

LOCOMOTIVE ENGINEERS & TRAINMEN **Journal**

VOLUME 122 | No. 1 | SPRING 2018

WWW.BLE-T.ORG

BLET REACHES MILESTONE
155 years!

20 Years Later:

A tragedy
remembered
in Devine, Texas

Also inside:

Last Runs
Auxiliary Scholarships
Legislative &
Regulatory Update
Brotherhood News



Published by the BLET, a division of the Rail Conference, International Brotherhood of Teamsters



BLET President's Message

BY DENNIS R. PIERCE, BLET NATIONAL PRESIDENT

Union Solidarity is the Key

On December 1, 2017, the Brotherhood of Locomotive Engineers and Trainmen announced that its voting membership had ratified a Tentative National Agreement for the nation's freight engineers. Nearly 49% of the eligible BLET members took the time to cast a vote on the Tentative Agreement, and 88% of those members voted in favor, bringing closure to a long and difficult bargaining round. As we now look back on the last bargaining round — and prepare for the next round of negotiations on a National Agreement in 2020 — it is important that we turn the lessons from the last round into action in the next one.

Perhaps the most compelling change between the last round and the ones before it was the make-up of the group that our Brotherhood bargained with. In addition to the BLET, that group included the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART TD), the Brotherhood of Railroad Signalmen (BRS), the American Train Dispatchers Association (ATDA), the National Conference of Firemen and Oilers (NCFO) and the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers (IBB).



Members of the Coordinated Bargaining Group (CBG) following a negotiating session at BLET National Division headquarters in September of 2017.

Collectively, we were called the Coordinated Bargaining Group (CBG). From the time that these six Unions agreed to bargain together until the round was concluded, the bargaining teams from each Union worked hand in hand in pursuit of our common goal of negotiating a National Agreement that our respective memberships would find acceptable through the ratification process.

No participating Union's issues were left off of the table, and each participating Union had the full autonomy to make its own decisions based upon the best interests of its respective membership. None of the larger Unions in the CBG was allowed to outvote the smaller Unions and none of the Unions in the group was forced to accept the demands or positions of any other Union.

The officers and staff from each involved Union treated each other with the respect becoming of Brothers and Sisters every time that we were together. I share these details for a very important reason; they are the conditions that developed and fostered the Union solidarity that brought BLET's negotiations to a conclusion that was overwhelmingly approved by the BLET voting membership.

As I discussed during the ratification meetings that I attended, the last bargaining round included many firsts. Although our bargaining group included dedicated officers and staff from all six Unions, for the first time in my railroad career, the two operating Unions, BLET and SMART TD, joined together at the national bargaining table. This was the first time

since 1964 that solidarity among all operating crafts produced a single National Agreement. As a result, and also for the first time in my railroad career, BLET and SMART TD members voted on the same tentative national agreement at the same time. The Nation's Rail Carriers were not allowed to whipsaw the two operating Unions as they have done in the past; our solidarity put an end to that classic railroad ploy.

This history of being whipsawed is why many members, and groups of members, of BLE/BLET and UTU/SMART TD have demanded over the years that the two operating Unions work together to jointly protect the interests of all operating employees. I am proud to

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Photo: Chase Gunnoe



Jim Brown, Div. 269
with his family on the
day of his Last Run

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The Locomotive Engineers & Trainmen Journal (ISSN: 1553-5010 USPS: 120) is published quarterly for \$10.00 per year (single copies \$3.00) by the Brotherhood of Locomotive Engineers and Trainmen, 25 Louisiana Ave. N.W., 7th Floor, Washington, D.C. 20001. Periodicals postage paid at Washington, D.C. POSTMASTER, please send address changes to: Locomotive Engineers & Trainmen Journal, BLET Record Department, 7061 East Pleasant Valley Road, Independence, Ohio 44131. Copyright 2018. All rights reserved. Reproduction in whole or in part without written permission is prohibited. Widows of BLET members will receive free subscriptions upon request to: BLET Record Dept., 7061 East Pleasant Valley Road, Independence, Ohio 44131.

REGISTER TODAY!


Monterey and Washington D.C. will host BLET for 2018 regional meetings

Registration is underway for the BLET National Division's two regional meetings 2018: June 18-22 in Monterey, California; and August 13-17 in Washington, D.C.

The Monterey regional meeting will be held at the Hyatt Regency and the Washington, D.C. regional will be held at the Capital Hilton.

These meetings will be arranged on a Monday through Friday schedule. Travel to the meeting, registration and a welcome reception for each of the two meetings will be on Monday (June 18 for Monterey and August 13 for Washington, D.C.). Meetings, training classes and other events will be scheduled throughout the remainder of the week and will include a closing banquet on Thursday night. Travel home is on Friday for each meeting (June 22 for Monterey and August 17 for Washington, D.C.).

Per the BLET Bylaws, regional meetings are held "for the purposes of membership training, education and discussion of matters of importance to the membership." Additionally, the meetings are structured to include options for fellowship with other members and their families, entertainment, fun and relaxation.

More specific details can be found of the BLET National Division website (www.ble-t.org). Registration information is now available online at the BLET National Division's regional meeting website (www.bletregionals.org). All active and retired members — and their families — are encouraged to attend one or both of these regional meetings! 

JUNE 18-22

MONTEREY, CALIFORNIA



Photos: courtesy of seemonterey.com

AUGUST 13-17

WASHINGTON, D.C.

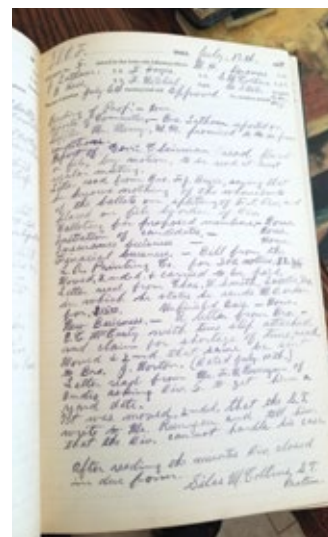


Photos: courtesy of washington.org

BLET Division 5 in Los Angeles marks 140th anniversary



Above: Members of Division 5 at a recent UP-Western Lines GCA meeting.
Right: Page of Division 5's log book from 1917.



On April 30, 2018, BLET Division 5 in Los Angeles will mark the historic milestone of its 140th anniversary. The Division was first chartered to Brother A.D. Neff and the locomotive engineers of the Southern Pacific Railroad on April 30, 1878. Today, Division 5 represents approximately 85 members who work for the Union Pacific Railroad.

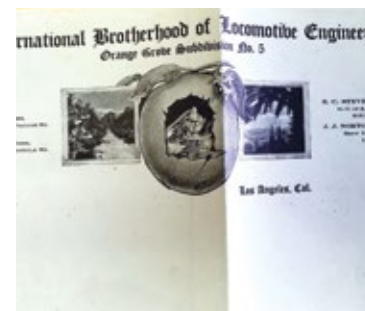
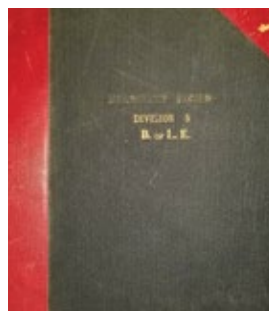
Brother L.C. Anderson served as the Division's Chief Engineer in 1878 while D.M.D. Gray served as the First Assistant Engineer. Division members met on the second and fourth Sundays of each month.

At the time, all Brotherhood Local Divisions were given a nickname as a friendly way of explaining a bit about the Division's location or history. Custom held that it was unfriendly or too formal to be known simply as a number. So Division 5 was chartered as the "Orange Grove" Division.

