appreciation for their service. This may seem like a minor step, but it's part of a bigger effort this year to reinvigorate our members and strengthen their ties to our union. On the heels of the new membership cards, we will also be announcing a new line of BLET logo gear. Our goal is to get as many members as possible

to proudly wear their union "colors" wherever they go; to Little League games, to Memorial Day and July Fourth parades, and even to the grocery store. The message that we can send as a proud united membership is a powerful one: we are standing up for all working class Americans, and we are the first line of defense against the corporate effort to distribute even more of this country's wealth to the 1% at the expense of the 99%. Not only must Union officers lead by example, but the full membership must set an example for the rest of the American society to see.

I know that there will be naysayers inside and outside our union that will try to diminish our effort. There will be those who continue their negative representations about unions, but you should ask yourself who these union attackers actually serve. Whether it be political candidates, or political pundits, we must look beyond attractive sound bites and, instead, look at whose interests the politician or pundit actually serves. We must all be wary of those who

claim to side with us on a social or moral issue, while they work to enact policies that undermine the middle class of this country. As I stated the following in my address to the delegates at our 2010 BLET National Convention:

"... I am the officer who was elected to lead the work of this great Brotherhood to improve the economic condition of our members and their families, to secure their health and welfare, to protect their pensions, and to do everything within my power to make sure that BLET members return to their families safe and sound after every day's work. ...

"The yardstick we apply when we review candidates for election to political office is whether their deeds match their words in supporting our position on the issues pertinent to our representation of BLET members. What this means is that we may endorse someone for office who supports the BLET's agenda over an opponent that has personal values on social issues that are more in line with ours.

"If our endorsements were based on social values alone, ignoring the issues that are important to the BLET's purpose as a union, then we would be unfaithful to our obligation to you as officers."

My comments from 2010 are still relevant today; our ability to meet our membership's expectations is directly affected by the politicians that we collectively elect. Join me, get involved in your union and by get involved in our effort to elect those who will truly work to advance the cause of the BLET and the American working class.

Fraternally,

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT



66 The message that we can send as a proud united membership is a powerful one: we are standing up for all working class Americans, and we are the first line of defense against the corporate effort to distribute even more of this country's wealth to the 1% at the expense of the 99%. 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

NEW BATTLEGROUND IN THE WAR ON WORKERS

Already this year, state lawmakers have opened brutal new fronts in the war on workers. And America's workers are fighting back as never before.

In Michigan, anti-worker bills aimed at weakening labor unions are gaining traction in the House. HB 5025, for example, would require employees' annual written authorization to have their union dues deducted from their paychecks.

Working families in Indiana, Florida and Arizona are under especially fierce attack. State politicians loyal to their Wall Street paymasters are trying to lower workers' wages, benefits and safety. They're trying to turn taxpayer assets over to for-profit corporations, along with fat contracts and tax giveaways, at the expense of gov-

ernment employees.

These politicians claim they're helping their states' economies. Does anyone believe them? What they're really doing is perverting democracy by failing to represent the people who elected them.

Gov. Mitch Daniels supported a law to make Indiana a right-to-work-for-less state, breaking a campaign promise that earned him labor's endorsement. Last week, he signed the law in secret and held no press conference to announce the deed. That's not what I'd call bold leadership.

In Florida, Gov. Rick Scott and some lawmakers want to turn many of the state's correctional facilities over to a private corporation with a poor track record of safety and savings. Prison privatization would put 4,000 correctional officers out of work. Nearly all of them live in poor



rural counties where good jobs just don't exist.

Florida's working families are bringing the fight to Tallahassee. Correctional officers come almost daily to the Capitol to lobby against the bill, joined by hundreds of other workers including

nurses and teachers who fear they'll be next. Their perseverance is inspiring, and it just may win the battle.

Radical politicians in Arizona are trying to ban collective bargaining. What's being proposed is worse than what Gov.

Scott Walker rammed through in Wisconsin last year. Arizona's working families are making plans for protests, Capitol sit-ins and possibly a recall of the state's governor.

Michigan politicians contemplating similar anti-union legislation should proceed at their own electoral peril. Michigan's working families are mobilizing right now and will certainly remember in November.

We may not win battles in every state this fall. It may take years, but in the end, I'm confident we'll win the War on Workers.

Fraternally,

James P. Hoffa

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

66 We may not win battles in every state this fall. It may take years, but in the end, I'm confident we'll win the War on Workers. 99

Standard Building goes on the market

BLET HEADQUARTERS TO STAY IN THE CLEVELAND AREA

On January 19, the Brotherhood of Locomotive Engineers Building Association announced it has contracted with Chartwell Group, LLC of Cleveland to put the BLET's Standard Building, an official historic Cleveland landmark, on the market for sale.

Built in 1924 by the Brotherhood of Locomotive Engineers, the Standard Building is an elegant 21-story tower that overlooks the busy intersection of Ontario Street and St. Clair Avenue, which has undergone major changes over the last two decades. The corner of Ontario and St. Clair Avenue is transforming into a busy and vibrant area with construction of the city's new Medical Mart and Convention Center underway, and other real estate projects in the works.

The 400,000 square foot landmark has a grand terra cotta façade and outstanding views of the surrounding city and Lake Erie.

