



Locomotive

ENGINEERS & TRAINMEN NEWS

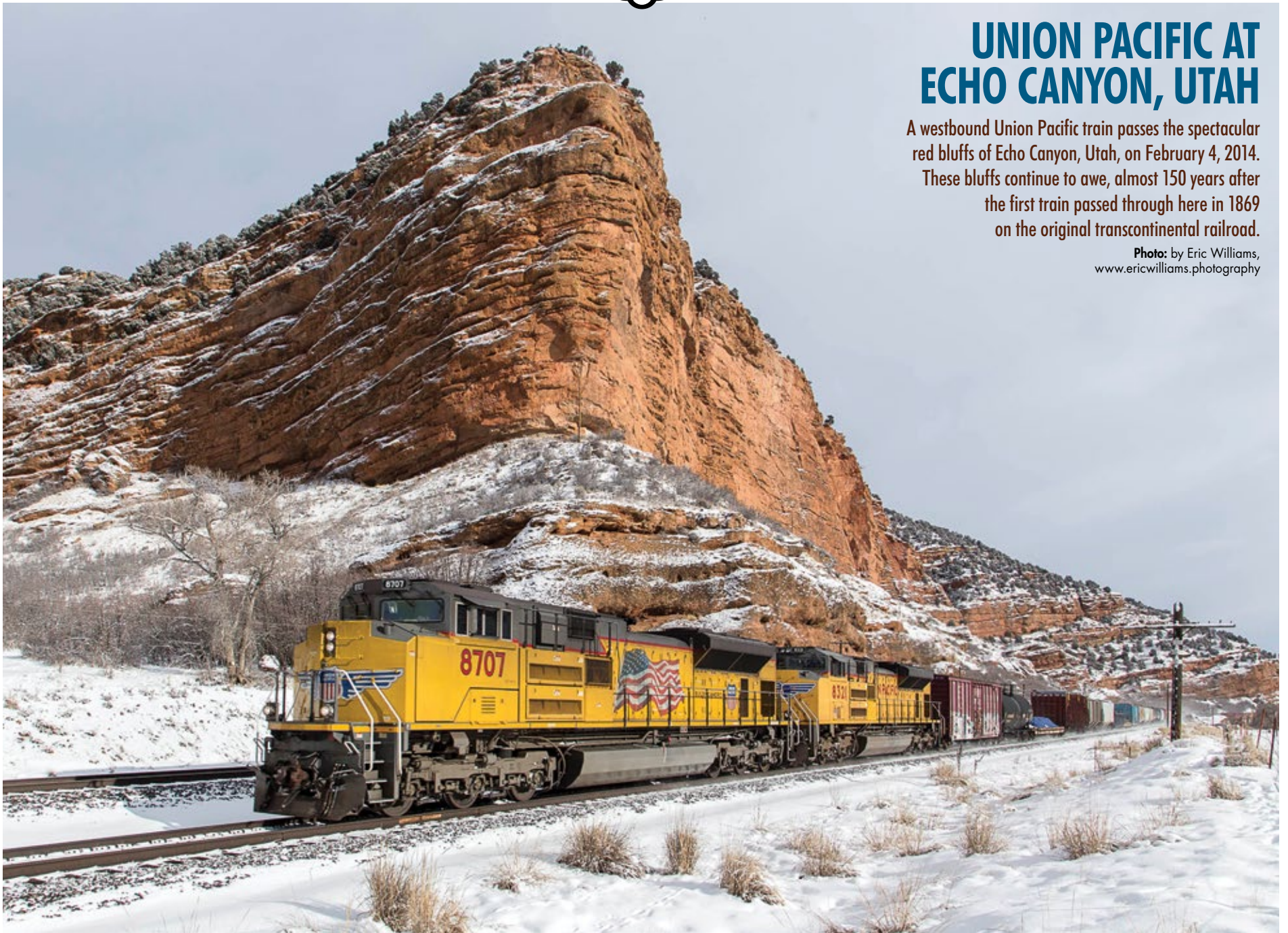
MARCH
2018
VOLUME 32, ISSUE 3
DAILY NEWS UPDATES
WWW.BLE-T.ORG

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

UNION PACIFIC AT ECHO CANYON, UTAH

A westbound Union Pacific train passes the spectacular red bluffs of Echo Canyon, Utah, on February 4, 2014. These bluffs continue to awe, almost 150 years after the first train passed through here in 1869 on the original transcontinental railroad.

Photo: by Eric Williams,
www.ericwilliams.photography



CONVENTION CALL: BLET's Fourth National Convention

Nearly 500 delegates will convene in Las Vegas, Nevada, from October 1-4, 2018, for the BLET's Fourth National Convention.

The BLET's national conventions are held quadrennially, or once every four years. The assembled delegates will represent more than 36,500 active locomotive engineers and trainmen 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 is published on Page 6 of this issue.

The convention will also be a nomi-



A group photo of all officers and delegates attending the BLET's Third National Convention in 2014.

nating convention. Pursuant to the BLET Bylaws, the Rules for the 2018 BLET National Division Officers Election were published in the July 2017 issue of the BLET Newsletter. The Election Rules and

other pertinent information can be found on the BLET National Division website: www.ble-t.org/2018election.

Delegate registration for the BLET's Fourth National Convention is slated to

take place on Sunday, September 30, 2018. The Convention will begin on Monday, October 1 and will be held at the Rio All-Suite Hotel & Casino, 3700 West Flamingo Road, Las Vegas, Nevada, 89103. @@



BLET President's Message

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Abrogation of contracts must stop **pg. 3**



BLET State Chairmen Meet

FRA Administrator addresses BLET **pg. 4**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

ELECTIONS HAVE CONSEQUENCES — THE WHEELING & LAKE ERIE SAGA

My last article detailed an attack by the Indiana legislature on the rights provided by the Federal Employers' Liability Act to railroad workers who are injured or killed as a result of negligence by their railroad employer. This article is to update you on a years-old struggle being waged by 180 active BLET locomotive engineers and trainmen who work for the Wheeling & Lake Erie Railway (W&LE).

Headquartered in Brewster, Ohio, the W&LE has been in existence since May of 1990 and incorporates over 800 miles of primarily former Norfolk Southern trackage in Ohio, Pennsylvania, West Virginia, and Maryland. The W&LE handles over 150,000 carloads annually and interchanges with three Class I railroads (CSX, Canadian National and Norfolk Southern) and 14 regional, short line and switching railroads.

And it is ground zero in the BLET's fight to protect two-person crews.

The W&LE Trainmen's Collective Bargaining Agreement has what may be the strongest language protective of two-person crews in the railroad industry. That language has been the Carrier's target for nearly 20 years.