"April of this year is 140 years for our Division," Division 5 Local Chairman Paulo Totorice said. "I think it's an amazing milestone considering in 1878 Los Angeles was a dirt road town."

The following brief note appears on Page 372 of the August 1878 issue of the *Locomotive Engineers Journal*:

"We have lately organized two new Divisions — one at Los Angeles, Cali-



Top left: Members of Division 5's vacation committee. **Top right:** Division 5's 2017 holiday party. **Lower left:** The Division's historic membership record.

Lower middle: Names of Division officers for 1908-1909.

Lower right: Antique letterhead featuring Orange Grove motif.

fornia, and the other at Winona, Minnesota — and judging from the material of which they are composed, there is no doubt but that both will be thriving and prosperous Divisions."

The author of that note had no idea how prophetic his words would be (at least partly). Today — 140 years later — the Brotherhood Division at Los Ange-

les is still thriving and prosperous, but no record exists of the Division at Winona, Minnesota.

As an aside, Division 5 was originally chartered in Norwalk, Ohio, on July 11, 1863, but their reign was short lived. The charter was surrendered in February 1878, and assigned to Los Angeles two months later. 📖

BLET marks 155th anniversary

The Brotherhood of Locomotive Engineers and Trainmen (BLET) proudly marks its 155th anniversary on May 8, 2018. 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 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 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.

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 Brotherhood has always been proud to support America's soldiers and their families. Born in the midst of the Civil War, our union's membership has been comprised of veterans of every major military conflict since, up to and including the conflicts in Iraq and Afghanistan. With BLET members at the throttle, U.S. railroads carried 90 percent of all military freight and 97 percent of all military passenger movements during World War II.

In the three decades before the founding of the BLET, locomotive engineers suffered abominable working conditions. The 24-hour workday was commonplace. Railroad magnates ran roughshod over employees. Strikes were mercilessly crushed.



1896 BLE convention at Ottawa, Ontario, Canada.

Several attempts to organize locomotive engineers were made between 1855 and 1860. It wasn't until April 1863, however, that William D. Robinson, a Michigan Central locomotive engineer, brought 19 men of the craft together at his home in Marshall, Mich., and inspired them toward the organization, which survives today. A monument marking the event still stands in Marshall.

At a meeting in Detroit the following month, a dozen men agreed to put their destinies together. They cemented a common bond on May 8, 1863, elected Robinson as their Grand Chief Engineer (president), and named the group the Brotherhood of the Footboard. By August 1863, 10 Divisions had been established — Detroit and Marshall, Mich.; Michigan City, Ind.; Adrian, Mich.; Norwalk, Ohio; two in Chicago, Ill.; Lafayette, Ind.; Crestline, Ohio; and La Porte, Ind. The name Brotherhood of Locomotive Engineers (BLE) was adopted at the first national convention held in Indianapolis in August 1864.

The BLET was a pioneer in the field of labor journalism. It began a monthly journal in 1867. Current official publications include a quarterly magazine, *Locomotive Engineers and Trainmen*



1871 Journal

Journal, and a monthly newsletter, *Locomotive Engineers and Trainmen News*. The National Division of the BLET has maintained a website since 1996, www.ble-t.org, posting daily news stories and periodic News Flash updates that are emailed to thousands of members. The Brotherhood also has an active social media presence at www.facebook.com/BLETNational.

In cooperation with other railroad brotherhoods, the BLET spearheaded the drive to make the 24-hour workday illegal. This was accomplished in 1907 through the Hours of Service Act, which set a 16-hour maximum.

The Adamson Act of 1916, providing for the eight-hour day, was also a result of the BLET's leadership. An original copy of the Act is kept at BLET National Division headquarters in Cleveland, along with the fountain pen used by President Woodrow Wilson to sign the legislation. It was the first federal law dealing with overtime pay.

The BLET also had a leading role in persuading Congress to pass the Railway Labor Act in 1926. The act, amended several times since then, provides procedures for handling labor-management disputes over wages and work-




ing conditions.

The Railroad Retirement and Unemployment Insurance Acts, which became effective in 1937, are railroad industry's counterparts of the Social Security system. They represent another instance of social progress in which the BLET played an important part.

Greater safety on the job and greater safety for the shipping and traveling public have always been BLET's goals. Legislative activities by the BLET and other rail unions have resulted in the Locomotive Inspection Act and statutes requiring the use of air brakes, automatic couplers, electric headlights, power-reverse gears and other technological improvements.


The BLET was again at the forefront in persuading Congress to include implementation of Positive Train Control technology to make the rail industry safer and more efficient, and important whistleblower provisions to protect workers who report unsafe conditions while on duty, in the Railroad Safety Improvement Act of 2008.

BLET's current National President is Dennis R. Pierce, the 23rd chief executive in the BLET's long history. He has held the post since July 1, 2010. The BLET is the founding member of the Teamsters Rail Conference and represents more than 57,000 active and retired locomotive engineers and trainmen throughout the United States. 

Division 88 hosts VP Twombly, GC Geisler for monthly meeting

The members of BLET Division 88 are proud to work out of the largest switching yard in the world — Union Pacific's Bailey Yard in North Platte, Neb. And they were also proud to host BLET National Vice President Mike Twombly and UP-Eastern District General Chairman Dave

Geisler at one of their recent monthly Division meeting.

One of Brother Twombly's assignments as Vice President is to assist the BLET's Union Pacific General Committee of Adjustments. Division 88 is one of the larger Divisions in the Brotherhood with over 210 active members. 



From left: Joe Meuser, Legislative Representative; Craig Dailey; Nick Hudson; Mike Hall; Stacey Madsen, Secretary-Treasurer; Bill Elliott, Local Chairman; Dave Geisler, UP-Eastern District General Chairman; Mike Twombly, BLET National Vice President; Craig Osborn, President; and Terrance McIntyre.



Members and officers attending the regular meeting of Div. 88 in September of 2017.



Members of Div. 88 work out of Union Pacific's Bailey Yard in North Platte, Nebraska, which is the largest switching yard in the world.

letters to the editor

Lac-Megantic jury made the right call

(EDITOR'S NOTE: THE FOLLOWING LETTER WAS IN RESPONSE TO BLET NATIONAL PRESIDENT DENNIS PIERCE'S STATEMENT REGARDING THE "NOT GUILTY" VERDICT IN THE LAC-MEGANTIC OIL TRAIN DISASTER TRIAL, WHICH WAS ISSUED ON JANUARY 19, 2018.)

Well said, President Pierce!

(The Lac-Megantic disaster) was an immense and needless human tragedy caused by clueless management implementing amusement park work rules in a treacherous, heavy tonnage, hazmat environment. As one courtroom spectator shouted, "The wrong men are on trial!" Here's hoping the jury's verdict can provide some solace to the wrongly accused, although Lac-Megantic will never be the same.

Fraternally,

Richard Prone
Retired Local Chairman
BLET Division 312
Boston, Mass.

Unions offer equal opportunity

Dear Editor:

In the last century, many people fought and died for the right to join a union. It was the only way they could have any say in what happened to them economically, and it was a way to band together to fight the greed of a millionaire class that used them to become even richer, while overworking and underpaying them.

Now, workers are under assault again in many "right to work" states, where people are discouraged from unionizing and where "right to work" just means right to work for less. It's amazing that

"Other times, nicknames come from various incidents that occur in the line of work. For example, we had a conductor who got knocked down and almost run over by an MTO who was in a hurry and not looking behind him, so that conductor's nickname became Speed Bump."

— David L. Nichols, Div. 531

people keep buying into that idea without understanding what it really means.