National President of BLET Dennis R. Pierce said that the resurgence of Downtown Cleveland was the major factor in the decision to put the property on the market.

"With the \$500 million Medical Mart and Convention Center under construction across the street and the \$400 million Horseshoe Casino under restoration on Public Square, this is the perfect time to realize the value of the Brotherhood's most valuable single asset," Pierce said.

"We have undertaken an extensive

historic pre-development study," Pierce added, "and have determined that a total historic redevelopment of the building is a very viable development strategy for a future developer." Chartwell Group anticipates interest for the landmark tower from across North America.

The BLET is the oldest labor organization in the United States. Cleveland was selected in 1870 as the union's headquarters city due to its central location for serving U.S. and Canadian members. From 1910 to 1989, the union's national office was located in the Engineers Building, across Ontario Street. This building was sold in 1988 to make way for the Marriott Tower. The BLET's bylaws require that the National Office be located in the Cleveland area, and this will be unaffected by a sale of the building. @@

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For sale: In 1924, the Brotherhood's wholly-owned Standard Building opened for business. Today, the BLET's headquarters building is for sale.



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REGISTER AT WWW.BLE-T.ORG TO GET BROTHERHOOD NEWS EMAILED TO YOU

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

The News Flash alerts are news articles from the BLET National Division website that are sent automatically emailed to you.

TO REGISTER, JUST GO TO WWW.BLE-T.ORG. In the lower right hand corner of the page, you will find an area to

enter your email address to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.

Daily Headlines

Each business day, the BLET's Public Relations Department updates the BLET website with news from around the railroad industry and the world of organized labor. Below are highlights of news stories from the past 30 days. To read the complete article, visit www.ble-t.org.

JANUARY 19: Norfolk Southern opened its newly improved double-stack "Heartland Corridor" rail line between Columbus and Cincinnati, Ohio. The project raised clearances at five tunnels along the 124-mile route. (*NS press release*)

JANUARY 20: Union Pacific announced a \$1 billion long-term investment in the state of Nebraska, including \$70 million to expand capacity at its North Platte rail yard. (*UP press release*)

JANUARY 23: Metro-North unseated Long Island Rail Road as the nation's largest commuter railway. In 2011, LIRR's ridership dropped to 81 million while Metro-North grew to 82 million. (*Associated Press*)

JANUARY 23: CSX named Oscar Munoz as its new Executive Vice President and Chief Operating Officer, raising speculation that he is being groomed to replace current CEO Michael Ward when he retires. (*CSX press release*)

JANUARY 24: Hackers, possibly from abroad, executed an attack on a Northwestern U.S. rail company's computers, which disrupted traffic and railway signals for two days in December. The name of the railroad was not released in a Transportation Security Administration's memo regarding the attack. (www.nextgov.com)

JANUARY 25: Teamsters denounce strong-arm tactics used by Indiana Republicans to force passage of right-to-work law. (*Teamster press release*)

JANUARY 25: The Port Authority of New York and New Jersey's (PANYNJ) Port Authority Trans-Hudson (PATH) rail system reported ridership of 76.6 million commuter trips for 2011. (*Progressive Railroading*)

JANUARY 25: Norfolk Southern announced it has budgeted \$2.4 billion for capital spending in 2012. (*Progressive Railroading*)

JANUARY 27: Teamsters Canada Rail Conference (TCRC) announced its 1,800 locomotive engineers ratified a new five-year collective bargaining agreement with CN, giving workers a 9 percent pay increase over the life of the agreement. (*TCRC press release*)

JANUARY 30: The Association of American Railroads said U.S. freight railroads will spend \$13 billion on capital expenditures and hire more than 15,000 workers in 2012. (*AAR press release*)

JANUARY 30: Long Island Rail Road will spend \$500,000 in upgrades to its signal system, which was damaged by a lightning strike in September 2011. (*Associated Press*)

JANUARY 31: Union Pacific said 2011 was its most profitable year ever, thanks in part to shipments of coal from Wyoming's Powder River Basin. (*Associated Press*)

FEBRUARY 1: BNSF Railway announced it will spend \$3.9 billion on capital improvements in 2012. (*BNSF press release*)

FEBRUARY 1: Republicans in the U.S. House of Representatives introduced a controversial transportation spending bill (*See Page 1 of this issue for more details*). (*Tampa Tribune*)

FEBRUARY 1: Indiana became the nation's 23rd "right to work" state, generating anger among the state's union members. The state's Republican governor flip-flopped on the issue, signing the anti-union legislation after publicly stating he was opposed to it in 2011. (*Indianapolis Star*)

FEBRUARY 2: The Brotherhood of Maintenance of Way Employees (BMWED) reached a tentative agreement with the NCCC regarding its national contract, becoming the final union to reach a settlement in the current round of negotiations. (*BMWED press release*)

FEBRUARY 3: Locked in a bitter dispute with the Canadian Auto Workers, Caterpillar closed its locomotive manufacturing plant in London, Ontario, forcing 465 employees permanently out of work. Caterpillar wanted CAW members to accept pay cuts of up to 50 percent. (*Toronto Star*)

FEBRUARY 5: An editorial in the Newark Star-Ledger called the House GOP's transportation spending bill "the worst bill ever."