Because of the W&LE's insistence on introducing single-person operations, our membership went without a new contract for seven years from 2001 until the summer of 2008, including several years of pressure from the National Mediation Board (NMB). Then-Ohio Governor Ted Strickland and his staff also provided key pressure to bring an end to the dispute.

But since then W&LE has been waging the same war ... and has refused to negotiate a successor to that nearly 10-year old contract that is acceptable to our W&LE membership.

First, W&LE renewed its Section 6 demand for the right to institute single-person operations. Next, it failed to hire sufficient people to maintain an adequate supply of locomotive engineers and trainmen.

Finally, it began assigning su-

66 It is almost 10 full years since our W&LE members have had a new contract, a period in which the Carrier has waged an unrelenting attack on their wages, working conditions and current Agreements. 99

pervisors to work as locomotive engineers and as conductors, even when extra engineers and conductors were available and rested. Because there was ongoing bargaining over a new contract this was a violation of the status quo requirements of the Railway Labor Act (RLA), and an outright abrogation of the Collective Bargaining Agreements.

W&LE engineered several of these provocations — apparently designed to force our W&LE members to knuckle under to their demands — and was repeatedly warned to discontinue its actions in the strongest terms by then-General Chairman Bob Linsey.

Brother Linsey also requested authority to poll the membership to withdraw from service if the Carrier continued to simply ignore the plain Agreement language. I authorized that poll, which resulted in overwhelming support for a strike in defense of the crewing requirements.

When W&LE again used supervisors in place of available and rested engineers and conductors, I authorized BLET members to walk off the job on strike on September 20, 2013. The Carrier immediately ran to the courthouse, and a federal judge temporarily ordered our members back to work ... but he also ordered W&LE to stop using supervisors to perform craft duties.

However, the district court judge later held that both the engineers' strike and the trainmen's strike could be enjoined because the Carrier's ability to use supervisors to perform work reserved in the Agreements for BLET-represented employees was "arguable" and, therefore, a minor dispute so the railroad could continue the actions that gave rise to the strike.

Because the judge improperly interpreted the Trainmen's Agreement in order to justify issuing an injunction, I authorized our General Counsel to appeal that portion of the decision to the U.S.

Court of Appeals for the Sixth Circuit.

A year later — as the 2014 Convention was about to open — the Carrier's lawsuit was still on the Sixth Circuit's docket. Our W&LE members still didn't have a new contract, even though the dispute had been in mediation for more than two years. And the Carrier was still insisting upon implementing single-person operations.

The 2014 Convention adopted a resolution in support of the W&LE struggle, noting that "it is vital that these brothers and sisters win this struggle and demonstrate to the W&LE — and the other rail carriers as well — that union labor will not accept train operations with a single employee."

The Delegates also acknowledged that "the outcome of this struggle of these brothers and sisters will have a direct impact on engineers and trainmen and all railroad workers throughout North America; their fight is our fight!"

They also "pledge[d] our unwavering solidarity and assistance to the members of Division 292 to win this fight" and "encourage[d] all BLET members and all railroad workers — especially those in geographical proximity — to join the picket line, to bring material aid and assistance and otherwise support the workers on the W&LE as necessary in the coming months and years in order to ensure victory."

Our appeal was argued shortly after the Convention, and in mid-April of 2015 a unanimous three-judge panel on the Sixth Circuit reversed the District Court. It found that W&LE's "claim that the Trainmen Agreement allowed it to man trains without union conductors is frivolous or obviously insubstantial, and the dispute is major." After the District Court revised its Order, W&LE appealed again and lost. Finally, early last year the U.S. Supreme Court put an end

to the litigation when it denied W&LE's request for review. As a result, BLET's strike in 2013 remains a legal job action, and the precedent set by the Courts' affirmation of this fact stands as a cornerstone in our battle to preserve two man crews.

However, this victory led to W&LE doubling down on its efforts at the bargaining table to weaken the collective bargaining agreement protections that the court upheld. In an effort to gain long overdue wage increases for the W&LE membership, a proposed agreement was submitted to the membership in September of 2016 that weakened the staffing requirements for conductors. The membership spoke loud and clear by overwhelmingly rejecting the proposal.

Because the W&LE clearly was trying to starve our membership into submission — and at the request of the General Chairman — I requested in 2013, 2014 and 2017 that the NMB agree with us that impasse had been reached, and proffer arbitration to the parties so that the mandatory processes of the RLA could be brought to a conclusion, including a strike if need be.

Last summer our W&LE members voted unanimously to authorize such a strike if the RLA process concluded without a ratified voluntary agreement. Bargaining since that time has not produced any movement on the Carrier's part; in fact, at the most recent session in mid-March, W&LE insisted that our members accept a lower hourly wage rate than contained in the rejected proposal. BLET's bargaining committee rejected those outrageous demands immediately, and requested that I again notify the NMB that negotiations are at an impasse.

It is almost 10 full years since our W&LE members have had a new contract, a period in which the Carrier has waged an unrelenting attack on their wages,

working conditions and current Agreements.

As I said in my last article, elections have consequences. Our bargaining efforts under the RLA are managed by the NMB, and through the President's power of appointment, the NMB is controlled by the White House. Those who are elected to high office in the Federal Government must be judged more by what they do in office as compared to what they say as candidates. In other words, who among our elected government officials work for working class Americans and who work for Corporate America?

It is time for the White House, through the NMB, to acknowledge that the RLA process has been exhausted on the W&LE. It is time for the federal government to allow this dispute to be resolved without the constraints the RLA imposes, which have failed to produce a fair resolution on this property for far too many years. The continued refusal to allow the final steps of the bargaining process of the RLA to be implemented only serve to frustrate the intent behind the drawn-out process itself. It is truly unfortunate that the threat of a legal strike may be the only thing that will convince W&LE to negotiate an acceptable agreement.

You have my word and my assurance that the National Division will continue to provide our W&LE members with all the assistance at our disposal. I am equally confident that our Convention in October will again rise up in support of their Brothers and Sisters.

The true test is this. What will the White House do in response to our latest request? Many BLET members voted for President Trump because of his campaign commitments to improve the lives of working class Americans. He now has an opportunity to take action on those commitments by releasing us from further mediation and allowing us to take the legal actions necessary to reach an agreement acceptable to the membership. I urge him to seize that opportunity.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

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 policy 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

TEAMSTERS FLEX MUSCLE IN ELECTION WINS

It may still seem that it is just the beginning of 2018, but the Teamsters are already on the ground getting involved in important elections across the country to help elect candidates that will stick up for the rights of workers and ensure that hardworking Americans can support their families.

