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Grain Train

A Union Pacific-Ferromex unit grain train rolls eastbound through Gothenburg, Neb., on the afternoon of October 30, 2016, having just left North Platte earlier in the day.

Photo: courtesy Chase Gunnoe



Rail Conference backs Walt Barrows re-nomination to RRB

The Teamsters Rail Conference is urging the White House to re-nominate Walter A. Barrows to a third term as Labor Member of the U.S. Railroad Retirement Board.

"Mr. Barrows has served railroad workers and the general public with distinction since being sworn into office on October 7, 2011," Teamsters Rail Conference President Dennis R. Pierce wrote in a recent letter to President Donald J. Trump. "His prior qualifications — including service as the Chief Financial Officer of the Brotherhood of Railroad Signalmen for more than

a decade and multiple terms as one of Rail Labor's Trustees on the National Railroad Retirement Investment Trust — have come to the forefront during his tenure on the Board, and Mr. Barrows has proven to be an excellent steward of the interests of active and retired workers alike. We, therefore, believe he has earned another term of office."

Brother Barrows began his railroad career in 1974 with the Norfolk & Western Railroad and held numerous positions in the railroad's signal department. Within his union, in Locals 199 and 228, he served as Local Chairman, Local President, and Recording-

Financial Secretary. Brother Barrows also served the BRS as the General Chairman and General Secretary-Treasurer for the Norfolk Southern General Committee. Prior to being elected Secretary-Treasurer, he served as a Trustee on BRS' Grand Board of Trustees.

From 1999-2009, Brother Barrows has served as a labor member on the joint health care subcommittee to oversee the Railroad Employees' National Health and Welfare Plan. In 2004, 2007, and 2010 he was elected as a labor trustee to oversee the National Railroad Retirement Investment Trust Fund.

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Walt Barrows was a guest speaker at the BLET's 150th anniversary celebration in Detroit, Michigan, on May 8, 2013.



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BLET marks historic anniversary **pg. 4**



Amtrak GCA Election

Mark Kenny reelected to sixth term as General Chairman **pg. 6**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

DOING YOUR PART TO PROTECT OUR UNION

(BLET EDITOR'S NOTE: THE FOLLOWING IS A TRANSCRIPT OF PRESIDENT PIERCE'S SPEECH DELIVERED AT THE BLET REGIONAL MEETING IN SAN ANTONIO, TEXAS, ON JUNE 6, 2017)

I think those of you who joined us in Long Beach last August would agree that things have changed a lot over the last 9 or 10 months. Last November's national election is proving to be a watershed event.

Now, I'm not going to rehash candidates and campaigns — for either the winners or the losers — but I am going to tell you that there's a huge storm brewing ... not only for BLET members and their Brothers and Sisters who work in the railroad industry, but for all workers and for the American Middle Class.

And for that reason, I'm going to touch on a couple of subjects that I normally don't go into detail on during an open meeting. But I believe the stakes will be so high in the coming months and years that it's important for spouses and other family members to understand what is at risk.

When I started on the Burlington Northern Railroad 40 years ago, I spent about three seasons working in the track department; I then transferred to the clerical ranks. Next, I became a Locomotive Fireman and, eventually I was promoted to Locomotive Engineer. Four crafts, represented by four Unions: the BMW, which is now a Division of the Teamsters Rail Conference; the Brotherhood of Railway and Airline Clerks — BRAC — which is now TCU, the United Transportation Union, now SMART TD; and the BLE.

And I didn't have to track any of those unions down to become a member. In fact, it was incredibly easy for me to be part of a labor union. Each time I entered a new craft, someone from the union contacted me to fill out my application to become a member. I didn't have to fight for the right to belong to a union, and I didn't pay my dues to these four rail unions out of any obligation ... I paid them because I know the value of a union job.

Yes there were furloughs, and I was forced to work away from my family for months at a time; but I also knew that I was accumulating seniority because of my

66 ...H.R. 785 is an attack on the labor movement unlike any seen in this country since Ronald Reagan wiped out the Professional Air Traffic Controllers Organization in 1981... 99

union contract, and that I had insurance benefits that allowed me to start a family that I could take care of in times of sickness.

We have been fortunate to work in an industry that is virtually completely organized. Think for a minute about these benefits of belonging to the BLET:

- A Railroad Retirement system that allows you to retire with 30 years of service at age 60, and that pays retirement annuities that are about double those paid under Social Security.

- An Occupational Disability system for railroaders with 20 years of service that pays double the annuity paid to SSI recipients who are totally disabled.

- Health and welfare coverage that — despite some flaws — pays about 93% of all medical costs, and provides bridge coverage for those who take early retirement and are not old enough to qualify for Medicare.

Union strength also is reflected in the wages BLET members earn. The last general wage increase under the 2012 National Agreement took effect on January 1, 2015. Over the term of the last two National Agreements — going backward 9½ years from that 2015 date — the increase in wage rates negotiated by your Union was nearly 42% over that 9½ year span ... more than double the increases in the cost of living during that same time span.

None of this means that there is not work to be done; there will always be room for improvement. And I suspect that in large measure I'm preaching to the choir.

But I fear that, in some ways, the ease of unionization in the railroad industry has led some Brothers and Sisters to take for granted that rail unions will always be there to provide representation and other services, without any action required on their part. Such thinking could be fatal for our movement, for our economic security, and for our standard of living.

There are two major reasons

the railroad is nearly fully organized. One is that about a hundred years ago the federal government adopted a policy of promoting free and open organizing rights because of the importance of the railroad industry to the nation's economy. The other is the fact that worker rights to a union under the Railway Labor Act preempt so-called "right-to-work" laws at the state level, which is the opposite of how the National Labor Relations Act addresses the subject.

Now, let me take a side track for a moment. Proponents of so called "right-to-work" laws argue that workers should have a right to not join a union ... but what they don't admit is that it already IS unlawful to compel someone to join or belong to a union in order to keep his or her job.

Conversely, under American labor law the union is required to provide representation to all workers in the craft for which the union is the collective bargaining representative, whether they are members of the union or not ... in legal terms, the union has a duty to fairly represent members and non-members alike.

In a case where an individual worker does not want to join the union, the worker is required to pay what is called an "agency fee," in an amount that represents the union's costs related to collective bargaining, contract administration and grievance adjustment. But that worker never has to join the union ... ever ... under the law that's been in effect for decades.