FEBRUARY 5: Citing public safety and rail security, CSX suspended rail traffic around Lucas Oil Stadium in Indianapolis, Ind., for Super Bowl XLVI. (*The Indy Channel*)

FEBRUARY 6: The high-speed rail project that Florida Gov. Rick Scott doomed last February by turning down more than \$2 billion in

federal money would have made an annual surplus of \$31 million to \$45 million within a decade of operation, according to a state report. (*Tampa Tribune*)

FEBRUARY 6: While the House GOP's transportation spending bill seeks to privatize Amtrak food service, the bill contains language that would force taxpayers to cover any losses that private contractors may lose. (*Huffington Post*)

FEBRUARY 7: In 1982, President Ronald Reagan championed legislation that dedicated a penny per gallon from the federal gas tax to mass transit. The House GOP's transportation spending bill would eliminate that direct line of funding, hurting agencies like NJ Transit, SEPTA, and others. (*Newark Star-Ledger*)

FEBRUARY 7: The Federal Railroad Administration announced a proposal to require railroads to establish training standards for employees in safety-related positions regarding federal railroad safety laws, regulations and orders. (*DOT press release*)

FEBRUARY 7: U.S. Transportation Secretary Ray LaHood reaffirmed the Obama Administration's commitment to California high-speed rail at a meeting with the Mayor of Los Angeles and various business leaders. Construction of California's 220 miles-per-hour high-speed rail system is expected to begin in Fresno later this year. (*DOT press release*)

FEBRUARY 8: Amtrak announced increased train speeds from 95-mph to 110-mph on 80 miles of a 97-mile stretch of track between Kalamazoo, Mich., and Porter, Ind. The announcement followed the FRA's approval of a positive train control system. (*Chicago Tribune*)

FEBRUARY 8: Short line operator Genessee & Wyoming reported fourth quarter 2011 net income of \$33.3 million, compared to \$19.9 million in the fourth quarter of 2010. (*GW press release*)

FEBRUARY 8: Short line operator RailAmerica reported fourth quarter revenue of \$147.3 million, up from \$127.6 in the fourth quarter of 2010. (*RailAmerica press release*)

FEBRUARY 9: Association of American Railroads announced intermodal volume for the week ending February 4 was 16.8% higher than the same week of 2011. (*AAR press release*)

FEBRUARY 9: The U.S. Environmental Protection Agency ordered the Union Pacific to pay a \$1.5 million civil penalty for Clean Water Act violations in Colorado, Utah and Wyoming. (*EPA press release*)

FEBRUARY 11: US Senator Dick Durbin (D-IL) said the House GOP's transportation bill would be disastrous for Illinois. (*Star Courier*)

FEBRUARY 12: An editorial in the Los Angeles Times condemned the House GOP's transportation bill its attack on Positive Train Control.

FEBRUARY 13: The Congressional Budget Office estimated that the GOP transportation bill would bankrupt the Highway Trust Fund by 2021. (*Progressive Railroading*)

FEBRUARY 13: Amtrak filed a complaint against Canadian National Railway with the Surface Transportation Board, blaming the freight railroad for delaying 99 percent of its Chicago-to-New Orleans trains in fiscal 2011. (*Chicago Tribune*)

10 officers complete Advanced Local Chairman training

Ten BLET officers completed the BLET Education and Training Department's Advanced Local Chairman Workshop. The workshop was held October 30-November 5, 2011, on the campus of the National Labor

College in Silver Spring, Md.

This workshop went into greater detail than the regular Local Chairman class regarding claims handling, writing and investigations. Among other assignments, the students complet-

ed training sessions on Duty of Fair Representation (DFR) and the Railway Labor Act (RLA). The highlight of the workshop came when attendees participated in a simulated disciplinary hearing. @@



Front row, from left: Bill Walpert, BLET National Secretary-Treasurer; Ken Kroeger, Special Representative and Coordinator, Education & Training Department; Marcus Ruef, BLET National Vice President; and Doug Davidson, Assistant Arbitration Director. **Second row:** Ronald Sprague, Local Chairman Division 28 (Tucson, Ariz.); Lance Thomas, LC Div. 622 (Alliance, Neb.); and Paul Smith, LC Div. 757 (New Castle, Pa.). **Third row:** Patrick Driscoll, LC Div. 382 (Buffalo, N.Y.); Cameron Towle, Vice LC Div. 236 (Portland, Ore.); Bill Nasca, LC Div. 421 (Buffalo, N.Y.); and Mickey Wentzel, LC Div. 301 (Roanoke, Va.). **Back row:** Lonnie Swigert, LC Div. 292 (Beach City, Ohio); Walt Schmidt, BLET Director of Online Services; Troy Byrant, LC Div. 532 (Richmond, Va.); and Patrick Redmond, LC Div. 607 (Cleveland, Ohio).

Weick elected Chairman of North Dakota State Legislative Board

Brother Charles Weick was elected by acclamation to serve as Chairman of the North Dakota State Legislative Board during its quadrennial meeting in Fargo, N.D., on January 24.