In March, for example, the work of union members ensured the election of candidates in Illinois and Pennsylvania that will put the people before the powerful. Joint Council 25-endorsed candidates in Illinois emerged as winners in 12 congressional primaries and the gubernatorial primary, ensuring that the concerns of workers will be heard as focus shifts to the general election this November.

At the top of the Illinois ballot was J.B. Pritzker, who defeated two other Democrats to become the party's gubernatorial nominee this fall. The candidate has vowed to stand up for unions and working people, as well as for improving wages and health care.

And in western Pennsylvania, Conor Lamb (D), an ex-federal prosecutor and Marine with strong family ties to the

area, prevailed by the thinnest of margins because Teamsters put in the time going workplace to workplace to make sure he did.

Despite the heavy Republican lean of Pennsylvania's 18th congressional district, voters were drawn to Lamb because he spoke about issues that mattered to them — pensions, fair trade and health care. Given the significant population of blue-collar workers in the district, they understood that their livelihoods — both on and off the job — were at risk.

Of course, there is still much more work to do. The Teamsters will be ramping up efforts in the coming months because increased turnout at the ballot box will mean increased sway in the corridors of power at both the federal and state levels.

Workers deserve a better life that allows them to earn a fair living. But it won't happen without electing lawmakers who put working families first.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL PRESIDENT



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Despite the heavy Republican lean of Pennsylvania's 18th congressional district, voters were drawn to Lamb because he spoke about issues that mattered to them — pensions, fair trade and health care.

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BLET General Committees sue to halt BNSF abrogation of contracts

Three BLET General Committees of Adjustment (GCAs) on BNSF Railway filed suit on March 19, 2018, in the United States District Court for the District of Colorado to stop BNSF's unilateral consolidation of road freight service between Denver and Cheyenne, La Junta, Pueblo, Sterling, and Trinidad; and between Trinidad and Denver/Texline.

As part of this consolidation, BNSF has placed all locomotive engineers under a single collective bargaining agreement of the railroad's choosing, which it had no legal or contractual authority to do. This has resulted in significant changes to wages and working conditions for many of the engineers working in the territory. The GCAs' lawsuit seeks restoration of the status quo until statutorily-mandated bargaining is completed.

The legal action comes as serious safety concerns have arisen regarding BNSF's actions. The railroad's local managers are harassing and intimidating locomotive engineers to force them into making runs over territories they are not familiar with, a dangerous practice that puts lives at risk.

Training trips are necessary for locomotive engineers who have relocated from other areas and are not familiar with the territory. With the Denver area consolidations, many BLET engineers



and trainmen are being required to qualify and/or familiarize on new runs and new routes. In fact, many of these engineers and trainmen have never been over portions of the new territory. In many cases, however, they are being told that a single trip will adequately qualify/familiarize them. A similar problem is being investigated by the National Transportation Safety Board as a possible contributing factor in the fatal Amtrak

derailment that occurred near Tacoma, Washington late last year.

The BNSF trains affected by these consolidations carry millions of tons of freight and deadly cargo such as chlorine, poisonous-by-inhalation chemicals, and toxic-by-inhalation chemicals. Forcing engineers and trainmen onto unfamiliar territory is risky and potentially deadly.

"Denying locomotive engineers and trainmen sufficient training trips over

rail lines on which they have little or no operating experience has the potential to cause a major accident and/or fatality," BLET National President Dennis R. Pierce said. "Once again railroad worker and public safety have been forced to take a back seat to railroad profitability."

"Some folks learn faster than others," BLET General Chairman J. Alan Holdcraft wrote in a January 30 letter to BNSF management, which was also signed by BLET General Chairmen Jerry LaPrath, Jeff Thurman and Bobby Brown. "While one engineer may need 2 or 3 trips to become familiar enough with the run to operate without a pilot, others may need significantly more training to reach the same level of proficiency."

As of mid-March, BNSF still had not responded to the letter. This type of management indifference to safety helped trigger the BLET lawsuit.

At the same time, local BNSF managers have repeatedly threatened engineers and trainmen who have requested additional familiarization trips. "We have written reports of employees being called in 'on the carpet' and being told that they 'don't want to be one of those folks' who requests more training," Holdcraft wrote in the January 30 letter. "We will not, and we cannot, tolerate threats made against our members." @@

BLET State Legislative Chairmen conclude 43rd annual meeting

NEW FRA ADMINISTRATOR IN ATTENDANCE TO ADDRESS BLET SAFETY CONCERNS

The BLET's National Association of State Legislative Board Chairmen (NASLBC) kicked off its 43rd annual meeting in New Orleans on March 12, 2018. Ron Batory, the newly-confirmed Administrator of the Federal Railroad Administration (FRA), delivered remarks to the group and he separately addressed the BLET's Advisory Board.

NASLBC Chairman Paul Piekarski called the meeting to order and introduced members of the BLET Executive Committee, who then addressed the body.

BLET National President Dennis R. Pierce laid out the challenges the BLET faces in the legislative and collective bargaining arenas and took questions from the audience. Next, First Vice President E. Lee Pruitt spoke about several issues, including inward facing cameras. National Secretary-Treasurer Stephen J. Bruno then provided an update on the union's finances and the new membership database software system.

Administrator Batory said he wanted to personally present his background and credentials to the BLET and promised a new day of being safety aware for both the railroads and BLET members. Batory brings more than 50 years of railroad industry experience to the FRA Adminis-



Ron Batory, FRA Administrator delivers his remarks

trator's position. He discussed his views on the myriad of issues faced by those behind the throttle and engaged in an extensive question and answer session that touched upon train length and rail management's indifference to calls from BLET leaders regarding railroad safety.

Following Batory's remarks, BLET Vice President and National Legislative Representative John P. Tolman said: "We look forward to working with him on critical issues facing our nation's freight and commuter rail systems, and wish him much success at FRA."

Also during the meeting, the NASLBC took time to recognize three outstanding Brothers. Former State Legislative Board Chairmen Terry Todd (Arkansas) and Jeff Worthington (Utah) were recognized for their recent retirements and for their many years of dedicated service to the Brotherhood. Also, current Missouri State Legislative Board Chairman Brian Kelley, who plans to retire later

this year, was honored for his leadership, service and commitment to the BLET. BLET National President Pierce congratulated the three Brothers and wished them long and happy retirements. "I'm told retirement is the best job you can bid on," President Pierce said.

NASLBC Chairman Piekarski recognized and seated three new State Legislative Board Chairmen: Wayne Denson (Arkansas), Bill Fleishman (New York), and Scott Weeks (Utah).