So, what are these supporters of so-called "right-to-work" really up to? Well, as always, the devil is in the details. What this type of legislation is attempting to do is relieve the non-member of the obligation to pay for the representation they receive — including an "agency fee" — while retaining the union's duty of fair representation.

In other words, their hope is to create a class of freeloaders that

will drive unions into bankruptcy and out of existence because the costs of representation far outweigh the unions' income. So, we really should call this type of legislation "right-to-freeload."

And so, we now have H.R. 785 sitting in the House of Representatives, with 43 co-sponsors through May 24th. Prior versions of this bill — and there have been many — were limited in scope to ending the RLA's federal preemption of state so-called "right-to-work" laws.

But 785 goes much further. It would end the legal right for us to have a union shop agreement, under which the non-members must pay agency fees; that will set the stage for the freeloaders I spoke about a minute ago. And it also would end the legal right for us to enter into a payroll dues deduction agreement with the railroads. Thus, not only would freeloaders be encouraged, we also would have to create and maintain a structure to manually collect dues from those locomotive engineers and trainmen who want to belong to the BLET ... and all the while we still would be legally required to fairly represent the freeloaders.

I am not exaggerating when I say that H.R. 785 is an attack on the labor movement unlike any seen in this country since Ronald Reagan wiped out the Professional Air Traffic Controllers Organization in 1981, in retaliation for that Union's strike after years of suffering through horrible conditions. And the anti-worker / anti-union forces in the Congress and the White House are just waiting for the opportunity to launch that attack ... placing all those benefits of belonging I spoke about before squarely in the cross-hairs.

The bottom line is this: the reason that anti-union/anti-worker politicians want unions to go away is because when unions go away, union contracts which provide greater wages, benefits and working conditions go away with

them. Many of our members do not realize that without a union and a union contract, there is no seniority roster or seniority district. Pay rates are decided by the boss, in many cases without regard to anything but personal favoritism and nepotism. There are no work rules that limit what you can be forced to do for a day's pay; insurance is only provided to the extent required by government, and if you complain about any of this, you are terminated without the hearing and arbitration process that your contract currently provides you.

What I have just described is the non-union short-line railroad industry in this country. Whenever the BLET organizes a non-union short-line railroad, the first contract we negotiate has to overcome that not all employees were paid equal pay for equal work before the union arrived. Creating a seniority system, a cornerstone of all union contracts, is equally challenging because the favorite before the union got there may not be the longest tenured employee.

Do any of you in this room want to go backwards to a non-union workplace at your railroad? Do you want to go back to a workplace where contractually negotiated wages, work place rules and benefits are gone? I don't think so.

But if we are complacent, it could happen in our lifetimes. Over a century and a half of the blood, sweat and tears of BLE and BLET members could be wiped out in a moment if these anti-union politicians, largely bought and paid for by Corporate America, get their way.

You may view my message here to be a negative one, but it's also been said that you're not paranoid when they are actually shooting at you.

But we're far from the only ones under attack; things look far worse for the country at large. Last month the White House released its proposed federal budget for 2018 ... here's what it would do to working- and middle-class Americans:

- the Children's Health Insurance Program would lose nearly 20% of its funding;
- Social Security disability funding would be cut by \$72 billion

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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

POLITICIANS SHOULD ACT ON WHAT PEOPLE WANT — INFRASTRUCTURE

Infrastucture seems like a forgotten policy issue to many people — for good reason. While much of Washington's focus has been on matters going nowhere fast, improving the nation's roads and rails has taken a back seat despite having bipartisan support.

The public is still demanding action. A new poll of swing state voters in Florida, Ohio, Pennsylvania and Wisconsin found infrastructure is the most popular of President Trump's platform thus far, with 57 percent saying they would be disappointed if no action is taken on it by 2018. Additionally, 26 percent said they wouldn't support the GOP in the midterm elections if steps aren't taken to fix the problem.

While some elected officials continue to stick their heads in the sand when it comes to the need for infrastructure investment, there is a real cost to do-



ing nothing. A survey conducted by AAA noted that more than 35,000 people died in traffic crashes in 2015, and hundreds of thousands more were seriously injured. The document noted more could be done to improve transportation safety.

"Highway infrastructure im-

provements have the potential to reduce both the likelihood and consequences of crashes caused not only by the roadway environment but also by driver error," AAA stated. "Improvements to highway infrastructure features, including the roadway, roadside, and traffic control de-

vices, can constrain driver behavior even without the need for a conscious decision by drivers to behave differently."

John Tolman, BLET Vice President and National Legislative Representative, echoed that message during testimony at a House hearing in late April 2017. "The people want, need and deserve better and safer infrastructure. We should have the best airports, rail systems and freeways in the world," he said.

And those views don't even begin to address the economic gains that could come from beefing up the nation's essential transportation networks. Workers would prosper from the good-paying construction jobs such work would bring, while the business sector would gain from the ability to bring goods to market in a quicker fashion.

To adequately maintain our transportation systems, the Congressional Budget Office says an

additional \$13 billion a year needs to be invested by federal, state and local governments. However, surface transportation investment actually has declined at all levels of government between 2002 and 2012, when adjusted for inflation. Meanwhile, the American Society of Civil Engineers estimates that \$3.6 trillion should be spent on all infrastructure by 2020 to get the U.S. back on track.

There was a time when building infrastructure and improving job training and education weren't partisan issues — they were American values, something everyone could support. There needs to be a return to that way of thinking. This country's future depends on it.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

Lyons reelected General Chairman of CSX-Northern Lines GCA

William P. Lyons was reelected by acclamation to the office of

General Chairman of the CSX-Northern Lines General Committee of Adjustment at its quadrennial meeting in Pittsburgh, Pa., that began on May 9, 2017.

Brother Lyons is a CSX locomotive engineer and a member of BLET Division 34 (Columbus, Ohio). He first joined the Brotherhood on September 1, 2003. This is his second full term as General Chairman, having won election in 2013 and serving as Acting General chairman prior to that. He was elected to the office of 2nd Vice General Chairman at the GCA's 2009 quadrennial meeting.

First Vice General Chairman J.D. Scott of Division 34 (Columbus, Ohio) and Secretary-Treasurer Chris C. Colucy of Division 526 (Willard, Ohio) also were reelected by acclamation.