Brother Weick is a CP Rail locomotive engineer and is Legislative Representative of BLET Division 160 (Harvey, N.D.). He has been a BLET member since April 1, 1998. Immediately prior to his election as Chairman, Brother Weick served as Secretary-Treasurer of the Board. He was elected to fill the vacancy created by long-time Chairman Mike Muscha (Division 671, Enderlin, N.D.), who is retiring.

In addition to Brother Weick, also elected were: Secretary-Treasurer D.L. Hamre, Division 671 (Enderlin, N.D.); 1st Vice Chairman T. L. Pauli, Division 69 (Grand Forks, N.D.); and 2nd Vice Chairman R.S. Tentis, Division 746 (Mandan, N.D.).

Representing the BLET National Division were: National President Dennis Pierce; Vice President & National Legislative Representative John Tolman; National Vice President Cole Davis; National Vice President Mike Priester; and Coordinator of Education and Training Ken Kroeger.

"I congratulate Brother Weick and thank him and all the members of the North Dakota State Legislative Board for their dedicated service to the Brotherhood," President Pierce said. "The Board has 100 percent participation in the BLET PAC fund, which shows the commitment they have to bettering our organization."

Additional guests in attendance were: Canadian Pacific General Chairman Pete Semenek; Montana State Legislative Board Chairman Craig Gilchrist; Minnesota State Legislative Board Chairman Dave Brown; Montana State Legislative Board Secretary-Treasurer D. B. Kenner; Division 160 Local Chairman Rick Olson; and North Dakota gubernatorial candidate Ryan Taylor. Brother Olson conducted a Mobilization Workshop for the attendees.

A reception was held in conjunction with the meeting, and in addition to the

OFFICERS AND GUESTS ATTENDING THE QUADRENNIAL MEETING OF THE NORTH DAKOTA STATE LEGISLATIVE BOARD IN FARGO, N.D., JANUARY 24, 2012.



Seated, from left: Vice President Mike Priester; Vice President & National Legislative Representative John Tolman; Outgoing ND SLB Chairman Mike Muscha; National President Dennis Pierce; and Vice President Cole Davis. **Standing, from left:** Education & Training Department Coordinator Ken Kroeger; Montana SLB Chairman Craig Gilchrist; Terry Pauli, Division 69; Rod Albrightson, Div. 695; Darin Hamre, Div. 671; Incoming ND SLB Chairman Charles Weick, Div. 160; Rick Tentis, Div. 746; CP Rail System-U.S. General Chairman Pete Semenek; and Minnesota SLB Chairman Dave Brown.

delegates, members laying over in Fargo were invited. Also attending the reception were several state political officials, including: Senator Tim Mathern; House Minority Leader Jerry Kelsh; and State Democratic-Nonpartisan League Party Chairman Greg Hodur.

The assembled group acknowledged the hard work of retiring Chairman Mike Muscha and thanked him for his years of service to the Brotherhood.

"I would like to thank both Mike and his family for their many years of hard work and sacrifice for this Brotherhood," President Pierce said. "Mike spent countless hours working on legislation in the state and at the federal level. The time spent by Mike working on the railroad and for the BLET was time that was taken away from his family and I would like to acknowledge Mike and his entire family for their commitment."

Brother Muscha hired out in September 1970 and was elected Division Legislative Representative in 1981. He was

elected Chairman of the North Dakota State Legislative Board in 1990, held the position until 1993, and was reelected in 1996. He also served as a regional chairman for the National Association of State Legislative Board Chairmen for 13 years.

"Mike is not only a brother but he is a dear friend, and has been an absolute joy to work with over many years," Vice President & National Legislative Representative Tolman said. "Mike, along with the rest of the North Dakota State Legislative Board members, worked tirelessly for the BLET members of North Dakota, but he also worked hard for all of the members around the country as the BLET's representative at the National Conference of State Legislatures." ☺☺



National President Dennis R. Pierce



Vice President & NLR John P. Tolman



National Vice President Cole W. Davis



National Vice President Michael D. Priester

ST WORKSHOP ATTENDEES VIST BLET HEADQUARTERS



BLET members who attended the Education & Training Department's Secretary-Treasurer Compliance Workshop in Cleveland visit the office of BLET National President Dennis Pierce at BLET headquarters in Cleveland, Ohio, on December 14, 2011. After completing the workshop, which was held at the nearby Hyatt Arcade, the members toured BLET headquarters and met with National Division officers and staff.

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Ronnie Rhodes reelected UP-Central Region General Chairman

Ronnie E. Rhodes was reelected to the office of General Chairman at the Union Pacific-Central Region General Committee of Adjustment's quadrennial meeting held during the first week of January in North Little Rock, Ark.

Brother Rhodes is a Union Pacific locomotive engineer and a member of Division 915 (Alexandria, La.). He first joined the Brotherhood on March 1, 1980.

Brother Rhodes has been serving as General Chairman since October 1, 2011. He was elected to the office of 1st Vice Chairman at the GCA's quadrennial meeting in January of 2008.

Also elected were: Kyle Bagby, 1st Vice Chairman (Division 81, Kansas City, Kan.); Bob Law, Kansas City Hub Vice General Chairman and 1st Alternate Vice General Chairman (Division 491, Kansas City, Mo.); Dave Grimes, St. Louis Hub Vice General Chairman and 2nd Alternate Vice General Chairman (Division 42, St. Louis, Mo.); and Norman Baker, North Little Rock Hub Vice General Chairman and 3rd Alternate Vice General Chairman (Division 585, North Little Rock, Ark.). Kevin Leyerle of Division 81 (Kansas City, Kan.) was re-elected to the office of GCA Secretary-Treasurer.