Also of note were comments by BNSF (former ATSF) General Chairman J. Alan Holdcraft, who spoke to the group about the importance of solidarity within our Brotherhood. He stressed how important it is for General Chairmen to work together with the State Legislative Board Chairmen.

Members of the BLET National Division staff as well as staff from the BLET National Legislative Office in Washington D.C. were also in attendance.

The NASLBC has met annually since 1975 to hear from each State Chairman about railroad-related safety and health issues as well as their state's political climate. @@



Terry Todd, recently retired Chairman of the BLET's Arkansas SLB, at the podium during the NASLBC's annual meeting in New Orleans on March 12, 2018.



BLET National Secretary-Treasurer Steve Bruno at the podium during the opening session



Jeff Worthington, Utah SLB, and President Pierce.



President Dennis Pierce with Brian Kelley, Missouri SLB Chairman.



Arlin Todd, Louisiana SLB Chairman; Terry Todd, recently-retired Arkansas SLB; and Wayne Denson, new Chairman of the Arkansas SLB.

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Alan Holdcraft reelected BNSF (former ATSF) General Chairman

J Alan Holdcraft was reelected by acclamation to his third term as General Chairman of the Burlington Northern Santa Fe (former ATSF) General Committee of Adjustment at the GCA's triennial meeting in San Diego, Calif.

A member of BLET Division 776 (Galveston, Texas), Brother Holdcraft is a BNSF locomotive engineer. He has held continuous membership in the Brotherhood for nearly 38 years. He joined Division 776 on February 1, 1980. Brother Holdcraft was first elected General Chairman at the GCA's triennial convention in 2011, and then reelected by acclamation in 2014.

Also elected by acclamation were 1st Vice Chairman M. Robby Cunningham, Division 134 (Winslow, Ariz.) and Secretary-Treasurer Chris A. Mosser, Division 871 (Slaton, Texas). The following Brothers were also elected during the triennial session; 2nd Vice Chairman Jeremy T. McFather, Division 446 (Bellevue, N.M.); 3rd Vice Chairman Jorge R. Gomez, Division 264 (El Paso, Texas); 4th Vice Chairman Oscar A. Burrola, Division 839 (Richmond, Calif.); and 5th Vice Chairman Ken R. Mueller, Division 64 (Newton, Kan.).

Elected to serve as Trustees were: Bart S. Jones, Division 871 (Slaton, Texas); Danny P. Smith, Division 344 (Wellington, Kan.); and Ray A. Miranda, Division 383 (Fort Mohave, Ariz.).



Officers, members and guests attending the BNSF (former ATSF) General Committee of Adjustment's triennial meeting in San Diego, Calif., on October 31, 2017.

Representing the BLET National Division at the meeting were: National Vice President Dennis R. Pierce; First Vice President E. Lee Pruitt; National Secretary-Treasurer Steve Bruno; Vice President and National Legislative Representative John Tolman; assigned National Vice President Mike Priester; and National Vice President Rick Gibbons.

"Congratulations to Brother Holdcraft and all officers of the BNSF (former ATSF) General Committee of Ad-

justment," President Pierce said. "I have every confidence that they will continue to do an excellent job representing the rights of the membership. I also thank them for their dedication and willingness to serve our Brotherhood."

Also in attendance were: General Chairman Jeff Thurman (BNSF (former STL-SF)/MNA); Vice General Chairman Kyle King (BNSF (former STL-SF)/MNA); General Chairman Jerry LaPrath (BNSF/MRL-Austin Western); Vice General Chairman Kent Psota (BNSF/MRL); Vice General Chairman Matt Brandt (BNSF/MRL); Secretary-Treasurer Kevin Foley (BNSF/MRL); General Chairman Bobby Brown (FW&D-C&S-CRI&P); Vice General Chairman Joe Berlin (FW&D-C&S-CRI&P); Secretary Treasurer Tim Williamson (FW&D-C&S-CRI&P); and Susie Burrola, 1st Vice President of the BLET Auxiliary.

In addition to his General Chairman duties, Brother Holdcraft also serves the BLET as Chairman of the Western General Chairmen's Association (WGCA).

The BNSF (former ATSF) General Committee of Adjustment represents nearly 3,150 members belonging to 35 different BLET Division. Their members work for the BNSF Railway, Great Western of Colorado, and Panhandle Northern. The GCA's triennial meeting concluded on October 31, 2017. ©©

California high-speed rail: Successful economies demand effective transportation systems

The following is a statement by Dennis Pierce, President of the Teamsters Rail Conference, regarding the California High Speed Rail Authority's 2018 Business Plan:

"Given that California's high-speed rail project is arguably the single largest and most complex infrastructure project in the history of the nation, delays and cost increases are frustrating but inevitable. Nonetheless, successful economies demand an efficient and effective transportation system. California's air-

ports are at capacity. Building more airports and expanding highways to meet our growing population will cost multiple times what high-speed rail will cost. Expanding freeways will gobble up more and more of our precious farmland. We need to address the challenge of our increasing population and the growing congestion on our freeways and airports. High-speed rail is a transportation system that has proven effective worldwide.

"The California High Speed Rail Authority's 2018 business plan is a solid, realistic blueprint for the state to follow to

continue forward. Already, the ongoing construction of the system in the Central Valley is transforming the economy in what has been a historically neglected part of the state that has suffered the state's highest unemployment rates. To those who complain the project costs too much, that the challenges of building it too great, the question must be asked, what is the alternative to addressing the state's growing population and our transportation needs?"

The Teamsters Rail Conference represents more than 70,000 rail workers

employed as locomotive engineers, trainmen and maintenance of way workers across the United States as members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) and Brotherhood of Maintenance of Way Employees Division (BMWED). International Brotherhood of Teamsters Vice President John Murphy serves as Director of the Rail Conference. BLET National President Dennis R. Pierce serves as Rail Conference President. Teamsters Vice President at Large Freddie N. Simpson is National President of the BMWED. ©©



An artist's conceptual renderings of the California high-speed rail project. Courtesy: California High-Speed Rail Authority