I'm retired now but was a 30-year union member, and I'm grateful that I have a comfortable retirement, though I know many seniors who do not live comfortably in retirement. They count only on Social Security, which all seniors do, but that's always under threat of cuts, as is Medicare. My union was the Brotherhood of Locomotive Engineers and Trainmen, and it guaranteed that I made the same hourly wage as any male engineer. The job you were able to hold and the money you made was differentiated by the amount of seniority you had, a fair system. I'll always be a union supporter because I see how good pay and a level playing field benefits all of us.

Sincerely,
Joan Bockholt
Retired
BLET Division 312 (Boston)
North Las Vegas, Nevada

Our railroad nicknames

Dear Editor:

Nicknames on the railroad are usually earned. There's usually a story behind them and usually given early in your career.

Your nickname could be your initials. For instance, we had an "M.D.," so his nickname became Mad Dog, which later got shorted to just Dog. Then there was an "E.C." so his nickname was Elec-

tric Cat, which got shortened to just Cat.

Other times, nicknames come from various incidents that occur in the line of work. For example, we had a conductor who got knocked down and almost run over by an MTO who was in a hurry and not looking behind him, so that conductor's nickname became Speed Bump.

Another example: In the CN yard, they had two carmen named Red. Someone asked, "Who's working the train?" The response was, "Red." So they asked, "Which Red?" And this old country boy said, "the purty one." So for rest of his career, that carmen was known as Purty Red.

Sometimes, nicknames are based on family. We had a Frog who later had a son who hired out on the railroad, and the son's nickname instantly became Tadpole. And we had a young man with a bunch of children so his nickname became Rabbit.

I'm getting tired and my memory ain't what it used to be, but here's a list of some of the people I remember: Moose, Termite, Rooster, Grobeck, Sleepy, Cutter, Top Stud, Youngun, Head, WaterHead, Bodu, Whoda (for Who'da Thought), and Scratch. We also had a Sniff, Co, Dust Storm, and Squirrel. There's Brother Man, Amtrak, Mouse, Diamond, Pig Pen, Nubby, Rocket, Hot Rod, T Roy (instead of Troy), Bubba, Hollywood, Cowboy, Harley, Tuna, Slim, and Dan-

gerous Dan.

Yep, we got some characters.

David L. Nichols
BLET Division 531
New Orleans, La.

Thank you, BLET and Perrien Fund

Dear BLET:

(BLET EDITOR'S NOTE: BROTHER HUSTON WAS ONE OF SEVERAL BLET MEMBERS WHO RECEIVED FINANCIAL ASSISTANCE FROM THE PERRIEN FUND AFTER HAVING SUFFERED A MAJOR LOSS DUE TO HURRICANE HARVEY IN AUGUST OF 2017.)

I would like to thank the Gary Perrien Fund for the generosity shown to my wife and me. It's great that members of an organization like the BLET with its Perrien Fund pull together to help others. This means so much to us that we don't have the words to say, but thank you! If there's anything we can do for others in time of need, please ask.

Thank you,

Greg W. Huston
BLET Division 775
Victoria, Texas

WE WELCOME YOUR LETTERS

The Locomotive Engineers and Trainmen Journal welcomes Letters to the Editor. Please include your name, address, BLET Division number, email address, and/or phone number on any submission. We reserve the right to edit your submission for grammar, punctuation, content and space considerations.

Address letters to:

Editor, Locomotive Engineers and Trainmen Journal,
7061 East Pleasant Valley Road,
Independence, Ohio 44131.
Or email: Bentley@ble-t.org

Annuitants may need to increase tax withholding at age 62

Certain portions of a Railroad Retirement annuity are treated differently for Federal income tax purposes. It has come to light that certain Railroad Retirement beneficiaries may need to increase their tax withholding at age 62 in order to avoid paying higher income taxes at the end of the year. Certain beneficiaries, including those retiring at age 60 with at least 30 years of service, and some occupational disability annuitants, need to pay close attention to changes in tax withholding when they turn age 62.

A railroad retirement annuity is a single payment comprised of one or more of the following components, depending on the annuitant's age, the type of annuity being paid, and eligibility requirements: a Social Security Equivalent Benefit (SSEB) portion of tier I, a Non-Social Security Equivalent Benefit (NSSEB) portion of tier I, a tier II benefit, a vested dual benefit, and a supplemental annuity.

In most cases, part of a railroad re-

tirement annuity is treated like a social security benefit for Federal income tax purposes, while other parts of the annuity are treated like private pensions for tax purposes. Consequently, most annuitants are sent two tax statements from the Railroad Retirement Board (RRB) each January, even though they receive only a single annuity payment each month.

When certain retired railroaders turn age 62 (or the spouse turns age 62, provided the employee is also at least age 62), the taxability of tier I benefits changes from all private pension-equivalent benefits to a split between SSEB and NSSEB portions. For many annuitants this means that the tax withholding in place will automatically decrease, and sometimes this change is significant. This is because any Form RRB W-4P on file with the RRB will not consider the SSEB portion of tier I in the withholding calculation. In many cases, the SSEB portion will be subject to taxation be-

cause of the total amount of the annuitant's income, and the decrease in withholding may result in an insufficient amount of taxes being withheld. Notices are released to annuitants advising of the change in the withholding amount, and they are encouraged to discuss the issue with a tax advisor or the IRS to determine the correct amount of withholding for them. Annuitants often need to file a new tax withholding election form with the RRB to increase withholding following this change; otherwise they may face a larger tax liability than expected when filing Federal income tax returns the following year.

The RRB has prepared an extensive list of questions and answers to explain this issue and to address the importance of individuals establishing accurate tax withholding from their annuities. BLET members who may be impacted should visit the RRB website (www.rrb.gov) for more details, or contact the RRB Field Office where they live. ☎

United States Postal Service Statement of Ownership, Management, and Circulation (PS Form 3526)

1. Publication Title: Locomotive Engineers Journal. 2. Publication Number: 1553-5010. 3. Filing Date: 9-30-17. 4. Issue Frequency: Quarterly. 5. Number of Issues Published Annually: 4. 6. Annual Subscription Price: Free to members; \$10 per year (\$3 per issue) to non-members. 7. Complete Mailing Address of Known Office of Publication (Not Printer): Brotherhood of Locomotive Engineers and Trainmen, 25 Louisiana Ave. NW, 7th Floor, Washington, DC 20001. Contact Person: John Bentley. Telephone: (216) 241-2630, x248. 8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer): BLET National Division, 7061 East Pleasant Valley Road, Independence, OH 44131. 9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor. Publisher: BLET National Division, 7061 East Pleasant Valley Road, Independence, OH 44131. Editor: John Bentley, Editor, BLET National Division, 7061 East Pleasant Valley Road, Independence, OH 44131. Managing Editor: Same as "Editor" Above. 10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication

is published by a nonprofit organization, give its name and address.): Full Name: Brotherhood of Locomotive Engineers and Trainmen (BLET), 7061 East Pleasant Valley Road, Independence, OH 44131. 11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities: None. 12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates): Has Not Changed During Preceding 12 Months. 13. Publication Title: Locomotive Engineers and Trainmen Journal. 14. Issue Date for Circulation Data Below: Spring 2017. 15. Extent and Nature of Circulation. 15a. Total number of Copies (Net press run), Average No. Copies Each Issue During Preceding 12 Months: 50,610. 15b. Paid Circulation (By Mail and Outside the Mail): 15b(1): Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies): 50,422. 15b(2): Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies): 0. 15b(3): Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS: 0. 15b(4): Paid Distribution by Other Classes of Mail Through the USPS (e.g. First-Class Mail): 0. 15c. Total Paid Distribution: 50,422. 15d. Free or Nominal Rate Distribution (By