The following alternate officers were also elected: Chris Mullin, Kansas City Hub Alternate Vice Chairman (Division 336, Osawatomie, Kan.); Bri-



Seated, from left: BLET First Vice President Lee Pruitt; Vice General Chairman Kyle Bagby; General Chairman Ronnie Rhodes; GCA Secretary Treasurer Kevin Leyerle; National President Dennis Pierce; Vice President Mike Twombly; and Vice General Chairman Bob Law. **Second row:** Local Chairman Danny Onstott; Local Chairman Mike Medlin; Vice Local Chairman Brian Young; Local Chairman Ronnie Hunt; Vice General Chairman Norman Baker; and Vice Local Chairman Ron Brewer. **Back row:** Local Chairman Wes Taylor; Local Chairman Jody Wolfe; Local Chairman Gary Banks; Arkansas State Legislative Board Chairman Terry Todd; Local Chairman Bob Moeckel; and Vice General Chairman Dave Grimes.

an Young, St. Louis Hub Alternate Vice Chairman (Division 48, St. Louis, Mo.); Jay Callaway, North Little Rock Hub Alternate Vice Chairman (Division 858, Pine Bluff, Ark.); and Scott Thibodeau, Alternate Secretary-Treasurer (Division 81, Kansas City, Kan.)

Special guests attending the meeting included: BLET National President Dennis Pierce; 1st Vice President E. Lee Pruitt; National Secretary Bill Walpert; National Vice President Gil Gore; National

Vice President Mike Twombly; Union Pacific-Western Lines General Chairman Bill Hannah; Union Pacific-Southern Region General Chairman Warren Dent; Texas State Legislative Board Chairman Terry Briggs; Arkansas State Legislative Board Chairman Terry Todd; and Louisiana State Legislative Board Chairman Arlin Todd.

"I offer my congratulations to General Chairman Rhodes and all officers of the Union Pacific-Central Region General

Committee of Adjustment," National President Pierce said. "Brother Rhodes is a dedicated General Chairman and our Union Pacific Brothers and Sisters will no doubt benefit from his diligence and hard work. I have every confidence that these officers will move the General Committee forward together in the spirit of Brotherhood and solidarity."

On October 1, 2011, Brother Rhodes moved from the 1st Vice Chairman's position to the General Chairman's office follow-

ing the retirement of Charlie Rightnowar. Brother Rightnowar, a member of BLET Division 724 (Salem, Ill.), had served as General Chairman of the UP-Central Region General Committee since July of 1990.

The BLET's UP-Central Region General Committee of Adjustment encompasses 20 BLET Divisions in six different states (Arkansas, Louisiana, Missouri, Illinois, Kansas and Iowa), and represents approximately 1,400 members. ©©

BLET ASKS FOR OBAMA VETO

CONTINUED FROM PAGE 1

President Pierce also reminded President Obama of his March 20, 2011, Statement of Administration Policy, which reads in part: "If the President is presented with a bill that would not safeguard the ability of railroad and airline workers to decide whether or not they would be represented by a union based upon a majority of the ballots cast in an election or that would degrade safe and efficient air traffic, his senior advisers would recommend that he veto the bill."

The proposed changes to the RLA would end the discretion of the National Mediation Board (NMB) in deciding when a representation election will be held, and would increase the "showing of interest" necessary to compel an election for an unrepresented bargaining unit by over 40%. In fact, the proposal would result in a higher threshold to hold a representation election than for a union to prevail in the election. The change also would promote legal challenges by railroads and make it extremely difficult for unions to continue to exist on smaller carriers that are merged with a larger, non-union carrier.

Further, when two unions are on an



On February 7, BLET National President Dennis R. Pierce urged President Barack Obama to veto FAA reauthorization legislation, which contains provisions that would amend the Railway Labor Act to strip rail workers of their rights.

election ballot today and between them they garner more than a majority of votes, there is a runoff between those two unions. The bill will change that by requiring a runoff between the top 2 vote-getters, including "no union," even if a majority of the employees vote for representation. For example, if one union gets 40%, the other union 29%, and "no union" 31%, the runoff will be between union #1 and "no union," thereby giv-

ing management two opportunities to defeat unionization of the workforce.

The legislation also would subject the NMB to significant oversight in ways that set the stage for politicization of what is supposed to be an independent federal agency.

In a joint statement released January 30, the unions said they remain strongly committed to passage of a clean FAA Reauthorization bill, but that aviation safe-

ty and security bill is no place to impose unrelated and controversial labor provisions that will ultimately serve to harm both airline and railroad workers. They pointed out that the proposed RLA changes would drastically rewrite a statute that was crafted by labor-management agreement and has not been changed for over 75 years without the agreement of both employer and employee representatives.