LIST OF 2018 NATIONAL DIVISION CONVENTION DELEGATES

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

The convention is scheduled for October 1-4, 2018 at the Rio Hotel and Casino in Las Vegas, Nevada, but delegates should plan to arrive in time to

register on Sunday, September 30. 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 – J. W. Reid	72 – K. T. Ladue	163 – S. S. Surchik	235 – G. Amadeo	332 – R. E. Rhodes	476 – D. A. Taddei	602 – B. Barnes	746 – C. J. Booke
2 – R. M. Morris	73 – J. D. Pate	165 – P. J. Culver	236 – C. D. Towle	333 – J. J. Carnes	480 – K. P. Casagrande	604 – B. J. Szenasi	752 – S. Crossman
3 – E. S. Schmelzer	74 – K. A. Kline	166 – J. A. Bradley	237 – W. E. Brake	335 – K. D. Holley	481 – R. L. Dillon	607 – P. M. Redmond	754 – M. R. Harting
4 – J. T. Falk	75 – C. C. Fuller, II	167 – D. C. Gibson	238 – L. M. Moore	336 – C. S. Mullin	482 – J. L. Buie, Sr.	609 – J. D. Jones	755 – R. K. Jarona
5 – P. Tortorice	77 – P. W. Darcy, Jr.	169 – H. N. Benn	239 – C. R. Jones	343 – S. Hubbard	483 – J. J. O'Neill	610 – B. W. Guilfoose	757 – P. E. Smith
6 – A. J. Savick	78 – K. A. Exely	170 – G. S. Nelson	241 – J. E. Haller	344 – G. A. Hinshaw	488 – T. E. Downey, Jr.	612 – J. O. Fisher, Jr.	758 – H. S. Allington
7 – R. L. Casad	79 – S. J. Poe	171 – T. Haas, Jr.	242 – D. W. Stokes	348 – R. P. Kanous	489 – R. L. Fields	613 – J. S. Pruitt	762 – A. I. Douglas
8 – J. S. Early	80 – M. M. Garvey	172 – B. A. Borchert	244 – M. A. Leija, Jr.	349 – R. W. Letcher	491 – J. L. Phillippi, Jr.	620 – J. Logan, Jr.	765 – J. M. Lofton
9 – B. M. Bell	81 – S. D. Thibodeau	173 – E. A. Hau	246 – D. R. Woods	350 – E. Espinosa	494 – R. Hexom	621 – J. G. Van Engen	766 – S. P. Wells
10 – M. W. Marshall	83 – M. A. Henderson	174 – T. J. Losinski	249 – G. L. Tutor	353 – J. F. McLaughlin	495 – R. D. Crosby	622 – L. R. Thomas	768 – M. A. Roue
11 – M. B. Kenny	84 – T. E. Hawkins	175 – C. M. Schulz	251 – B. P. Doty	354 – J. D. Fenton	496 – K. L. Nash	623 – K. L. Potthoff	769 – P. H. Dowler, Jr.
12 – R. M. Grogan, Jr.	85 – M. D. Grey	176 – J. L. Dolph	253 – C. G. Vesely	357 – G. L. Kepka	497 – A. W. Basile	624 – S. G. Shackelford	775 – T. R. Gray
13 – R. E. Krueger	86 – J. S. Shannon	177 – J. W. Ervin	255 – M. B. Clutter	362 – W. J. Wallace	498 – G. D. Best	629 – R. G. Schaffer	776 – J. R. Sweeny
14 – C. S. Dort	87 – J. M. Martel	178 – J. L. Lawhon	256 – J. K. Riley	364 – C. M. Lambert	499 – B. N. Wetsch	632 – G. E. Jones	777 – A. F. McRill
15 – No Election Reported	88 – W. P. Elliott	179 – D. L. Marlow	259 – No Election Reported	365 – J. B. D'zan	500 – B. M. Anderson	636 – T. R. Palmer	778 – J. C. Ostrander
17 – B. Porter	90 – S. M. Bremer	180 – B. E. Green	260 – S. M. Carpenter	366 – A. D. Allen	502 – D. R. Holdcroft	641 – M. R. Price	779 – R. W. Clark
18 – A. A. McKenzie	94 – S. V. Halbrook	181 – J. P. Myers	261 – G. D. Kickhaefer	369 – M. A. Manthey	503 – C. L. Newcomb	642 – S. R. Stull	781 – D. P. Fitzgerald, Jr.
19 – C. C. Sebok	95 – S. M. Barnes	182 – T. O. Epps	262 – J. C. Jensen	370 – W. E. Rominski, III	504 – J. W. Whitaker	644 – B. J. Frisque	782 – A. L. Vincent
20 – R. Montenegro	96 – D. J. Lucansky	183 – J. E. Sweeney	264 – J. R. Gomez	373 – J. P. Brown	505 – L. Medina	646 – D. C. Dickey	786 – D. C. Lance
23 – T. A. Coln	97 – J. C. Brass	184 – J. T. Alexander	265 – W. E. Hyatt, Jr.	374 – J. A. Garcia	508 – R. D. Carlson	647 – J. L. Ewbank	790 – J. R. Hartman, Jr.
24 – B. D. Henson	98 – L. D. Gordon	185 – L. P. Bratonia	266 – L. B. Mangler, Jr.	375 – R. W. Hege, Jr.	511 – D. S. Pennywitt	648 – S. A. Sirmans	791 – D. K. Tafoya
25 – P. R. Moulton	100 – M. P. Huber	186 – S. W. Hobbs	267 – D. A. Rhinehart	382 – M. T. McCrory, II	512 – W. P. Randolph	650 – M. J. Tyler	794 – R. B. Higley
26 – J. V. Pedro	101 – G. A. Turner	188 – S. D. Reinke	269 – K. J. Sexton	383 – M. R. Miranda	517 – D. K. Brown	656 – J. J. Smith	800 – G. Carson
27 – M. J. Gaab	103 – T. A. Romain	189 – J. R. Berlin, II	270 – T. K. Braun	386 – B. T. Smith	518 – J. D. Tisdale	659 – K. R. Rydzynski	803 – J. L. Vance
28 – E. M. Strom	104 – S. E. Snyder	190 – P. D. Henry	271 – M. A. Elkins	387 – R. A. Vogt, Jr.	520 – B. J. Flaherty	660 – R. A. Poutre	811 – C. S. Lewis
29 – D. L. Mahoney	106 – C. A. Lizarraga	191 – D. J. Gifford	272 – M. Caban	388 – P. S. Pfeifer	521 – B. J. Martin	662 – E. F. Ferrall	815 – J. J. Balonek
30 – T. L. Bryant	107 – J. L. Scanlan	192 – S. S. Seale	273 – R. A. Bloom	391 – A. A. Sciumbato, Jr.	523 – S. P. Alexander	664 – M. J. Brogno	827 – K. Nelson
31 – T. R. Young	109 – J. C. Kiefer	193 – E. Navarro	274 – M. P. Lemieux	392 – J. W. Swick	524 – J. F. Myers, Jr.	665 – B. E. Folsom	829 – J. P. Cornett
32 – M. Fox	110 – M. J. Lambert	194 – H. E. Parsons	275 – B. S. Hall	393 – B. E. Rayl	526 – J. R. Blum	671 – P. P. Ripplinger	830 – T. L. Combs
33 – B. J. Trumble	112 – K. E. Castro	195 – T. R. Simard	276 – J. Troutman	394 – No Election Reported	527 – J. A. Bullington	672 – J. B. Harris	831 – G. Canty