Mail and Outside the Mail). 15d(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541: 0. 15d(2). Free or Nominal Rate In-County Copies included on PS Form 3541: 0. 15d(3): Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g. First-Class Mail): 100. 15d(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means): 50. 15e. Total Free or Nominal Rate Distribution: 150. 15f. Total Distribution: 50,572. 15g. Copies not Distributed: 38. 15h. Total (sum of 15f and 15g): 50,610. 15i. Percent Paid: 99%. 15a. Total number of Copies (Net press run), No. Copies of Single Issue Published Nearest to Filing Date: 50,800. 15b. Paid Circulation (By Mail and Outside the Mail): 15b(1): Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies): 50,622. 15b(2). Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies): 0. 15b(3): Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS: 0. 15b(4): Paid Distribution by Other Classes of Mail Through the USPS (e.g. First-Class Mail): 0. 15c. Total Paid Distribution: 50,622. 15d. Free or Nominal Rate Distribution (By Mail and Outside the Mail). 15d(1) Free or Nominal Rate Outside-County Copies included on PS

Form 3541: 0. 15d(2). Free or Nominal Rate In-County Copies included on PS Form 3541: 0. 15d(3): Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g. First-Class Mail): 100. 15d(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means): 50. 15e. Total Free or Nominal Rate Distribution: 150. 15f. Total Distribution: 50,672. 15g. Copies not Distributed: 28. 15h. Total (sum of 15f and 15g): 50,800. 15i. Percent Paid: 99%. 16. Electronic Copy Circulation. Average No. Copies Each Issue During Preceding 12 Months. 16a. Paid Electronic Copies: 0. 16b. Total Paid Print Copies: 50,422. 16c. Total Print Distribution: 50,422. Percent Paid: 100%. No. Copies of Single Issue Published Nearest to Filing Date. 16a. Paid Electronic Copies: 0. 16b. Total Paid Print Copies: 50,622. 16c. Total Print Distribution: 50,622. 16d. Percent Paid: 100%. 17. Publication of Statement of Ownership: If the publication is a general publication, publication of this statement is required. Will be printed in the Fall/Winter 2017 issue of this publication. 18. Signature and Title of Editor, Publisher, Business Manager or Owner: /s/John Bentley. Date: 9-29-17. I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).



Guest Columnists

BY JAMES P. HOFFA, TEAMSTERS GENERAL PRESIDENT
& JOHN MURPHY, DIRECTOR, TEAMSTERS RAIL CONFERENCE

Bipartisan solutions can solve infrastructure woes

For far too long, elected officials have ignored the infrastructure needs of this country. As a result, roads, mass transit systems and other essential parts of the transportation network have fallen into disrepair.

The Teamsters are glad to see the President as well as members of Congress recognize the importance of addressing infrastructure improvements. But the time for talk is over. Recent statistics released by the American Road & Transportation Builders Association prove the entire country is facing a crisis that jeopardizes the lives of travelers from coast-to-coast. A substantial public invest-

ment of dollars is necessary.

Back in 2015, this union introduced its "Let's Get America Working" platform that prioritized infrastructure spending as a way to get the nation back on track. The premise was that dollars spent to repair and rebuild America were a win-win, one that would help not only workers with good-paying union jobs but businesses as well. Almost three years later, that is still the case.

Infrastructure jobs, unlike those in other sectors, can't be outsourced. They improve the lives of all Americans, including the men and women who help to repair and maintain the country's

transportation networks, along with those who earn a living hauling goods and the vast majority of Americans who ride the roads and rails every day.

U.S. roads, bridges, ports, airports, railroads and mass transit systems are crumbling. They endanger the well-being of people in this country, including hundreds of thousands of Teamsters, be it as truckers, railroad workers, bus drivers, building tradesmen and others. This nation's failure to maintain and improve this infrastructure is costing Americans more and more.

There was a time when building infrastructure wasn't

seen as a partisan issue. Instead, it was a symbol of what makes this nation great and something all elected officials could support. But government is broken. Partisan bickering has replaced finding solutions.

Infrastructure presents an opportunity to break the political gridlock. Lawmakers shouldn't miss this golden opportunity to improve the lives of their constituents now.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

Two person train crews are safest

Rail safety is one of the highest priorities of the BLET and the Teamsters Rail Conference. Together, we continue to advocate for the implementation of positive train control (PTC) and to preserve two-person crews.

We are all aware of the tragic accidents that PTC could have prevented and the lives that could have been saved. The National Transportation Safety Board and the BLET have been calling for PTC for decades. According to a NTSB report in 2015, PTC could have prevented 145 rail accidents

that killed 288 people and injured 6,574 since 1969.

PTC will save lives! The Rail Safety Improvement Act, signed into law in 2008, mandated all rail carriers to implement PTC by December 2015.

In the months leading up to the deadline, the railroads threatened to shut down unless Congress granted an extension. Despite numerous accidents PTC could have prevented and the lives that could have been saved, Congress complied and granted an extension to December 2018.

In February 2017, BLET

Vice President and National Legislative Representative John Tolman testified before Congress, urging them to ensure that PTC is fully implemented by the current deadline. Additionally, he discussed the need to preserve two-person train crews.

On the two-person crew front, two bills are progressing though the House and Senate, H.R. 233 (Safe Freight Act), introduced by Representative Don Young, and S. 2360, a companion bill in the Senate introduced by Senator Heidi Heitkamp. Both measures re-

quire two-person train crews on freight trains.

I ask all BLET members to reach out to their Representatives and Senators asking them to support full implementation of PTC by the December 2018 deadline and to support the two-person crew bills. Your calls can make the difference!

Fraternally,

JOHN F. MURPHY
DIRECTOR, TEAMSTERS
RAIL CONFERENCE
AND INTERNATIONAL
VICE PRESIDENT

About the Authors:



James P. Hoffa grew up on picket lines and in union meetings. He is the only son of James R. Hoffa, former General President of the International Brotherhood of Teamsters. On his 18th birthday, Hoffa received his own union card and was sworn in by his father.



John Murphy has been an Eastern Region Vice President since 1998. He spearheaded merger negotiations with the Brotherhood of Locomotive Engineers and Brotherhood of Maintenance of Way Employees and now serves as Director of the Rail Conference.

Sultan Holmes, 1970-2017

SULTAN HOLMES, A NORFOLK SOUTHERN CONDUCTOR OUT OF CROXTON TERMINAL IN N.J., passed away on September 27, 2017, due to cardiovascular complications. He was a member of BLET Division 226 (Newark, N.J.), having joined the Brotherhood on June 1, 2016.



Sultan Holmes

Brother Holmes was dedicated to his duties as a conductor, father, husband, friend, and also to his country. A decorated veteran with over 20 years of combined military service and four tours of duty across two conflicts: Operation Iraqi Freedom and Operation Enduring

Freedom. Brother Holmes was 47 years old. BLET National President Dennis R. Pierce extends deepest condolences to the family of Brother Holmes. ☪

BLET extends condolences to National President Pierce

THE BLET NATIONAL DIVISION extends deepest condolences to National President Dennis R. Pierce and family on the passing of his father.

B. Maurice Pierce, 96, was a passionate gospel preacher for over 40 years and a veteran of World War II in the Army Air Corps. He passed away on October 20, 2017.