The following GCA officers were also elected: 2nd Vice General Chairman Brian Farkas, Division 121 (Indianapolis, Ind.); 1st Alternate Vice General Chairman David "Doc" Woods, Division 246 (Evansville, Ind.); 2nd Alternate Vice General Chairman William



Abe Vasquez (left), Division 582 (Chicago, Ill.), and Richard Woolridge (right), Division 561 (Richmond, Va.), receive plaques from General Chairman Lyons on behalf of the CSX-NL GCA in recognition of their dedicated service to the Brotherhood.

Rominski, Division 370 (Pittsburgh, Pa.); Alternate Secretary-Treasurer Ken Burkhalter, Division 526 (Willard, Ohio); Eastern Region Vice General Chairman Marty Crothers, Di-

vision 231 (Philadelphia, Pa.); Western Region Vice General Chairman Abe Vasquez, Division 582 (Chicago, Ill.); Midwest Region Vice General Chairman Ed Donnelly, Division 542 (De-

troit, Mich.); and Central Region Vice General Chairman William Rominski, Division 370 (Pittsburgh, Pa.).

Elected to serve on the Audit Committee were: Mike Huber, Division 100 (Danville, Ill.); Marty Crothers, Division 231 (Philadelphia, Pa.); and Ed Donnelly, Division 542 (Detroit, Mich.).

In addition to regular business, the GCA also recognized Brothers Richard Woolridge, Division 561 (Richmond, Va.) and Abe Vasquez, Division 582 (Chicago, Ill.) for their dedicated service to the Brotherhood.

Representing the BLET National Division at the meeting were: First Vice President E. Lee Pruitt; National Secretary-Treasurer Stephen J. Bruno; and National Vice President Gil L. Gore.

"I congratulate Brother Lyons and all officers of the CSX Northern Lines GCA on their elections and thank them for their service to the members of our Brotherhood," President Pierce said. "I have every confidence that Brother Lyons and his team of officers will continue to do an excellent job of protecting the rights of the members they represent."

The CSX-Northern Lines General Committee of Adjustment represents nearly 3,000 active and retired members. @@

RAIL CONFERENCE BACKS WALT BARROWS

CONTINUED FROM PAGE 1

An independent agency in the executive branch of the Federal Government, the RRB is administered by three members appointed by the President, with the advice and consent of the Senate. By law, the Labor Member is appointed upon recommendation of railroad labor organizations, the Management Member upon recommendation of railroad employers, and the third member, the Chairman, is, in effect, independent of employees and employers and represents the public interest. The terms of office are five years and are arranged so as to expire in different calendar years.

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. @@

BLET marks 154th anniversary

The Brotherhood of Locomotive Engineers and Trainmen (BLET) proudly marked its 154th anniversary on May 8, 2017. The union was founded as the Brotherhood of the Footboard on May 8, 1863 in Marshall, Mich. In 1864, the union changed its name to Brotherhood of Locomotive Engineers (BLE), the name it retained for 140 years until merging with the International Brotherhood of Teamsters on Jan. 1, 2004, when it became the BLET. The BLET is the oldest labor union in the Western Hemisphere.

The BLET was the first labor organization to obtain contracts with railroads. Among the earliest was an agreement with the former New York Central in 1875. Today, the BLET has hundreds of contracts with railroads large and small, and represents locomotive engineers on 98 percent of rail trackage in the United States.

The organization was formed in the early 1860s when locomotive engineers on the Michigan Central Railroad became discouraged with pay cuts and the dismissal of their firemen.

During that time, locomotive engineers at the Michigan Central were being paid at the rate of \$60 a month on the condition that they ran at least 2,500 miles each month, regardless of the time consumed. Because of complaints about this low rate of pay and inequitable way of earning it, the Michigan Central agreed in 1862 to advance the pay of first class engineers to \$85 a month. These and other concessions by the road, however, proved to be of short duration. Runs were changed in such a way that the engineers experienced reductions in pay rather than increases.

A. S. Sweet, who occupied the post of



superintendent of machinery with the Michigan Central at that time, had been given that job on the promise that he would reduce costs. He was responsible for cutting the men's pay. The men carried a pointed protest to Sweet, who, as a result, fired a number of them.

J. C. "Yankee" Thompson, one of the original organizers of the Brotherhood of Locomotive Engineers, declared that Sweet became so incensed at having been challenged in this way that he laid off a number of firemen who had been longest in service and gave their places to others who knew nothing of the work required of them. This brought an immediate clash, for the engineers refused to go out on their runs where regular firemen had been dismissed.

Men all over the system were discouraged. Angered by the situation, a group of 13 Michigan Central engineers, failing to find privacy for a meeting on company property, gathered at the home of William D. Robinson of Marshall, Mich., to discuss conditions and map out a plan of action.

They agreed that if any one of them was

discharged by Sweet, the rest would quit on the spot. A circular was prepared and they all signed it. Then they carried further their plan, which they called a Protective Association. If other engineers affiliated with the group, they, too, would be required to promise to quit the service if any member were fired.

Copies of this were circulated over the Michigan Central and additional engineers, subscribing to the oath, joined the movement with enthusiasm.

A committee was formed and went to Sweet's office. Sweet refused to see them at first, refusing even to speak to them. But through patiently explaining their mission, the group finally got his permission for an interview. He is said to have called out to the waiting members of the committee as he entered his office: "Well, boys, what do you propose to do, shut up the road?"

Sam Hill, one of the committee replied, "We are here as gentlemen, representing gentlemen, and desire to be treated as such." Hill went on to say that the committee was acting as a unit, that they were speaking

for all the engineers from Detroit to Chicago, and that they had grievances that they wished to adjust. The committee discussed all of the points at issue very thoroughly and it ended by Sweet granting the whole of their requests.

When the success of this conference became known, it gave a tremendous impetus to the Protective Association and it was decided to extend the movement to all railroads. A call for a general meeting was then issued — to be held in Detroit on May 5, 1863.

The Detroit convention marked a new epoch in the organization of American railroad employees. It brought together engineers from the Michigan Central, Michigan Southern & Northern Indiana, Detroit & Milwaukee, Grand Trunk, and Michigan Southern. Together, the 12 delegates present drafted a constitution, which combined democratic control with efficient central administration, thus solving the fundamental problem that had wrecked many previous labor organizations. After three days of deliberations and plans for the future, the delegates on May 8 joined hands and obligated themselves to abide by the constitution, forming the pioneer division of the Brotherhood of the Footboard with William D. Robinson as chief engineer.