34 – E. R. Evans, II	114 – T. P. Bloom	197 – R. S. Gorzell	278 – J. H. Wolfe	398 – R. W. Erickson	530 – H. A. Hendrix, Jr.	674 – K. W. Chinn	834 – C. M. Nelson
35 – R. C. Poccia	115 – C. L. Runion	198 – C. B. Arnold	279 – C. C. Hogan	400 – E. A. Gabaldon	531 – M. D. Chauffe, Jr.	676 – T. L. Burdine	839 – O. A. Burrola
37 – L. R. Fannon, Jr.	116 – B. E. Carter	199 – J. L. Vines, Jr.	280 – M. E. Worsham	401 – J. L. Preece	532 – T. L. Bryant	678 – J. E. Tumlinson	842 – J. R. Nelson
38 – M. B. Ward	117 – J. F. Wolf	200 – D. J. Harrington	282 – C. J. Cole	402 – J. D. Grimes	537 – R. Munoz	681 – R. Stewart	846 – R. H. Kunz
39 – M. S. Campbell	118 – B. D. Haines	201 – E. L. Waugh	283 – L. J. Chavez, Jr.	404 – G. J. Vogel	542 – E. T. Donnelly, III	682 – F. E. Burns	848 – R. K. Farrell
40 – A. Carr	120 – D. J. Frederick	202 – S. P. Ellingson	284 – B. C. Hindman	405 – C. J. Wagner	547 – J. B. Waldroup	683 – S. Lampkin	849 – D. F. Norton, Jr.
41 – D. P. Morton	121 – B. J. Farkas	203 – W. D. Evans	285 – W. J. Harris	409 – C. J. Vaught	548 – J. S. Howell	684 – R. D. Bickerstaff	850 – H. J. Knaggs, III
42 – M. L. Gurley	122 – J. M. Karakian	204 – D. Clem	286 – D. C. Zatteau	415 – C. V. Houston	549 – R. S. Monson	687 – B. T. Fickett	857 – W. E. Todd
44 – S. J. Baldwin	123 – J. E. Cayer, Jr.	205 – M. W. Sewell	287 – D. F. Falger	416 – K. E. Nichols	551 – M. J. Kulak	692 – B. P. Carr	858 – E. Carpenter
45 – B. J. Cleary	124 – E. T. McKinney	206 – C. S. Hargrove	290 – R. A. Lear	421 – G. W. Lund	553 – K. W. Abell	695 – J. Frueh	861 – M. P. Dee
46 – M. S. Krajewski	125 – T. W. McCue	207 – B. H. Fransen	291 – H. Stokes, III	423 – T. R. Thompson	561 – R. L. Woolridge	696 – B. M. Lipford	863 – J. E. Dodd
47 – D. D. Lewsader	126 – R. K. Snow	208 – H. B. Swaney	292 – L. J. Swigert	425 – D. J. Jones	565 – No Election Reported	698 – D. L. Compston	869 – D. F. Galasso
48 – B. J. Young	129 – A. L. Tate, Jr.	209 – J. W. Reynolds	294 – K. E. Donze	426 – D. P. Hatter	566 – R. Perez	699 – C. G. Lyons	871 – B. S. Jones
49 – R. W. Kirk	130 – P. D. Taylor	210 – S. C. Wells	298 – J. M. Knierim	430 – T. R. Martin	567 – R. L. Amberger	700 – R. D. Bangham	882 – P. M. Dinauer
50 – D. L. Shuck	131 – C. R. Lough, Jr.	212 – K. W. Kemper	299 – R. J. Maloy	435 – G. W. Campbell, III	569 – D. M. Grubbs, Jr.	703 – B. H. Bonner, III	886 – D. Q. Lewis
51 – R. E. Kaminkow	133 – M. J. Quick	213 – J. D. Heidebrink	301 – M. W. Worrell	439 – J. G. Eaton	573 – W. B. Dondero	706 – B. D. McNorrill	888 – No Election Reported
52 – D. G. Geddie	134 – M. C. Mileham	214 – J. L. Covarrubias	302 – D. J. Wasniewski	442 – M. S. Medlin	574 – L. M. Yaws	711 – J. G. Ogden	892 – C. Hulden
53 – D. Ziegler	135 – B. J. Tracy	215 – C. S. Young	303 – G. J. Gonzales	443 – T. L. Smith, Jr.	575 – J. McCleary	713 – M. J. Anderson	894 – A. L. Stall
54 – C. E. Gardner, Jr.	136 – B. S. Palmer	216 – D. P. Wyatt	304 – K. A. Pillen	444 – W. D. Pope	577 – K. B. Fulling	717 – R. W. Lazenby, Jr.	895 – No Election Reported
55 – T. M. Nelson	139 – R. L. Caswell	217 – C. M. Armentrout	306 – R. A. Welch	446 – J. T. McFather	578 – D. C. Fack	721 – B. L. Thornton	899 – M. D. Frank
56 – K. A. Richards	140 – B. B. Rahmel	219 – K. G. Adams	309 – J. M. Dziwulski	447 – L. E. Schindley	582 – A. Vasquez	722 – No Election Reported	910 – A. D. Burnham
57 – D. M. Cadogan	141 – S. A. Heltzen	221 – J. J. Barton	312 – B. Bennett	448 – B. S. Copeland	585 – T. L. Todd	724 – V. E. Crivilare	914 – T. R. Mobley
58 – C. H. Bartley	142 – L. V. Martinez	222 – B. M. Olney	314 – C. R. Hyde	450 – J. L. Gray	587 – G. L. Dutton	726 – D. A. Keuseman	915 – G. E. Ogaard
59 – C. E. Dubberly, Jr.	143 – T. E. Vizzi	223 – S. L. Wilson	315 – W. J. Clayton	456 – D. L. Burgess	590 – R. L. Schwarz	727 – L. O. Bjerke	918 – L. W. Davis
60 – D. P. Estes	144 – J. K. Loger	224 – D. E. O'Neil	316 – G. L. Pack	458 – J. G. Richards	592 – B. K. Terpening	730 – R. W. McDaniel	919 – W. J. Phillips
62 – T. M. Wild	152 – W. J. Ferris, Jr.	226 – S. P. Simon	321 – T. L. Gerringer	462 – D. W. Schandorf	593 – L. M. Keith	735 – J. J. Murray, II	920 – J. R. Vandendries
63 – D. J. Labranche	153 – C. D. Garrison	227 – T. I. Shoen	323 – No Election Reported	463 – D. W. Engle	595 – R. J. Dumey	736 – A. T. Voigt	934 – G. L. Rapson
64 – D. D. Bishop	155 – T. J. Brown	228 – A. L. Humphries	325 – M. S. Parker	474 – G. L. Perez	597 – R. E. Denlinger	739 – S. W. Barber	937 – B. G. Thompson
65 – R. Seanez	156 – R. S. Biles	230 – B. R. Glebe	326 – W. L. George, Sr.	475 – J. M. Prokop	598 – J. L. Truesdale	740 – T. L. Shumway	940 – N. W. Schipper, IV
69 – W. M. Scholand	157 – A. D. Arias	231 – M. G. Crothers	327 – K. S. Schomaker		599 – M. J. Rogers	741 – J. D. Pruett	944 – L. J. Williams
71 – D. T. Hill	158 – P. R. Ansberry	232 – J. T. Ganoe	328 – T. L. Price		601 – F. Burgos, Jr.	742 – C. Ford	
	160 – E. S. Eckart	234 – A. L. Cerimele					