"It is not surprising that the shameless, anti-worker ideologues in the Congress chose to take aviation safety hostage in an attempt to rob air and rail workers of their rights, but it is stunning that some of our so-called friends are going along with this," President Pierce said. "The War on Workers is now in our front yard, and all BLET members must make careful note of who supports us and who does not, because Election Day is just over 10 months away." ©©

A COPY OF PRESIDENT PIERCE'S LETTER TO THE WHITE HOUSE IS ON THE BLET WEBSITE:
WWW.BLE-T.ORG/PR/PDF/PIERCE_OBAMA_FAA.PDF

THE JOINT LABOR STATEMENT IS ALSO AVAILABLE:
WWW.BLE-T.ORG/PR/PDF/FAA_LABOR.PDF

2012

Calendar & Events

March 20-24, 2012

**Hazmat Training Workshop
National Labor College
SILVER SPRING, MD.**

The Hazardous Materials Transportation/Chemical Emergency Response training course addresses OSHA and DOT required training for the safe handling of hazardous materials. The course covers procedures and different levels of response and worker protection in a hazardous materials or emergency release. Course also covers weapons of mass destruction awareness. Federal funding for this course covers transportation, lodging and meals for training participants. This training course is also available from May 1-5, 2012, and May 8-12, 2012. For more information or to register online, please visit: www.hazmatgmc.org.

June 24-29, 2012

**85th annual Southeastern
Meeting Association (SMA)**

WALT DISNEY WORLD, ORLANDO, FLA.

Chairman Earl Karper (Division 35) and Vice Chairman Mike Tanner (Division 769) are hosting the 2012 SMA at Disney. For details, visit www.SMA2012.com. Contact Brother Karper: ekarper@sma2012.com.

July 15-16, 2012

**Modular Emergency Response Radiological Transportation Training (MERTT)
NATIONAL LABOR COLLEGE,
SILVER SPRING, MD.**

The amount and variety of radioactive material shipped by rail is expected to increase in coming years. With the increase in rail shipments comes the increased risk for rail incidents. A federal grant covers the cost of rail worker training to increase their knowledge of the transportation of radioactive materials, and covers the cost of transportation, lodging and meals on the campus of the George Meany Center, National Labor College. This training course is also available on August 17-18, 2012. or more information or to register online, please visit: www.hazmatgmc.org.

July 29-August 1, 2012

**72nd annual International
Western Convention (IWC)**

CROWN PLAZA HOTEL, BILLINGS, MONT.

Hosted by Arrangements Chairman Craig Gilchrist (Montana State Legislative Board Chairman, BLET Division 298) and Co-Chair D.B. Kenner (Division 195). At the Crown Plaza Billings (27 North 27th St., Billings, Mont. 59101, phone: (406) 252-7400). Contact Brother Gilchrist: blecag@nemontel.net; or Brother Kenner: kennerdb@yahoo.com.

August 19-24, 2012

**74th annual Eastern Union
Meeting Association (EUMA)**

ATLANTIC CITY, N.J.

Hosted by Arrangements Chairman Matt Kronyak (New Jersey State Legislative Board Chairman and Division 231 Local Chairman), the 2012 EUMA will be at Bally's (Park Place and the Boardwalk (1900 Pacific Ave.), Atlantic City, NJ 08401, phone: (800) 345-7253, www.ballysac.com). Contact Brother Kronyak: mcmkronyak@aol.com or (201) 978-6436.

September 9-13, 2012

**77th annual Southwestern
Convention Meeting (SWCM)**

GALVESTON, TEXAS

Hosted by Arrangements Chairman Jack Sweeny, Division 776 Local Chairman), the 2012 SWCM will be at the Moody Gardens Hotel (Seven Hope Blvd., Galveston, Texas 77554, phone: (888) 388-8484, www.moodygardenshotel.com). Contact Brother Sweeny: jrsweeny@coastal-link.net.

TRANSPORTATION BILL

CONTINUED FROM PAGE 1

assure major job losses at the passenger railroad.

The contracting out of the food and beverage service would cause over 2,000 jobs to be lost, and while Amtrak has the right in the legislation to bid for the services, the process has been rigged against them as private operators could significantly reduce labor costs by offering minimum wage and no benefits. Thousands more employees work on state supported lines.

Additionally, Amtrak would also see significant cuts to its operating funding in fiscal years 2012 and 2013. In 2012, its funding would be decreased from \$616 million to \$466 million, and in 2013, it would be reduced from \$631 million to \$463 million — or by nearly one-third. There are other provisions in the legislation that significantly hurt Amtrak and its employees by making it more difficult for the railroad to run its operations.

DELAY OF POSITIVE TRAIN CONTROL

The legislation also strikes at a key provision of the Rail Safety Improvement Act of 2008, compromising rail safety by delaying the implementation of Positive

Train Control (PTC) systems by five years (pushing back the date of implementation to December 31, 2020). It also gives the freight railroads the ability to avoid implementing PTC all together. For example, on lines carrying poisonous by inhalation or toxic by inhalation materials, the bill would allow carriers to implement undefined "alternative" strategies instead of PTC. The legislation offers no criteria at all for how this safeguarding would occur.

Regulations like PTC probably would not even be considered based on the bill, as the legislation will also make it more difficult for important safety issues to be addressed in the regulatory process. All regulations issued by the Department of Transportation — including the Federal Railroad Administration (FRA) — will be subject to much stricter scrutiny than what is currently in effect. New regulations will have to be based on an undefined standard of evidence. This would tie the hands of the FRA making it difficult, if not impossible to create regulations that would be good policy.