By August 1, 1863, 10 divisions had been formed. The constitution of the new organization provided that when five divisions were organized a delegate from each should be chosen to come together to create a grand division. So on August 18th, at Detroit, the Grand National Division of the Brotherhood of the Footboard was formed. W. D. Robinson was elected grand chief engineer. ©©

DENNIS PIERCE MESSAGE

CONTINUED FROM PAGE 2 <—>

lion, even though the average Social Security disability recipient paid into the program for 22 years before being forced to collect benefits; and

- \$800 billion would be cut from Medicaid.

And those who are not in extreme need wouldn't fare much better, as cuts are proposed for things like Meals on Wheels and the Public Service College Loan Forgiveness Program. The budget also proposes deep reductions to agriculture subsidies and eliminates billions in support for housing, transportation — including eliminating all federal funding for Amtrak long distance and state-supported service outside the Northeast Corridor — environmental cleanup and job training programs. It also would slash 13½% of federal funding to public schools.

The children, the elderly and needy Americans are easy targets, because — unlike locomotive engineers, and trainmen, and other railroad workers — they have no organization to fight for them. Corporate America, on the other hand, has a very powerful organization fighting for them ... it's called the federal government. And the top dogs in Corporate America are doing even better than the railroads. According to publicly available data on the Securities and Exchange Commission's EDGAR website:

- Even though they're always complaining about the 35% tax rate that's on the books, the actual tax rate paid in 2016 by the 10 U.S. biggest corporations was 2.8% of net U.S. income.
- Exxon Mobil — sitting at the top of

the pile — claimed U.S. losses of nearly \$6 billion, and took a refund of over \$200 million dollars ... while showing "foreign" profits of nearly \$14 billion.

- And mega-banks JP Morgan and Bank of America — who all but ruined the national economy a decade ago with their casino capitalism — underpaid their taxes by more than the proposed \$10.6 billion cut in education spending I mentioned a moment ago.

Strong unions are what built the American Middle Class, and the decline of unions over the past 40 years is what made it possible to hollow out that Middle Class. And — given the current climate in Washington and many other places in the country — H.R. 785 is primed to deliver a death blow to the Labor Movement by turning one of the last heavily-organized industries in this country into a freeloaders' paradise.

Anyone who believes for one minute that wage, benefit and work rules levels would remotely resemble what is in existence today if there was no BLET ... or other railroad union ... really needs to go back and study the history of this industry — as well as all U.S. manufacturing and transportation industries — from the 1850s onward.

We face a fight like none of us have ever experienced. And it won't happen in a single, winner-take-all battle. Instead, years of attacks on labor, some hidden in seemingly harmless legislation, lie ahead. That means we need all hands on deck, and we need to educate our membership exactly how stark are the risks we face if we don't mount an historic struggle.

I attend town hall meetings and divi-

sion meetings whenever my schedule permits. I not only do that to learn first-hand of the difficulties BLET members face day-to-day; I also do that to spread the word about the dangerous times in which we live. But I can't do this job alone ... I need your help to spread the word, and the help of every BLET member who is willing to pitch in and do their part. Are you willing to help me?

And we will have to engage in more than just contract fights. We will have to struggle to maintain the safety laws and regulations that increase the odds that locomotive engineers and trainmen will return to their families, safe and whole, after a day's work.

One major battle I'm expecting is over Positive Train Control. The industry is literally getting away with murder every time they succeed in pushing back an implementation deadline, and it is our Brothers and Sisters who are paying the ultimate sacrifice when profits are put ahead of people. We cannot — and we will not — dishonor their sacrifice by not fighting with every ounce of strength we have to make a safer workplace for those who have been fortunate enough to avoid a catastrophic accident.

We need to restore the conditions — like in post-World War II America — under which the working class elevated to create the most prosperous middle class in recorded history. We need to have big goals, like America had when we built the Interstate Highway system and put a man on the moon. And we need to level the playing field, to protect Social Security and Medicare so that all citizens will have financial security, ad-

equating medical treatment and dignity in their retirement years.

If you know your history you know that strong Labor Unions were the foundation upon which all of these things were built. Strong Labor Unions are what forged that home-owning middle class from the working class ... and when America was its wealthiest as a nation, corporations and the 1% who profit from workers' labor actually paid taxes commensurate with their income. That's the great America that I remember, but that's the same America that so many of these politicians want no part of bringing back.

Instead, they plan to do everything in their power to crush labor unions, and to lower wages and benefits ... eliminating the middle class and impoverishing the working class. As I said last year in Chicago, fewer than 50% of the workers in this country earn enough to be considered part of the middle class. This income inequality is killing the American dream that American workers long for ... but when we point this out, we are accused of waging class warfare.

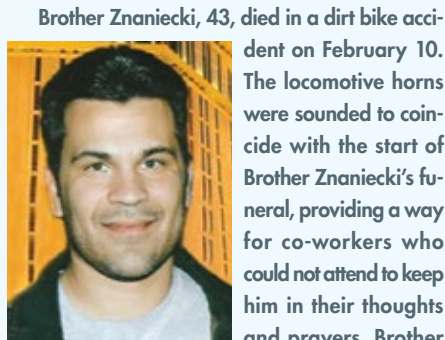
But the sad truth is that Corporate America has been waging class warfare on its workers for over 40 years, and the "great" America that they want will look nothing like the one that we dream of ... it will look more like the Gilded Age of the late Nineteenth Century. That is the struggle that is underway in this great Nation, and it will take every ounce of energy from all of us to prevent the clock from being turned back. ©©

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

News Briefs

NORTH PLATTE RAILROADERS PAY A SPECIAL TRIBUTE TO A FALLEN BROTHER

At 10 a.m. sharp on February 16, 2017, all engineers working at Union Pacific's Bailey Yard in North Platte, Neb., sounded their horns in honor of the late Anthony L. (Tony) Znaniecki, a member of BLET Division 388.



Znaniecki

Brother Znaniecki, 43, died in a dirt bike accident on February 10. The locomotive horns were sounded to coincide with the start of Brother Znaniecki's funeral, providing a way for co-workers who could not attend to keep him in their thoughts and prayers. Brother Znaniecki hired out with UP in 1997 as a brakeman. He eventually worked his way up to engineer and joined BLET Division 388 effective September 1, 2005.