POTENTIAL FRAUD ALERT: UNITED HEALTHCARE MEMBERS RECEIVING SCAM CALLS

(From a United Healthcare press release.)

It has been brought to our attention that some United Healthcare members have received unsolicited phone calls from Tennessee and Georgia area codes from individuals posing as United Healthcare representatives. These calls have been identified as a scam.

The caller from the Georgia area code used the number 678-384-4965 to make the call, and left a message to call back on 888-315-7524 and ask for

United Healthcare options. The caller also asked for personal information, such as the member's social security number. Don't respond to any calls from phone numbers you don't recognize.

Members could receive calls from other area codes claiming to be United Healthcare. They should not answer/respond to any of these calls or provide any personal information.

United Healthcare does not place calls to members asking them for their social security number.

Do not provide any information to these callers.

It is important to be diligent about any phone call that seems suspicious:

- If you receive an unexpected call or text from any area code/phone number you don't recognize, never answer it. If it's someone with a legitimate inquiry, they will call back or leave a message.
- If you do answer it and you believe the call is suspicious, call the Member Services number on the back of your medical ID card to speak with a

Customer Service Representative.

- Always be sure to review your phone bill carefully and contact your carrier about any suspicious charges.
- If you or someone you know becomes a victim of a phone scam, you can file a complaint online with the Federal Trade Commission (www.ftc.gov/) and the Federal Communications Commission (www.fcc.gov/) under the "For Consumers" tab. @@

Registration open for BLET's Washington D.C. regional meeting; Monterey registration continues



Photo: courtesy of seemonterey.com



Photo: courtesy of washington.org

MONTEREY, CALIFORNIA
JUNE 18-21, 2018

WASHINGTON, DC
AUGUST 13-16, 2018

WWW.BLETREGIONALS.ORG

Registration is now open for the BLET regional meeting at the Capital Hilton in Washington, D.C., August 13-17, 2018, and registration continues for the BLET's Monterey regional meeting, June 18-22, 2018.

The BLET National Division is planning a meeting filled with educational opportunities and entertaining leisure time activities. Guests will stay at the Capital Hilton (1001 16th Street NW, Washington, D.C., 20036, (800) 774-1500). BLET convention registration as well as hotel registration can be made through the BLET's regional meeting website, www.bletregionals.org. If making reservations by telephone, you must mention the group code "BLET." Room reservations must be made by July 7, 2018.

The Washington D.C. regional meeting kicks off with registration and a welcome reception on Monday, August 13 for those who purchased tickets for the event. Opening ceremonies will take place the morning of Tuesday, August 14, with a closed meeting for BLET members that afternoon. A golf tournament will be held on Wednesday, August 15, at the National Golf Club in Fort Washington, Md. There is an additional cost to register for the golf tournament. Non-golfers will be on their own to explore the many entertainment options that Washington, D.C. has to offer.

The Capital Hilton is situated in the heart of Washington D.C. just blocks from the White House, the National Mall, and a multitude of significant national attractions. Museums include the National Air and Space Museum, International Spy Museum, National Museum of American History, and the Smithsonian National Museum of Natural History. National monuments in

the area include the Lincoln Memorial, Vietnam Veterans Memorial, National World War II Memorial, and the Washington Monument.

Workshops will be held for Local Chairmen, Secretary-Treasurers and Legislative Representatives throughout the day on Thursday, August 16. The BLET's Washington D.C. regional meeting will conclude with a banquet the evening of August 16. Attendees will travel home on August 17.

There is no cost for BLET members who wish to attend the August 14 meetings and August 16 workshops only; however, there will be fees for those members who choose to attend the meals. The cost of full registration (including all meetings, workshops, the banquet and all BLET sponsored meals) is \$200.00 per person. The cost is \$150.00 to register for all of the above EXCEPT the banquet. Additionally, reduced children's registration and a la carte meal registration options are also available. Please visit www.bletregionals.org for more information about the registration process.

Meanwhile, registration continues for the BLET's Monterey regional meeting, June 18-22, 2018. Guests will stay at the Hyatt Monterey Hotel & Spa (1 Old Golf Course Rd., Monterey, Calif., (831) 372-1234). BLET convention registration as well as hotel registration can be made through the BLET's regional meeting website, www.bletregionals.org. If making reservations by telephone, you must mention the group code "BLET Regional Meeting." Room reservations must be made by May 21, 2018.

For more information about the Washington, D.C., or Monterey regional meetings, or to register for one or both meetings, please visit: www.bletregionals.org. @

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Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

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VOLUME 32 • NUMBER 3 • March 2018

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,
7061 East Pleasant Valley Road, Independence, Ohio 44131

USPS: 0002-244 ISSN: 0898-8625

POSTMASTER: Send address changes to

Locomotive Engineers & Trainmen News — BLET Record Department,
7061 East Pleasant Valley Road, Independence, Ohio 44131.

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Photo of the Month: March 2018

MARIAS PASS: On the outskirts of Glacier National Park, a BNSF grain train bound for Tacoma, Wash., descends Marias Pass at East Java, Mont., during the summer of 2017. Chartered by John Frank Stevens, principal engineer of the Great Northern Railway, and the rail line across Marias Pass was completed on January 6, 1893. It is the lowest crossing of the Continental Divide in the United States at 5,213 feet. **Photo:** by Brother Gregory Weirich, a member of BLET Division 518 in Seattle, Wash.