Upon becoming BLET National President in July of 2010, President Pierce's first message to the membership was dedicated to his father. President Pierce wrote in part: "He has always been the genuine article, serving God, Country and his fellow man his entire life. And, like the vast majority of his peers, my father toiled in relative anonymity, except for those whose lives were shaped by him. From his example, I came to understand that service to others is not an idea unique to the Greatest Generation, it is a lifestyle that is the cornerstone of any successful society." ☪



B. Maurice Pierce

BLET OBITUARIES:

THIS INFORMATION IS BASED UPON REPORTS

FILED BY THE SECRETARY-TREASURERS OF THE VARIOUS BLET DIVISIONS

AS OF SEPTEMBER 30, 2017

3 — James P. Pitts
3 — D.R. Speidel
74 — Robert M. Herr
121 — Richard A. Stevens
136 — D. Robinson
269 — Daniel J. Balzafiore
269 — M.E. Smith
463 — C.L. Miller
491 — Augustis W. Medina
497 — J.W. Kuhnle
497 — M.B. O'Neill
517 — J.S. Lynch
587 — H.T. Payne
587 — Curtis T. Smith
746 — Kevin C. Jackson

AS OF OCTOBER 31, 2017

31 — Mike A. Reed
60 — Richard Philip Fiedler
104 — R.J. Edgar
156 — B.R. Barnett
182 — R. Warren
228 — Robert D. Marley
278 — Lester R. Figley
278 — M.L. McDonald
325 — James A. Kunzmann
325 — Shawn M. Reynolds
366 — R.E. Partridge
369 — J.P. Hinshaw
382 — John N. Dolly

405 — Franklin Burgon
405 — Richard W. Reszel
405 — Robert B. Rumler
405 — James G. Sinur
482 — J.M. Walker
494 — J.P. Konkol
497 — J. Tufano
499 — Doug D. Golden
504 — Kevin V. Allison
624 — Thomas E. Boggs
624 — Craig C. Dillon
650 — J.N. Green
724 — James R. Powless
842 — J.W. Stone
857 — Jerry R. Ward
858 — S.C. Mosley

AS OF NOVEMBER 30, 2017

48 — R.A. Friedman
86 — Jeffrey A. Timmerberg
87 — C.J. Vagliardo
112 — A.P. Davis
122 — R.F. Schmitt
125 — Byron P. Harris
133 — Antonio D. Minjarez
170 — Melvin L. Davis
190 — H.A. Burks
190 — Woodrow W. Clagg
202 — L.T. Rafteseth
294 — Timothy J. Simmons
336 — Laurie A. Smith

430 — C.R. King
682 — S.H. Scoville
706 — Larry M. Dixon
706 — E.W. Owens
706 — E.L. Tillman
711 — Edgar W. Hyde
727 — Allen J. Loughran
757 — G.F. Strickler
781 — Robert L. Edwards
794 — H.F. Wilson

AS OF DECEMBER 31, 2017

4 — C.F. Kopf
52 — C.J. Lilley
74 — Anthony F. D'Agostino
104 — B.F. Decker
121 — W.E. Farmer
260 — G.L. McCafferty
325 — R.O. Barnard
456 — Thomas S. Bridgeman
551 — Kevin J. Kizer
577 — Robert D. Johns
681 — R.S. Bacon
682 — Clifton. Lewis
815 — D.D. Signore
934 — Christopher J. Green

AS OF JANUARY 31, 2018

46 — W. G. Welch
53 — W.D. Lesh
86 — Jeffrey. A. Timmerberg
103 — W.R. Chavez

183 — J.R. Hampton
183 — T.F. Mulvihill
239 — John L. Moore
269 — J.A. Cossman
269 — R.J. Scheidegger
301 — P.D. Paxton
391 — Joseph L. Hardin
456 — L.R. Holland
475 — C.D. Bell
517 — P.A. Poepeke
575 — Steven M. Hayes
724 — Richard D. Parrish
888 — Melvin C. Baughman
899 — B.G. Kelley

AS OF FEBRUARY 28, 2018

1 — Walter C. Adkins
3 — G.L. Manning
4 — G.E. Wright
20 — T.C. McDougall
35 — Michael Kempf
74 — G.S. Bauer
115 — A. Mata
157 — Paul R. Bodnar
198 — Darren. D. Kring
206 — Charles E. Dudley
217 — J.M. Campbell
553 — W.E. Means
622 — Tom W. Ziegler
665 — D.J. Friend
713 — Leonard L. Rentfro

Twenty years later

BLET member reflects on tragic 1997 collision in Devine, Texas

BY SAMUEL C. HOLDEN
BLET DIVISION 918

It is with a heavy heart that I have been reflecting on the date of June 22, 1997. Twenty years ago, tragedy struck our world when two Union Pacific trains collided head-on in Devine, Texas. Four people lost their lives and two crew members survived with serious injuries in one of the most horrific incidents recorded on the Laredo Subdivision.

After this terrible tragedy, many people stepped up to try to assure that this type of accident never happens again. The wives of the deceased joined with our union leaders, legal associates and numerous other participants to lobby for changes that were long overdue and to assure that all these changes would create a safer method of operations.

Union Pacific responded to the demands of the National Transportation Safety Board (NTSB). At the time of the accident, the dispatcher involved had less than one year of experience working on this busy corridor. The amount of traffic was growing at a rapid pace resulting in numerous train incidents and close calls. Track Warrant Control (TWC) notoriously was and remains the highest risk for all railroad crews. Positive Train Control (PTC)

was already being used in some areas and would have prevented this type of catastrophe. PTC is still not in use even though it is a proven lifesaver for train service personnel and the public.

Today, Centralized Traffic Control (signaled and controlled) is the method of operation many years ahead of when Union Pacific planned to spend the money needed to improve the safety and efficiency of the Laredo Sub. Again, it was families and friends of the deceased and injured that demanded the changes be immediately implemented.

Yarborough Siding is named for conductor Terry Yarborough, who was killed in the accident. He was a devoted family man. Terry had many non-railroad talents. He was a musician and played with the "Country Gentlemen" a name that describes Terry to a T. He was outspoken about safety and how our industry could do more to make it safer.

Wilhelm Junction is named for locomotive engineer Neil Wilhelm. Neil was the kindest of persons and a true professional. Neil fired for me prior to being promoted to locomotive engineer. In actuality, I was the one being schooled. His infectious manner and smile made you believe you were working with a true professional and that you were in good hands.

The two Brothers I've mentioned are in God's Hands now. They are in the realm promised to good, obedient, faithful, and so many other qualities embodied by these two men.

The two other deceased were stowaways hiding on trailing units. They were not U.S. citizens and were probably trying to escape to our country to better themselves and to help those they left behind. I choose to believe that they, too, will be in God's Realm.

To Randy Dennis and Brian Boner: God bless you and your families. It was truly a miracle that you two are with us today. Twenty years ago, many of us made a promise to never forget you and your story. Because of you, many changes have led to a safer environment for all of us.

TO TERRY AND NEIL: WE WILL NEVER FORGET YOU AND WILL ALWAYS KEEP YOU IN OUR HEARTS! 🙏



ABOUT THE AUTHOR:

Brother S.C. (Sammy) Holden is a retired member and former Local Chairman of BLET Division 918 in North Pleasanton, Texas. He

first joined the Brotherhood in 1976 and has held continuous membership since March 1, 1992. He retired in 2017.



The wives of the deceased joined with our union leaders, legal associates and numerous other participants to lobby for changes that were long overdue and to assure that all these changes would create a safer method of operations.





Union Pacific rail cars lie in ruins on June 23, 1997, after two freight trains collided head-on in Devine, Texas. (AP Photo/LM Otero)

EDITOR'S NOTE: The National Transportation Safety Board (NTSB) attributed poor Union Pacific management policies and dispatcher error as probable causes of the tragedy in Devine, Texas, on June 22, 1997. Two train crew members and two trespassers were killed and two train crew members were injured, one severely. In its 1998 final report on the accident, the NTSB determined that the dispatcher inaccurately issued track instructions and failed to correct the train crew's repeat of the track instructions. In addition, the NTSB placed blame on UP management for qualifying unprepared apprentice dispatchers and assigning less-experienced dispatchers to territories with high-operating demands. The NTSB also noted that Positive Train Control (PTC) would have prevented the collision.