Brother Znaniecki served in the U.S. Marine Corps from 1993-1997 and was a member of the Nebraska Cornhusker Motocross Association and Tri-State Dirt Riders. He is survived by: his wife, Chari; sons Markus and Corbin; and many other family members and friends.

WISCONSIN JURY DETERMINES RAILROAD WORKER'S LEUKEMIA WAS DUE TO CREOSOTE EXPOSURE

(Article from the National Law Review, February 13, 2017)

In February 2017, a jury in Madison County, Wisconsin, ruled against the Union Pacific Railroad, awarding a former worker \$7.5 million in damages for injuries linked to long-term exposure to creosote and other toxic materials during his 31-year career as a railroad worker.

The plaintiff, Mr. Brown, was diagnosed with acute myeloid leukemia and alleged that the diagnosis was due to the failure of his employer to provide protective equipment despite knowing of the dangers linked with the substances workers were exposed to on a regular basis.

Mr. Brown worked for the Chicago & North Western Railroad (C&NW) for 18 years before it was taken over by the Union Pacific. During his time at C&NW, he alleges that he was exposed to toxic chemicals on such a routine basis that his clothing often became soaked with substances such as creosote, lead and degreasing solvents. Evidence exists that suggests the railroad industry was aware of the health risks associated with these substances for decades but failed to warn employees or provide equipment that would prevent contamination.

Studies have shown clinical links between lead, creosote and certain solvents and health problems for a long time. Some experts believe that the railroad was privy to these connections for over a century. Brown's claim stated that C&NW knew about the health concerns and how to reduce exposure to the contaminants but chose not to provide adequate protective gear.

He was diagnosed with myelodysplastic syndrome prior to a 2008 diagnosis of acute myeloid leukemia.

This ruling is likely to influence future cases as more workers and their families come forward now that the link between creosote exposure and cancer has been made public.

BELLA DINH-ZARR NOW ACTING CHAIR OF NTSB

On March 16, 2017, Christopher A. Hart's term as Chairman of the National Transportation Safety Board (NTSB) concluded and Vice Chairman Bella Dinh-Zarr began serving as the agency's acting chairman.



Dinh-Zarr

Hart will remain at the NTSB as a board member. The NTSB has five board members, each nominated by the President and confirmed by the Senate to serve five-year terms. By statute, a board member is designated by the President as Chairman and another as Vice Chairman for two-year terms. The Chairmanship requires separate Senate confirmation. When there is no designated Chairman, the Vice Chairman serves as Acting Chairman.

Hart's tenure as the NTSB's 13th Chairman began March 15, 2015. Hart was nominated in January 2015 by President Barack Obama and confirmed by the U.S. Senate March 12, 2015. Hart served as the NTSB's acting chairman for nearly a year prior.

Dinh-Zarr began her tenure as the NTSB's Vice Chairman March 31, 2015, and began her term on the board March 23, 2015. Prior to her appointment to the board she served as Director of the U.S. Office of the FIA Foundation, an international philanthropy dedicated to promoting safe and sustainable transportation, and as the North American Director of Make Roads Safe — The Campaign for Global Road Safety. Prior to that she held positions at AAA, the National Highway Traffic Safety Administration, the U.S. Centers for Disease Control and Prevention, and the Texas Transportation Institute.

TEAMSTERS: 'BUY AMERICAN AND HIRE AMERICAN' EXECUTIVE ORDER BENEFITS U.S. JOBS, PRODUCTION

On April 18, the Teamsters Union announced that it supports the "Buy American and Hire American" Executive Order by President Donald Trump. The initiatives that promote American workers and investment in domestic products will help the country take a positive step toward a stronger economy.

The order outlines federal procurement policies that will focus on utilizing goods, products and

materials produced in the United States. It directs federal agencies to minimize the use of waivers and exemptions that allow them to bypass the Buy American laws that encourage the use of American-made products.

America has always been at its strongest when the middle class prospers. By investing in American manufacturers and their products, those companies can return good jobs to the working men and women of the middle class.

The order also addresses the flaws in the H-1B visa program which is in desperate need of reform as employers continue to exploit this program to undermine good jobs and wages that should go to qualified American candidates. @@

SEND US YOUR NEWS!

Please submit any photos and/or stories that showcase events and news from your Local Division, State Legislative Board or General Committee of Adjustment and they will be considered for publication in the Locomotive Engineers and Trainmen News as well as the Locomotive Engineers and Trainmen Journal. We are also looking for state or regional legislative news that affects our Brotherhood — so let us know! Email Editor John Bentley: Bentley@ble-t.org

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SMART - UTU monthly assessment	\$64.80	\$81.00	\$121.50	\$162.00		

Amtrak General Chairman Mark Kenny reelected by acclamation

Mark B. Kenny was re-elected by acclamation to his sixth term as General Chairman at the Amtrak General Committee of Adjustment's fourth quadrennial meeting held in San Diego, CA from May 9-12, 2017.

Brother Kenny is a member of Division 11 (New York, N.Y.). He joined the Brotherhood on March 1, 1981, and has served as General Chairman since 1998, having also won reelection by acclamation in 2009 and 2013. Brother Kenny also serves as Chairman of the BLET's Eastern General Chairmen's Association.

All other officers of the General Committee also were elected by acclamation, including: Vice General Chairman and Secretary-Treasurer David P. Estes, Division 60 (Seattle, Wash.); Western Region Chairman John M. McGregor, Division 22 (El Paso, Texas); Midwest Region Chairman Martin J. Gaab, Division 27 (St. Cloud, Minn.); Eastern Region Chairman James J. O'Neill, Division 483 (Philadelphia, Pa.); and Alternate Secretary-Treasurer Patrick W. Darcy, Division 77 (New Haven, Conn.). Brother Estes was reelected to his fourth term as Secretary-Treasurer. Brothers Gaab, McGregor, and O'Neill were appointed to the GCA audit committee to serve as Trustees.

Appointed to serve on the Bylaws &



Officers, members and guests attending the Amtrak General Committee of Adjustment's quadrennial meeting in San Diego on May 12, 2017.

Finance Committee were: Bradley L. Cleary, Division 45 (Carbondale, Ill.); P.W. Darcy, Division 77 (New Haven, Conn.); and J.K. Loger, Division 144 (Oakland, Calif.). Brother Cleary was chosen to serve as Chair of the Committee.