OTHER SAFETY CUTS

The rail provisions are not the only portion of the over 800 page bill that rais-

es alarm. The hazardous materials portion of the bill also eliminates and changes programs that the BLET and Teamsters support. Significantly, funding for the "Train the Trainer" hazmat program for first responders, which the BLET has long been involved with, has been eliminated by the legislation.

"This legislation is, through and through, a gift to corporate special interests," said John Tolman, BLET Vice President and National Legislative Representative. "It is a part of a comprehensive strategy by some in the majority to further enrich their corporate friends at the expense of the safety and livelihoods of all Americans. We need to ensure that the voices of the workers impacted by this legislation are heard by Congress — contact your Representatives today."

TAKE ACTION

BLET members are encouraged to take action and let your Representatives in the House know of their opposition to the bill. @

TO CONTACT YOUR MEMBER OF CONGRESS, PLEASE VISIT THE BLET NATIONAL LEGISLATIVE OFFICE WEBSITE:
WWW.BLETDC.ORG/ACTION/CONGRESS



Brotherhood's Relief & Compensation Fund

Many members do not realize that the elected officers and directors that serve them are BR&CF members who have worked, or are now working, on the railroad. Officers and Directors understand your issues, concerns and needs.



J.M. Robb • International President

CN locomotive engineer • Hired 1972
BR&CF member since 1991 • Elected to first full time BR&CF position in 1999



K.L. Mayle • Assistant International President

BNSF locomotive engineer • Hired 1970
BR&CF member since 1970 • Currently working a road switcher assignment San Bernardino, CA



J.E. Taylor • International Secretary-Treasurer

UP locomotive engineer • Hired 1995
BR&CF member since 1996 • Elected to first full time BR&CF position in 2004



L.V. Galati • Assistant International Secretary-Treasurer

NS locomotive engineer • Hired 1974
BR&CF member since 1998 • Elected to first full time BR&CF position in 2006



K.E. Holman • Director

UP conductor • Hired 1970
BR&CF member since 1972 • Currently working a yard assignment Houston, TX



J.R. Spivey • Director

CSX locomotive engineer • Hired 2002
BR&CF member since 2006 • Currently working extra board assignment Fitzgerald, GA



R.C. Jones • Director

UP locomotive engineer • Hired 1976
BR&CF member since 1994 • Currently working a freight assignment Kansas City, MO

Admission to BR&CF membership requires that you work for a railroad and are a member of a railroad brotherhood or union. The BR&CF is unique. This organization truly belongs to its members, is managed by members and is dedicated to the best interests of members and the rail labor community. Officers and directors collectively have over 222 total years of railroad experience. When we say we speak your language, when we say we know what you contend with every day you are at work, we mean it.

To apply for membership ask a BR&CF member, call 800 233-7080 or visit our web site at www.brcf.org.





Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

A Division Of The Rail Conference,
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Photo of the Month: February 2012

EARLY MORNING SUNRISE Union Pacific yard locomotive Y724 is about to come alive in the morning frost at Sterling, Ill., on February 18, 2012. **Photo:** courtesy Dave Hawley, BLET Division 404 (Chicago).



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 contrib-

ute 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.

Olson appointed BLET Special Representative

Richard A. Olson, a member of BLET Division 746 (Mandan, N.D.), has been appointed as a Special Representative by BLET National President Dennis R. Pierce.

Brother Olson started his railroad career in 1973 working as summer help with the Burlington Northern's track department, transferring to the operating department in 1974 as a brakeman. He earned promotion to locomotive engineer in 1978 and has held continuous membership in the Brotherhood since February 1, 1984.

"Rick brings a broad range of experience to our National Division staff, and he will be a huge asset to the Organization in his new position," President Pierce said.

Brother Olson served as Division 746's Chairman of the Local Committee of Adjustment for over 14 years, after being elected Local Chairman in 1997. He has also represented Division 746 as Delegate to three BLET national conventions and served as 1st Alternate Vice General Chairman on the BNSF/MRL General Committee of Adjustment.

Brother Olson has served on the BNSF System Cab Committee since 2001, and has held the position of Labor Co-Chairman. He was also appointed BLET Safety Coordinator in 2006, a position he held until April 1, 2012.

Brother Olson has been a member of the BLET's National Mobilization Team since 1998 and has served as BNSF/MRL GCA Coordinator and BNSF System Coordinator. As a Special Representative, he will provide various support services for all levels of the Organization, as assigned by the National President. His appointment becomes effective March 1, 2012.

Brother Olson comes from a railroad family, including his father, Bud Olson, who was a conductor for Burlington Northern and served as an elected union leader for the UTU and AFL-CIO for over 40 years.

Brother Olson and his wife Sandy have been married for 35 years. They have two adult children and four grandchildren. ☺



Welcome aboard: Rick Olson and President Pierce

Advisory Board December 2011 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; Publications Committee mtg., Cleveland; General Chairman's Special mtg., Fort Worth, Texas; Secretary-Treasurer workshop, Cleveland.