Get your union-made gear from the BLET web store!

You Can Also Shop For BLET Merchandise Online. Go to www.bletmerchandise.com

CHECK OUT OUR NEWEST ITEMS!!



Tiger Stripe Polo — BLT-0223

Luxurious new polo is 100% dry wicking with an interesting "tiger stripe" texture. Royal blue in color with a subtle silver toned BLET logo fully embroidered on the left chest.

Available in blue in sizes large thru 3XL. L-XL \$38.00 2XL \$39.50 3XL \$41.00 each



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Our newest tee shirt is a must have! We start with a dark charcoal 100% cotton tee shirt and add a full color full back screen-printed design. Front left chest also features a full color logo. Be one of the first to get our new design.

**Available in medium thru 4XL
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4XL \$20.50 each**

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Sleek Black acrylic travel mug with open/close lid. This durable and strong travel mug features a two color BLET logo. **\$6.00**

CLASSIC FAVORITES



Bonded Jersey Full Zip Jacket — BLT-0221

This is must have addition to your BLET wardrobe. Bonded jersey material that is water resistant and breathable. Full-zip with cinch waist band.

**Available in black in sizes medium thru 4XL.
Med-XL \$60.00 2XL \$62.00 3XL \$64.00 4XL \$66.00**



Orange Accent Camo Hat — BLT-0105

This hat features a totally different look for all the camo lovers! Prostyle 60panel ball cap with Velcro closure and camo fabric trimmed out in an orange sandwich visor and eyelets. Embroidered logo is stylish as it is set off to the side. **\$15.95**

BLET Stocking Cap — BLT-0137

Show your union pride wearing our classic stocking cap, which is 100% acrylic knit with a fold over cuff that proudly displays an embroidered



BLET logo in the center. One size fits most.

Available in black. \$12.00



BLET Patch — BLT-0218

Show how proud you are of your union with this 4 x 3.25 embroidered patch. **\$4.50**



Full Zip Sweatshirt — BLT-0108

Super comfortable full zip hoodie makes the perfect new addition to your BLET wardrobe. Black hoodie with a classic embroidered BLET logo on the left chest.

Available in black in sizes medium thru 3X. Med-XL \$35.00, 2X \$37.00, 3X \$38.00

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BLET logo is on the front with a complimentary blue sandwich visor to finish off the look.

One size fits most. \$18.95



New Cool Watch — BLT-0222

The newest addition to our watch family is our sleek high polished black bracelet style band with classic roman numerals and a gold BLET logo. **\$99.00**



Black Dial Gold watch — BLT-0123M

What a stylish way to show pride as a BLET member. The logo stands out as it displays sharply against a black background with gold-plated case and band. This watch will truly be a keepsake for years to come. Engraving is available up to four lines of text on the back of your watch.

Watch \$86.95, Custom Engraving \$10.00 extra

(Women's watch available for same price: Product number BLT-0123L)

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What is a union? And why you should be involved



BY JOHN P. TOLMAN
VICE PRESIDENT & U.S.
NATIONAL LEGISLATIVE
REPRESENTATIVE

Our great union was formed well before any one of us was born; it was a way for early railroad workers to create a voice and to establish a sense of fairness in the workplace. Today's rail workers have an in depth knowledge of several aspects of railroading that may be unsafe, inefficient or just flat out wrong. Rail employees of the 1800s were no different than the employees of today; we just have, in some cases, different issues of concern. A Union is a group of people working together to improve their work lives through collective bargaining. I am proud to stand with my Union Brothers and Sisters in negotiating this last contract. We live in strange times politically, and under the circumstances the last thing the labor movement needed was to take our contract and work rules to this Congress. It may not be a perfect agreement, but under these circumstances, it's a damn good one with the facts we were confronted with.

Having a Union means that you can collectively meet and negotiate with management over any issues that affect you and your job, including wages, benefits, and working conditions. As a Union member there are guidelines that all must follow, which are provided by either the Union's bylaws or the constitution. These documents provide a fair process for all grievances to be resolved both internally and externally. All mem-



Vice President Tolman at the 2017 BLET regional meeting in Myrtle Beach, S.C.

**“Brothers and Sisters
this is your Union.
Get involved, stay
involved, make it
better, always vote,
and listen to your
Union’s suggestions.”**

bers can and should have a role in their Union; the most effective Unions have more active membership involvement. If one wants to get involved in the leadership it is best to start at the local level, because as one famous politician, Tip O’Neil, once said, “all politics is local.” A good leader knows the bylaws and the constitution they work under. All mem-

bers should learn by asking questions if you are confused, because those documents can sometimes be confusing.

You should only get involved in the labor movement for the right reasons — not so you can get time off away from the throttle. That is an earned right. You should only get involved if you want to help the membership right some of the wrongs you face in the workplace. Be a constructive member — not destructive member. At Division meetings, you should feel free to offer criticism because it's your Union and you have that right. But don't get involved in a group that doesn't and can't offer anything but negative criticism. As President Kennedy once said about criticism: “There will always be dissident voices heard in the land, expressing opposition without alternatives, finding fault but never favor, perceiving gloom on every side and seek-



Vice President Tolman; Rep. James E. Clyburn (D-SC); BLET Director of Political and Regulatory Affairs Robert Hagen; and BLET Director of Regulatory Affairs Vince Verna.



Vice President Tolman and Rep. Alan Lowenthal (D-CA).



Brother Hagen at a training class for BLET Legislative Reps.

ing influence without responsibility.” Try not to weaken the Union by joining another group that appears nothing but negative. Don’t let gravity bring you down.

Reach out to the Union leadership if you have concerns, but be sure to follow protocol. There is a hierarchy in our Division, General Committee, State Legislative Board and Advisory Board structures. When I first got involved, the best advice a friend gave me was to persevere, because there are a lot of negative people and the union is a political animal, but always be positive and always do what’s right for the goodwill of the membership and you will be successful. One should always be mindful if you are continually doing what

you believe is right for the membership. There are about 40,000 members in our Brotherhood who may have different thoughts and they may not agree with you, so when they call, answer them as to why we did what we did and listen to why they think we should have done things differently and you will usually find out that you are not too far apart. You consequently will find in most cases mutual respect for each other.

The best labor leader, no matter what office one holds, is one who believes in the movement within their heart. This is something that cannot be taught but can be learned. Some have it in their heart through things they have learned in their life experiences and some learn

the hard way through mistreatment. As Theodore Roosevelt once said, and I believe it is great advice: “People don’t care how much you know, until they know how much you care.”

Brothers and Sisters this is your Union. Get involved, stay involved, make it better, always vote, and listen to your Union’s suggestions. When you have a question about our suggestions, don’t respond in a negative way. Instead, reach out and find out why. Or better yet, you could be part of the suggestion by being involved.

As Theodore Roosevelt once said, “The only man that never makes a mistake is the man who never does anything.”

PART 3 OF A SERIES

Why this regulatory thing is so important.



BY VINCENT G. VERNA
DIRECTOR OF
REGULATORY AFFAIRS

(BLET Editor's Note: This is the third in a three-part series to help BLET members become more familiar with the regulatory process and the impact it has on their jobs. Part One focused on Congress. Part two focused on Executive Branch control of agencies (e.g., executive orders). Part three focuses on "Rulemaking and Taking.")

James Madison famously said, "If men were angels, there would be no need for government." To that you could add regulations. As Madison realized, and we do too, the problem with building a civil society lies with the fact that humans are not angels. This fact creates the need for government, laws and regulations (a type of law) to protect humans from the bad behavior of other humans. In other cases, regulations are designed to incentivize people to not simply avoid the bad, but laws to steer people in the right direction; to do the right thing or be more angel-like.