BLET National President Dennis R. Pierce represented the National Division at the meeting, along with John P. Tolman, Vice President and National Legislative Representative, and James P. Louis,

National Vice President. National Division staff members Thomas A. Pontolillo, Assistant to the National President and Director of Research, and Matt C. Kronyak, Special Representative and Director of Mobilization-Eastern Region, were also in attendance.

"I offer my congratulations to these officers on their election and my sincere thanks for their continued service to our great Brotherhood," President Pierce said. "I have every confidence they will continue doing an excellent job of representing the membership."

Additional BLET members in attendance included: retired member and former Local Chairman, Dino Raptis (Division 12, Fort Wayne, Ind.); former Local Chairman, Greg Luiz (Division 20, Los Angeles, Calif.); and recently retired member, former Local Chairman Richard Paseman (Division 20, Los Angeles, Calif.), who was recognized for his distinguished service to both Division 20 and the Amtrak GCA.

Local Chairmen (unless otherwise noted) in attendance included: J.J. Cawley, Division 11 (New York); R.M. Grogan, Division 12 (Fort Wayne, Ind.); Vice Local Chairman J. Wooldridge, Division 14 (Washington, D.C.); C.E. Harris, Division 15 (Albuquerque, N.M.); B. Porter, Division 17 (Kansas City); D.L. Halterman, Division 18 (New Orleans, LA); E.R. Like, Division 19 (Detroit, Mich.); C.M. Skinner, Division 20 (Los Angeles); J.M. McGregor, Division 22 (El Paso, Texas);

M.J. Gaab, Division 27 (St. Cloud, Minn.); F.D. Bowen, Division 35 (Jacksonville, Fla.); A.S. Carr, Division 40 (Chicago); B.J. Cleary, Division 45 (Carbondale, Ill.); D.D. Lewsader, Division 47 (Denver, Colo.); J.D. Pugh, Division 51 (Salt Lake City, Utah); D.M. Cadogan, Division 57 (Boston, Mass.); D.P. Estes, Division 60 (Seattle); J.D. Coleman, Division 65 (San Jose, Calif.); P.W. Darcy Jr., Division 77 (New Haven, Conn.); J.K. Loger, Division 144 (Oakland, Calif.); D.J. Adams, Division 197 (San Antonio, Texas); D.J. Luna, Division 312 (Boston); G.L. Perez, Division 474 (Blue Island, Ill.); J.L. Buie, Division 482 (Washington, D.C.); J.J. O'Neill, Division 483 (Philadelphia); and S. Crossman, Division 752 (Rensselaer, N.Y.).

Other invited guests included Randall Jamieson, Principal, Atticus Consulting Group. Jamieson gave a presentation on the "Science of Attention" from his work on the Attention Performance Training Pilot Program developed for Washington, D.C.-based Amtrak Engineers.

General Chairman Kenny thanked the National Division officers for attending. Brother Kenny also thanked the Amtrak delegates for their hard work and focus throughout the meetings and subsequent training workshop.

The BLET's Amtrak General Committee of Adjustment represents more than 2,300 active and retired locomotive engineers and trainmen who work for Amtrak, Keolis Commuter Services, Keolis Rail Services Virginia, and Caltrain. ©

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Railroad Retirement survivor benefits

Monthly benefits may be payable under the Railroad Retirement Act to the surviving widow(er), children, and certain other dependents of a railroad employee if the employee was “insured” under that Act at the time of death. Lump-sum death benefits may also be payable to qualified survivors in some cases.

The following Q&A describe the survivor benefits payable by the Railroad Retirement Board (RRB) and the eligibility requirements for these benefits.

1 What are the general service requirements for railroad retirement survivor benefits?

With the exception of one type of lump-sum death benefit, eligibility for survivor benefits depends on whether or not a deceased employee was “insured” under the Railroad Retirement Act. An employee is insured if he or she has at least 120 months (10 years) of railroad service, or 60 months (5 years) performed after 1995, and a “current connection” with the railroad industry as of the month the annuity begins or the month of death, whichever occurs first.

Generally, an employee who worked for a railroad in at least 12 months in the 30 months immediately preceding the month his or her railroad retirement annuity begins will meet the current connection requirement. If an employee dies before retirement, railroad service in at least 12 months in the 30 months before the month of death will meet the current connection requirement for the purpose of paying survivor benefits.

If an employee does not qualify on this basis, but has 12 months of service in an earlier 30-month period, he or she may still meet the current connection requirement. This alternative generally applies if the employee did not have any regular employment outside the railroad industry after the end of the last 30-month period which included 12 months of railroad service and before the month the annuity begins or the date of death.

Full or part-time work for a nonrailroad employer in the interval between the end of the last 30-month period including 12 months of railroad service and the beginning date of an employee’s annuity, or the month of death if earlier, can break a current connection.

Self-employment in an unincorporated business will not break a current connection; however, self-employment can break a current connection if the business is incorporated.

Working for certain U.S. Government agencies - Department of Transportation, National Transportation Safety Board, Surface Transportation Board, Transportation Security Administration, National Mediation Board, Railroad Retirement Board - will not break a current connection. State employment with the Alaska Railroad, so long as that railroad remains an entity of the State of Alaska, will not break a current connection. Also, railroad service in Canada for a Canadian railroad will neither break nor preserve a current connection.

A current connection can also be maintained, for purposes of supplemental and survivor annuities, if the employee completed 25 years of railroad service, was involuntarily terminated without fault from his or her last job in the rail industry, and did not thereafter decline an offer of employment in the same class or craft in the

rail industry, regardless of the distance to the new position.

Once a current connection is established at the time the railroad retirement annuity begins, an employee never loses it no matter what kind of work is performed thereafter.

2 What if these service requirements are not met?

If a deceased employee did not have an insured status, jurisdiction of any survivor benefits payable is transferred to the Social Security Administration and survivor benefits are paid by that agency instead of the RRB. Regardless of which agency has jurisdiction, the deceased employee’s railroad retirement and social security credits will be combined for benefit computation purposes.