FIRST VICE PRESIDENT E. 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 agreement presentation, General Chairmen, Advisory Board, Fort Worth, Texas; Publications Committee mtg., Cleveland; Holiday.

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); National agreement presentation mtg., General Chairmen, Advisory Board, Fort Worth, Texas; Secretary-Treasurer workshop, Cleveland; Publications Committee mtg., Cleveland; Division 607 retirement party, Willoughby Hills, Ohio; Metlife Conference call, Cleveland; Holiday.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; BLET Security Officer; General office duties, telephone, correspondence communications; Coordinate content of NLO website; National Legislative Board mtg., Fort Worth, Texas; FRA RSAC Critical Incident Stress Debriefing (CISD) working group, Washington, D.C.; Weekly legislative in-house mtg., Washington, D.C.; Amtrak Roundtable, Washington, D.C.; IBT holiday dinner, Washington, D.C.; Advisory Board mtg., Cleveland; Publications Committee mtg., Cleveland; Hearings, receptions and mtgs. w/ U.S. Representatives, Washington, D.C.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Grand Trunk Western; Duluth Missabe & Iron Range; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Mtgs. w/ Advisory Board, General Chairmen, re: PEB 243, Fort Worth, Texas; WC/DMIR Town Hall mtgs., re: New York Dock, w/ GC Reynolds, Duluth/Superior, Wisc.; Div. 174 mtg., WC, Stevens Point, Wisc.; Assist GC Semenek w/ discipline arbitration research, Chicago; NRAB administrative matters, DISCI awards book re-write, NRAB; Assist GC Semenek (CP Rail), GC Kaulins (BRC), GC Hobbs (EJ&E) with various issues, Chicago; Vacation; Holiday.

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, Eastern Idaho), Central Region, Southern Region (New Orleans & Gulf Coast); Tacoma Belt RR; Utah RR; and Longview Portland & Northern and Longview Switching; Advisory Board and General Chairmen mtgs., re: National agreement, Fort Worth, Texas; Division 191 mtg., Fitchburg, Mass.; PLB 7484 (UP), San Francisco, Calif.; Pacific Harbor Lines, mediation A-13610, San Francisco, Calif.

VICE PRESIDENT WILLARD E. KNIGHT: 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; Grand Trunk Western; General office duties, telephone, correspondence communications, etc.; National wage team mtg., General Chairmen mtg., Fort Worth, Texas; BLET/NS 401k mtg. w/ all NS General Chairmen, Norfolk, Va.; W&LE Section 6 mtg w/ GC Linsey, 1st VGC Cutlip, 2nd VGC Dehart and officers of Div. 292, Columbus, Ohio; GTW negotiations w/ GC Karakian, Troy, Mich.; SBA 1063 w/ NS GC Linsey and VGC Cutlip, Boston, Mass.; Ohio Central negotiations w/ GC Martin.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; Dispute Resolution Committee (DRC) issues, CSXT; General office duties, paperwork, correspondence, telephone calls, etc.; Special mtg., re: National agreement, Fort Worth, Texas; Mtg. w/ Talleyrand RR and CSX, Jacksonville, Fla.; Mtg. w/ Talleyrand RR members, Jacksonville; Mtgs. w/ CSX, re: discipline policy, Jacksonville; Conference call w/ CSX, re: proposed national agreement; Conference call w/ GC Smith, GC Thornton and LCs, re: national agreement; Conference call w/ GC Louis, GC Finamore and LCs, re: national agreement; Conference call w/ GC Louis Shared Assets LCs; Holiday; Vacation; Special mtg. w/ Div. 699, re: pending national agreement, Shreveport, La.

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, Austin Western RR, Great Western; General office duties, telephone, correspondence communications, etc.; Mtg. w/ General Chairmen and Advisory Board, re: national agreement, Fort Worth, Texas; Advisory Board conference call, re: national agreement; Holiday; Vacation.

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, correspondence communications, etc.; Mtg. w/ General Chairmen and Advisory Board, re: national agreement, Fort Worth, Texas; Section Four notice, GC Whitchurch; Filing arbitration, GC Parker; Division 569 mtg. w/ GC Parker, Heavener, Okla.; Springfield Terminal mediation w/ GC Moore, Boston, Mass.; Section Tex Mex issues, GC Rodriguez; KCS conference call; Division 86 mtg. w/ GC Linsey, Moberly, Mo.; PLB prep., GC Semenek; Division 607 mtg. w/ GC Linsey, Cleveland; Mid South agreement, GC Whitchurch; PLB prep., GC Parker; Division mtgs., 593-599, Shreveport, La.; Assist GC Semenek, CP issues.

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; Telephone calls, correspondence, general office duties, etc.; Mtg. w/ GC and Advisory Board, re: national agreement, Fort Worth, Texas; Draft decertification appeal to LERP, NJT, Philadelphia; Full RSAC mtg., Washington, D.C.; Mtgs., re: NMB Case No. A-13559, SEPTA, Philadelphia; Division 373 monthly mtg., NJT, Roebbing, N.J. ASLRR and FRA Szabo mtg., Washington, D.C.; Birmingham Southern, Watco mtgs., Birmingham, Ala.; Division 269 mtg., Passenger HOS presentation, Hapauge, N.Y.