In this, the third and final part of a series on The Administrative State or "Why this regulatory thing is so important," a discussion of the process of making regulation and taking regulations away should be undertaken. The role of the judiciary in reviewing regulatory action by agencies and how that affects the process is third component of a discussion that has covered the Executive Branch and the Congress. The goal is to give a non-exhaustive yet thorough

"When a federal agency such as the Federal Railroad Administration (FRA) acts to make a rule, change a rule or take a rule away, it engages in what is known as notice and comment style rulemaking."

picture of the types of concerns the BLET faces when interfacing with government officials and industry stakeholders over regulatory creation, elimination, or change.

When a federal agency such as the Federal Railroad Administration (FRA) acts to make a rule, change a rule or take a rule away, it engages in what is known as notice and comment style rulemaking. As the name entails, FRA first issues a notice in the Federal Register to let the public know about the introduction of a new rule, or a change to or an elimination of an existing rule. The public then has the opportunity to submit comments in response to FRA's notice to the Federal Register. To this end, BLET plays the part of the public, but also as an interested stakeholder with pertinent subject matter expertise in the rule it is commenting on.

Notice and comment rulemaking is also sometimes referred to as informal rulemaking, and its existence and boundaries are codified in §553 of the Administrative Procedure Act (APA).

A big advantage of this process is to provide an opportunity for industry stakeholders to voice opinions in support of and opposition to a regulation early in the process and, if possible, cure opposition or curtail the regulation in such a way that it is acceptable and feasible. Once that happens, a cost-benefit analysis is required by executive order (explained in Part 2 of this series) to be performed on new regulations.

This is different than formal rulemaking, which also is codified in the APA. Formal rulemaking involves a federal agency holding hearings that are like trials where witnesses can be cross-examined in order to defend a rulemaking that follows a statute mandating its creation. A big drawback of formal rulemaking is that holding hearings (sometimes many over a period of months) has the potential for large costs associated with the process. If a rule later is abandoned, costs associated with formulating the rule would be wasted.

We understand that in the United States there is a great deal of litigation. Lawsuits happen for a variety of reasons, and regulatory issues and problems with them result in courtroom contests that can affect our working lives.

According to the Congressional Review Service,

"The APA directs reviewing courts to 'compel agency action unlawfully withheld or unreasonably delayed' and to 'hold unlawful and set aside agency action, findings, and conclusions' that violate the law or are otherwise 'arbitrary and capricious.' This review is limited, however, to 'final agency action' that is not precluded from review by another statute or legally committed



Brother Verna at a recent training class for BLET Legislative Representatives

to the agency's discretion."

Introduction to Judicial Review of Federal Agency Action, 2016.

Final action has been legally defined by the Supreme Court as representing "the consummation of an agency's decision making process," and "by which 'rights or obligations have been determined,' or from which 'legal consequences will flow.'"

When a rule is challenged in court, the court must first determine whether or not it has jurisdiction to hear a challenge; if it does, it must then determine if the challenged action is lawful or not. It also must determine whether the moving party has standing to sue, meaning have they suffered harm. However, anyone cannot just use the courts to try and be an individual watchdog of a federal agency. Whether or not someone has standing is a specific requirement. Again from Congressional Review:

"In order to satisfy the constitutional requirement of standing, a plaintiff must "demonstrate that he has suffered 'injury in fact,' that the injury is 'fairly traceable' to the actions of the defendant, and that the injury will likely be redressed by a favorable decision." A plaintiff must assert more than a generalized inter-

est in governance shared by all citizens and instead must have suffered an injury in fact or invasion of a legally protected interest that is (1) concrete and particularized and (2) actual or imminent. In addition, a "causal connection" between the alleged injury and challenged conduct is required, such that the injury is "fairly traceable to the challenged action of the defendant." Finally, it must be likely, rather than "merely speculative, that the injury will be redressed by a favorable decision." The doctrine of standing often operates to bar suits challenging agency action, for example, when plaintiffs seek to vindicate the public interest but have not suffered a concrete injury traceable to an agency action.

When a federal agency is directed to take some action by Congressional Mandate (e.g., the FRA introducing a regulation requiring a risk reduction plan), it is given a certain amount of deference to interpret what the language of the statute meant. This is known as "Chevron Deference." It stems from a landmark Supreme Court case regarding agency authority and its limits. Chevron deference has been a controversial doctrine because as a general matter it gives

a federal agency great latitude to interpret a statute and then tailor a regulation that conforms to that interpretation. In fact, the newest Associate Justice on the Supreme Court — Neil Gorsuch, who was appointed by President Trump — was a strong critic of Chevron deference during his tenure on the Tenth Circuit Court of Appeals.

There are limits to the amount of deference given to an agency, which centers on cases that present extraordinary legal questions as part of the agency action. Since the agency is getting more authority to interpret the mandates placed upon them, Chevron deference definitely divides people into political camps regarding how much to trust the government during a specific administration, since the President staffs the federal agencies by appointment, with certain positions being subject to the advice and consent of the Senate. In Washington DC, there is a saying that "Personnel is policy."

And this leads us to a new FRA Administrator, Ron Batory. The BLET is committed to working with Mr. Batory to make the lives of our members safer at work. We are hopeful this can be achieved.

Hopefully, the three-part series has shed some light on the process and substance of what BLET must focus on with regard to regulatory policy in Washington D.C. I'm a locomotive engineer and for most of my career at the controls of the locomotive, I never considered the role that our political system and branches of government affected the FRA and therefore affected us. So no need to remember too much of the weeds, but you should know that BLET must operate within the confines of this particular regulatory arena when rail safety regulations are made, changed, or taken away. ☪

1 – BENNETT V. SPEAR, 520 U.S. 154, 178 (1997) (QUOTING CHI. & S. AIR LINES, INC. V. WATERMAN S.S. CORP., 333 U.S. 103, 113 (1948)).

2 – CHEVRON U.S.A., INC. V. NATURAL RESOURCES DEFENSE COUNCIL, 467 U.S. 837, 842-43 (1984).

Division 269's Jim Brown a proud BLET retiree

James R. (Jim) Brown Jr. of BLET Division 269 (Long Island, N.Y.) safely completed his Last Run for the Long Island Rail Road (LIRR) on July 14, 2017, concluding a railroad career that began in 1987.

Brother Brown hired out as a coach cleaner for the LIRR in 1987. He became an engineer trainee on February 1, 1989, and initiated into Division 269 on March 1, 1989. He earned promotion to locomotive engineer on May 20, 1990.

Brother Brown's Last Run came as engineer of a passenger train from Long Island City to Port Jefferson. A special banner affixed to the front of his locomotive heralded the special day: "Jim's Last Run, 30 Years Of Service." Following his Last Run, a retirement party was held in his honor, which was well attended by many friends, family members, co-workers from the LIRR, and members of the Coram Fire Department. His retirement became effective August 1, 2017.

Brother Brown has been an active and involved BLET member for many years. As Entertainment Chairman of Division 269/LIRR GCA for seven years (2000-2007), Brother Brown organized the group's annual social events, including: Bobby McCann golf outing, picnic, Retirement Dinner-Dance, and Christmas Party. For nearly a decade, he served on the Executive Committee of the BLET's Eastern Union Meeting Association (EUMA), including terms as Vice Chairman (2007-2010) and Secretary-Treasurer (2004-2012). During his tenure, the EUMA Committee raised and distributed \$140,000 in scholarships to the children of BLET members. Brother Brown was also one of the Arrangements Chairmen of the 2011 EUMA convention in Long Island.