3 What are the age and other eligibility requirements for widow(er)s who haven’t remarried?

Widow(er)s’ benefits are payable at age 60 or over. They are payable at any age if the widow(er) is caring for an unmarried child of the deceased employee under age 18 or a disabled child of any age who became permanently disabled before age 22. Widow(er)s’ benefits are also payable at ages 50-59 if the widow(er) is totally and permanently disabled and unable to work in any regular employment. The disability must have begun within 7 years after the employee’s death or within 7 years after the termination of an annuity based on caring for a child of the deceased employee. In most cases, a 5-month waiting period is required after the onset of disability before disability payments can begin.

Generally, the widow(er) must have been married to the employee for at least 9 months prior to death, unless she or he was the natural or adoptive parent of their child, the employee’s death was accidental or while on active duty in the U.S. Armed Forces, the widow(er) was potentially entitled to certain railroad retirement or social security benefits in the month before the month of marriage, or the marriage was postponed due to State restrictions on the employee’s prior marriage and divorce due to mental incompetence or similar incapacity.

4 Can surviving divorced spouses and remarried widow(er)s also qualify for benefits?

Survivor benefits may also be payable to a surviving divorced spouse or remarried widow(er). Benefits are limited to the amount social security would pay (tier I only) and therefore are less than the amount of the survivor annuity otherwise payable (tier I and tier II) by the RRB. A tier II benefit is not provided for a surviving divorced spouse or a remarried widow(er).

A surviving divorced spouse may qualify if she or he was married to the employee for at least 10 years immediately before the date the divorce became final, and is age 60 or older (age 50 or older if disabled). A surviving divorced spouse who is unmarried can qualify at any age if caring for the employee’s child and the child is under age 16 or disabled, in which case the 10-year marriage requirement does not apply. A widow(er) or surviving divorced spouse who remarries after age 60, or a disabled widow(er) or disabled surviving divorced spouse who remarries after age 50 may also receive the portion of a survivor annuity equivalent to a social security benefit (tier I); however, remarriage prior

to age 60 (or age 50 if disabled) would not prevent eligibility if that remarriage ended. Such social security level benefits may also be paid to a younger widow(er) or surviving divorced spouse caring for the employee’s child who is under age 16 or disabled, if the remarriage is to a person entitled to railroad retirement or social security benefits or the remarriage ends.

5 When are survivor benefits payable to children and other dependents?

Monthly survivor benefits are payable to an unmarried child under age 18, and to an unmarried child age 18 in full-time attendance at an elementary or secondary school, or in approved homeschooling, until the student attains age 19 or the end of the school term in progress when the student attains age 19. In most cases where a student attains age 19 during the school term, benefits are limited to the two months following the month age 19 is attained. These benefits will be terminated earlier if the student marries, graduates or ceases full-time attendance. An unmarried disabled child over age 18 may qualify if the child became totally and permanently disabled before age 22. An unmarried dependent grandchild meeting any of the requirements described above for a child may also qualify if both the grandchild’s parents are deceased or found disabled by the Social Security Administration.

Monthly survivor benefits are also payable to a parent at age 60 who was dependent on the employee for at least half of the parent’s support. If the employee was also survived by a widow(er), surviving divorced spouse or child who could ever qualify for an annuity, the parent’s annuity is limited to the amount that social security would pay (tier I).

6 How are railroad retirement widow(er)s’ benefits computed?

The tier I amount of a two-tier survivor benefit is based on the deceased employee’s combined railroad retirement and social security earnings credits, and is computed using social security formulas. In general, the survivor tier I amount is equal to the amount of survivor benefits that would have been payable under social security.

December 2001 legislation established an “initial minimum amount” which yields, in effect, a widow(er)s’ tier II benefit equal to the tier II benefit the employee would have received at the time of the award of the widow(er)s’ annuity, minus any applicable age reduction.

However, such a tier II benefit will not receive annual cost-of-living increases until such time as the widow(er)s’ annuity, as computed under prior law with all interim cost-of-living increases otherwise payable, exceeds the widow(er)s’ annuity as computed under the initial minimum amount formula.

A widow(er) who received a spouse annuity from the RRB is guaranteed that the amount of any widow(er)s’ benefit payable will never be less than the annuity she or he was receiving as a spouse in the month before the employee died.

The average annuity awarded to widow(er)s in fiscal year 2016, excluding remarried widow(er)s and surviving divorced spouses, was \$2,086 a month. Children received \$1,371 a month, on the average. Total family benefits for widow(er)s with children averaged \$4,011 a month. The average annuity awarded

to remarried widow(er)s or surviving divorced spouses in fiscal year 2016 was \$1,173 a month.

7 Are survivor benefits subject to any reduction for early retirement or disability retirement?

A widow(er), surviving divorced spouse or remarried widow(er) whose annuity begins at full retirement age or later receives the full tier I amount unless the deceased employee received an annuity that was reduced for early retirement. The eligibility age for a full widow(er)s’ annuity is gradually rising from age 65 to age 67. The maximum age reductions will range from 17.1 percent to 20.36 percent, depending on the widow(er)s’ date of birth. For a surviving divorced spouse or remarried widow(er), the maximum age reduction is 28.5 percent. For a disabled widow(er), disabled surviving divorced spouse or disabled remarried widow(er), the maximum reduction is 28.5 percent, even if the annuity begins at age 50.

8 Are these benefits subject to offset for the receipt of other benefits?

Under the Railroad Retirement Act, the tier I portion of a survivor annuity is subject to reduction if any social security benefits are also payable, even if the social security benefit is based on the survivor’s own earnings. This reduction follows the principles of social security law which, in effect, limit payment to the highest of any two or more benefits payable to an individual at one time.

The tier I portion of a widow(er)s’ annuity may also be reduced for the receipt of any Federal, State or local government pension based on the widow(er)s’ own earnings. The reduction generally does not apply if the employment on which the public pension is based was covered under the Social Security Act throughout the last 60 months of public employment. However, most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. For those subject to the public pension reduction, the tier I reduction is equal to 2/3 of the amount of the public pension.

A survivor annuitant should notify the RRB promptly if she or he becomes entitled to any such benefits.

9 What if a widow(er) was also a railroad employee and is eligible for a railroad retirement employee annuity as well as monthly survivor benefits?

If both the widow(er) and the deceased employee started railroad employment after 1974, the survivor annuity payable to the widow(er) is reduced by the amount of the employee annuity.

If either the deceased employee or the survivor annuitant had some service before 1975 but had not completed 120 months of railroad service before 1975, the employee annuity and the tier II portion of the survivor annuity would be payable to the widow(er). The tier I portion of the survivor annuity would be payable only to the extent that it exceeds the tier I portion of the employee annuity.