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 February 2018 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, Independence, Ohio; 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; Advisory Board mtg. via conference call; Secretary-Treasurer LM-2 class, San Diego, Calif.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; National duties, Independence, Ohio; General office duties, telephone, email, correspondence communications, etc.; Advisory Board conference call; Secretary-Treasurer LM-2 training class, San Diego, Calif.

NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO: General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database/Union Track; Pension, STD, 457 plan Trustee; Division, General Committee and SLB monthly Trustee reports; Mtgs. with vendors and financial institutions; Union Track issues, testing, status updates, etc.; Triennial election planning and oversight issues; Advisory Board conference call; Secretary-Treasurer LM-2 training class, San Diego, Calif.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Testified before the House Subcommittee on Railroads, Pipelines and Hazardous Materials at hearing titled, "Oversight of Positive Train Control Implementation in the United State," Washington, D.C.; Advisory Board conference call; Several mtgs. with U.S. Senators working on rail issues; Numerous receptions and office visits with members of Congress and the leadership of both the Republican and Democratic parties, Washington, D.C.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, National Railroad Adjustment Board (NRAB); National Mediation Board (NMB) Arb. Adv. Forum; Department Head, BLET Arbitration Department; Assigned to Illinois Central, Wisconsin Central, CN-Cedar River, Indiana Harbor Belt, Belt Railway of Chicago, Metra, GRR, Illinois RR and Union Railroad; Draft circulate 1-88, NRAB, Chicago; NMB case coding project, NRAB admin, Chicago; Assist GC Reynolds w/ rules and discipline issues, WC, Chicago; BLET Advisory Board conference call; Assist GC Burns w/ discipline case and IHB rules issue, IHB/IR, Chicago; Write dissents, NRAB, Chicago; 1st Division adoption session, NRAB, Chicago Assist LIRR GC Sexton w/ Rinaldo award; Holiday; Assist GC Craddock w/ Section 6 negotiations, IC, Chicago; Remediate office flood, pack belongings, Chicago; Assist GC Semenek/ discipline case, Metra, Chicago.

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; Tacoma Belt RR, Utah RR, Longview Portland & Northern NO & Longview Switch, Portland Terminal; On duty at home office; General office duties, telephone, email, correspondence communications, etc.; Advisory Board conference call; UP-Western Lines agreement modernization negotiations, Roseville, Calif.; UP, Portland & Western Section 6 negotiations, Jacksonville, 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.; Advisory Board conference call; Review and edit GTW rosters, assist GC Karakian; Review Article 84 notices, assist CSXT GCs; Conference call pending DRC and other issues; IRR negotiations; Grand Trunk Western negotiations, assist GC Karakian; Web mtg. conference call w/ all CSXT General Chairmen; Conference call, re: NY Dock issues, assist GC Driscoll; DRC agenda review; DRC mtgs., CSXT, Jacksonville, Fla.

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.; MRL contract negotiations, assist GC LaPrath, Fort Worth, Texas; M&NA contract rollout, assisting GC Thurman, Carthage, Mo., Mountain Home, AR and Batesville, AR; Advisory Board conference call.

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, Delaware & Hudson), Louisville & Indiana, Huron & Eastern; General office duties, telephone, email, correspondence communications, etc.; Soo contract issues, DM&E issues, assist GC Semenek; MidSouth issues, assist GC Craddock; Tex Mex issues, assist GC Hiese; D&H and Springfield Terminal issues, assist GC Moore; KCS issues, assist GC Spradlin; Huron & Eastern issues, assist GC Ladrig; Louisville & Indiana issues, assist GC Hogan; PLB 7239, assist GC Craddock, Ft. Meyers, Fla.; PLB 6884, assist GC Spradlin, Ft. Meyers, Fla.; W&LE issues, assist GC Fannon; Discuss international crews at Laredo, Texas, assist GC Hiese; Cross border hearing, assist GC Semenek, Toronto.

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; RSAC/RSIA Fatigue Management Group; General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; CSOR negotiations, assist GC Moore, Hartford Conn.; NS mtgs., PLB 7574 and PLB 7238, assist GCs Wallace, Dehart and Fannon, Norfolk, Va.; Advisory Board conference call; NS-Northlines mtgs., assist GC Dehart, Estero, Fla.

VICE PRESIDENT JAMES P. LOUIS: Assigned Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; National Division Department Head, Education & Training Dept.; National Division Department Head, Internal Organizing, Mobilizing & Strategic Planning Dept.; Union Track mtgs. and training; Education & Training issues; BLET Regional Meeting planning; Advisory Board conference call; Convention mtg. w/ IBT, Washington, D.C.; Mediation discussions w/ NMB, Washington, D.C.; SEPTA contract issues, assist GC Hill; Amtrak contract issues, assist GC Kenny; Secretary-Treasurer LM-2 class, San Diego, Calif.; Convention planning mtgs., Las Vegas; PLB 7860, assist GC Sexton, LIRR; PATH contract talks, assist GC Basile.

BLET: UP drone surveillance creates unsafe workplace

According to a recent report from *Trains* magazine, the Union Pacific Railroad has grounded drones it was using to watch employees, a new practice that has angered union employees and officials with the Brotherhood of Locomotive Engineers and Trainmen.

Trains reported that UP began using drones at 14 different rail yards in December 2017 to monitor employees and ensure they're not violating work rules, like getting on and off moving equipment.

"We are finding drones are valuable tools that can help us reach our ultimate goal of operating in an incident-free environment and ensure employees go home safely," UP representative Raquel Espino-

za told the *Wall Street Journal*.

But railroaders on the ground say the unidentified drones are a distraction and BLET officials are concerned the drones will be used as a way to penalize and punish employees for breaking the rules. UP grounded the surveillance drones earlier in March and has agreed to sit down with union officials to discuss the new program.

BLET National President Dennis R. Pierce told *Trains* that the BLET is bringing its concerns to UP officials.

"Representatives from the Brotherhood of Locomotive Engineers and Trainmen will soon be meeting with Union Pacific Railroad to discuss the drone program but we are very concerned about any form of employee sur-

veillance," President Pierce said. "This is especially true when it would be performed by an unidentifiable drone. We believe such surveillance actually will reduce safety because the drones will distract crews from maintaining strict vigilance on their work tasks. Introducing unidentifiable drones to the airspace over rail yards also raises serious security concerns that must be addressed."

According to *Trains*, UP has more than 125 employees qualified to fly drones. In the last few years, drones have become a popular way for Class I railroads to inspect track and bridges, but this is believed to be the first time that any railroad has used the technology to watch employees. ©