A special guaranty applies if either the deceased employee or the survivor annuitant completed 120 months of railroad service before 1975. In effect, the widow, or dependent widower, would receive both an employee annuity and a survivor benefit, without a full dual benefit reduction. ©©



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Photo of the Month: May 2017

BNSF POWER: A pair of BNSF EMD SD70ACe's power a Powder River Basin coal train near Castle Rock, Colo., southbound on the BNSF-UP Joint Line subdivision, on May 30, 2016. **Photo:** Chase Gunnoe



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 April 2017 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; BLET Arizona State Legislative Board mtg., Tucson, Ariz.; BLET Division 28 mtg., Tucson, Ariz.; BLET National Association of State Legislative Board Chairmen mtg., Clearwater, Fla.; Coordinated Bargaining Group national negotiations/mediation, Chicago, Ill.; BLET Local Chairman class, Independence, Ohio; BLET Western General Chairmen's Association mtg. (WGCA), Las Vegas; Vacation.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Short-line 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.; BLET National Association of State Legislative Board Chairmen mtg., Clearwater, Fla.; Holiday; Coordinated Bargaining Group national negotiations/mediation, Chicago, Ill.; BLET Local Chairman class, Independence, Ohio.

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; Vacation; Short Term Disability mtg.; BLET National Association of State Legislative Board Chairmen mtg., Clearwater, Fla.; Coordinated Bargaining Group national negotiations/mediation, Chicago, Ill.; WGCA mtg., Las Vegas.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Arizona State Legislative Board mtg. and Town Hall mtg. with retirees, Tucson, Ariz.; BLET National Association of State Legislative Board Chairmen mtg., Clearwater, Fla.; Testified at the hearing before the House Subcommittee on Railroads, Pipelines and Hazardous Materials, Washington, D.C.; Several receptions with new members of Congress and the leadership of both the GOP and Democratic parties, Washington, D.C.; Conference call mtgs. with various State Chairmen; Various mtgs. with the GOP Progressive Caucus, Washington, D.C.; Various mtgs. and functions with Senators and Representatives, 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, Indiana Harbor Belt, Belt Railway of Chicago, Metra, GRR and Illinois RR; Study awards for Circular 137, NRAB, Chicago; GC Short claim review, IHB, Chicago; GC Semenek and GC Craddock claims conferences, Metra, Chicago; GC Craddock discipline case review, Metra, Chicago; GC Graves investigation prep., BRC, Chicago; First Division grievance mediation, NRAB, Chicago; Electronic docket management tech. demonstration w/ NMB staff, NRAB, Chicago; Holiday; Vacation; M. Graves investigation, BRC, Chicago; Assist GC Graves w/ discipline appeal, BRC, Chicago; NRAB electronic filing project, Chicago; Assist VGC Lough w/ rules case, Metra, Chicago; WGCA, Las Vegas.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Port-

land & 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.; UP railroad General Chairman's passenger extra, Houston to San Antonio; UP-Western Lines, Pacific Harbor Lines PLB 7820, Estero, Fla.; Vacation; Western General Chairmen's mtg., Las Vegas.

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.; Review Homewood claims w/ GC Karakian, GTW; PLB 7739, assist GC Driscoll, Nashville; CAPS follow up conference call; PLB 7764; Wage adjustment conference call, re: payment dates; Web mtgs., PL-DV reduction letters; PLB Executive Session, Grey; Shreveport annual crawfish boil; Conference call w/ GWB and JDW, re: trip rate dispute.

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.; Local Chairmen Workshop, assisting GC Brown, Amarillo, Texas; Division 386 mtg., Birmingham, assisting GC Thurman.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, South-Rail, 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), Cedar River, Louisville & Indiana, Huron & Eastern; General office duties, telephone, email, correspondence communications, etc.; KCS issues, assist GC Spradlin; Mid South issues, assist GC Craddock; D&H and Springfield Terminal issues, assist GC Moore; Tex Mex issues, assist GC Hiese; Louisville & Indiana issues, assist GC Hogan; Attend Division 527 mtg. w/ GC Spradlin, Pittsburgh, Kan.; Attend Division 569 mtg. w/ GC Spradlin, Heavener, Okla.; Soo Line and DM&E issues, assist GC Semenek; Huron & Eastern issues, assist GC Ladrigh; Illinois & Midland contract negotiations, assist GC Craddock, Springfield, Ill.; Wheeling & Lake Erie mediation, assist GC Fannon, Kansas City, Mo.

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; PLB 7717, assist GC Dehart, Norfolk, Va.; NECR/CSOR mtgs., assisting GC Martin, Estero, Fla.; CFER negotiations, assist GC Dehart, Fort Wayne, Ind.; WGCA annual mtg., Las Vegas.

VICE PRESIDENT JAMES P. LOUIS: Assigned Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; 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; PLB 7739 (Conrail), Philadelphia; Trustee Reporting system; LIRR contract issues, assist GC Sexton; SEPTA contract issues, assist GC Dixon; Regional Meeting planning, Independence, Ohio; MBOR issues, assist GC Kenny; Holiday; Regional Meeting planning, St. Louis; NY&A contract talks, assist GC Sexton, Long Island; NASLBC mtg., Clearwater, Fla.; Local Chairman Class, Independence, Ohio; Assist GC Kenny w/ Amtrak issues, Independence, Ohio.

Division 32 seeks donations for family of fallen Brother

Suddenly and tragically, a member of the BLET has passed away and left behind a wife and two young children. Brian J. Cadore, age 32, was a member of BLET Division 32 (Aurora, Ill.), and the members of his Division are asking BLET members to make a charitable donation to help support his family.

Brother Cadore was a BNSF locomotive



engineer who joined the BLET in 2015. According to Division 32 Legislative Representative Rick Leschina, Brother Cadore was a passenger in a vehicle that rolled over in a crash and he was pronounced dead at the scene. Brother Cadore leaves behind his wife Taryn, 8-year-

old daughter Madison and 5-year-old son Brian Jr. ☹️

**DONATIONS TO ASSIST BROTHER CADORE'S FAMILY CAN BE MADE
AT THE FOLLOWING: WWW.YOUCARING.COM/FAMILYOFBRIANCADORE-784010**