Brother Brown comes from a railroad family. His father James R. Brown Sr. was a LIRR conductor for 22 years, while his son James R. Brown III continues the family tradition. The young-



The members of Brother Brown's family were on hand to wish him well on his Last Run (from left): Jim Brown III, Ginamarie, Phyllis, Jim Brown Jr., and Sean.



Brother Brown with members of the Coram Fire Department.

er Brown hired out on the LIRR four years ago as a Coach Appearance Maintainer (CAM).

Away from the railroad, Brother Brown has been a member of the Coram Fire Department for 31 years, and is an ex-Captain of Engine Company 2. He is now one of five Board Members of the Coram Fire District, serving as a Commissioner. He is also a member



Chief Transportation Officer Rob Free (right) presents Brother Brown with a commemorative plaque on the day of his Last Run.

of the Red Knights motorcycle club.

Brother Brown graduated from LaSalle Military Academy in 1982. He and his wife Phyllis were married on April 1, 1989. The couple has three children: James III, Ginamarie, and Sean.

"It is a true honor to be part of a great organization like the Brotherhood of Locomotive Engineers and Trainmen," Brother Brown said. 🇺🇸

Noland earned a “kingly sum” of \$4.54 per hour in 1974

Greg A. Noland, Division 222 (Salt Lake City, Utah), completed his Last Run for the Union Pacific Railroad on February 22, 2017. A third-generation railroader, Brother Noland’s career spanned 42 years and began in 1974 as an assistant signalman in Cheyenne, Wyo. His pay at the time was \$4.54 per hour, which he said was a “kingly sum” in his 17-year-old mind. He joined the Brotherhood on February 1, 1995.

In an interview with the *Preston Citizen* newspaper, Brother Noland recounted how he would see many children in their backyards along a particular run. When they would pump their arms in the air to signal that they wanted to hear the train’s horn, he would blast it to the tune of “Jingle Bells” during Christmas time. Brother Noland says he has been able to watch some of those kids grow up over the years, and that they still come out and wave as young adults.

Also interviewed for the newspaper, his wife Dana said that she wears a t-shirt that reads: “Railroader’s wife. Yes, he’s working. No, I don’t know when he’ll be home. Yes, we are still married. No, he’s not imaginary.”

The Nolands have had to relocate numerous times over the years due to the railroad life, living and working around Utah, Nevada, Wyoming and Idaho. Now they are happy to be retired.

(Information in this article and photographs are reproduced here with permission of the *Preston Citizen*.)



Brother Noland completed his Last Run on February 22, 2017.



A five-time Local Chairman of Division 20, Brother Rich Paseman retires after 50-year career

A railroad career that began on July 15, 1966, came to a close on May 7, 2017, when Brother Richard Paseman ("Rich") climbed down from the cab of Amtrak's Southwest Chief at Los Angeles Union Station.

He first began his nearly 51-year career hiring out as a Santa Fe Railway switchman / brakeman on the Los Angeles Division. He transferred to Amtrak in 1987, consistent with Amtrak's assumption of operating crews.

Brother Paseman entered the Engineer Training Program in 1990 and earned promotion from locomotive fireman to passenger engineer on May 29, 1992. As an Engineer Instructor, he helped to train numerous students. For more than 20 years he worked in overland engine service between Los Angeles and Kingman, Arizona. At the time of his retirement he was the senior engineer at Los Angeles assigned to the "Chief." He said the memories of climbing Cajon Pass and crossing the moonlit Mojave Desert at 90 miles per hour will always be with him.

Brother Rich has been a strong supporter of the Brotherhood as the best way to advance the benefits of labor and achieve the betterment of our craft. He became a member of BLET Division 20 on October 1, 1992, and was five times elected Local Chairman. Now retired, he continues to serve as a mentor, a Critical Incident Response Team peer, and Special Representative to the Amtrak General Committee of Adjustment.

Brother Paseman said: "The greatest honor bestowed on me was the trust and privilege to be of service to the Brothers and Sisters of Division 20. To each of them and General Chairman Mark Kenny, I owe a tremendous debt of gratitude and thanks."

Amtrak General Chairman Mark Kenny said: "My relationship with Brother Paseman dates back nearly 30



Amtrak General Chairman Mark Kenny (background) presented Brother Paseman with a retirement award for service to Division 20 and the Amtrak GCA.



Retired BLET members Steve Gwin (left) and Joe Theis (right) greeted Brother Paseman (center) on arrival at Los Angeles following his Last Run.

years. In my opinion, Brother Rich has always exemplified the epitome of a productive and truly effective Local Chairman and officer of our great Organization. His exercise of due diligence and common sense approach in

representing the members of Division 20 set in place a standard of excellence that few achieve. In his capacity as a GCA Special Representative, his leadership, ability and voice of reason in addressing difficult issues confronting us was a sound and invaluable resource to our GCA. Brother Richard will be sorely missed by our entire Executive Committee, the members of Division 20, and certainly myself on both a business and personal level. However, the indelible mark he leaves behind in the wake of his long and distinguished career as a Locomotive Engineer and BLET officer is certain to withstand the test of time in perpetuity. We sincerely wish him and his wife Denise a long, prosperous, and well-deserved retirement." 🕒

Brother Mark A. Brockner completed his Last Run for NS

Brother Brockner hired out as a brakeman with Norfolk Southern in 1986 at the Potomac Yard in Alexandria, Va. Prior to that, however, he began railroading in November of 1978 as a civilian federal employee with the U.S. Army Utility Railroad. He held this position for eight years (November 1978-November 1986), and served as one of the last Army brakemen with a railroad Military Occupational Specialty (MOS) in the continental U.S. He attended locomotive engineer school with Norfolk Southern in 1988 and earned his promotion to locomotive engineer on January 21, 1989.

"A unique fact of my railroad career is that I worked in the occupation of brakeman, conductor and locomotive engineer twice — first with the U.S. Army and then with the Norfolk Southern," he said.

On April 1, 1989, Brother Brockner joined the BLET as a member of Division 375, subsequently transferring his membership to numerous Divisions over the years. He became a charter member of Division 143 in Manassas, Va., which was formed in 1990, later serving as its Chaplain. He also served as Assistant Legislative Representative for Division 273 (Conneaut, Ohio) and Division 659 (Buffalo). He also served on NS's Buffalo Terminal Safety Committee for several years.

In 1999, Brother Brockner kept himself busy due to Norfolk Southern's acquisition of Conrail. That was the year he helped draft and compose a seniority and equity agreement at the Buffalo Terminal-Bison Yard between former Conrail and Nickel Plate-agreement engineers. In 1996, he assisted in writing and drafting locomotive cab interior modifications for NS's new order of GE dash 9 comfort cab units involving the control stand, seating, and other improved amenities. "These were the first North American comfort cab units equipped with conventional



Brother M.A. Brockner with his last assigned crew (from left): Conductor Joe Bognar, Brother Brockner, Engineer Trainee Stephen Gettings and Second Engineer Don Eichensehr. Photo by Jean Brockner at Bison Yard in Buffalo, N.Y., on May 30, 2017.

control stands, replacing the desk top controls," he said. "This cab design is now standard for all comfort-safety cab units built in the U.S."

His Last Run came on May 30, 2017, where he completed a switching assignment at Bison Yard in Buffalo, N.Y. (yard local #C91 with SD40-2 #3462). His retirement became effective June 1, 2017. In recognition of his 30-year injury-free record, Brother Brockner received a safety performance award for outstanding safety achievement from the Norfolk Southern Harrisburg Division.

Brother Brockner comes from a railroad family. His father, Franklin D. Brockner, worked for the Erie Lackawanna and Conrail for 39 years as a switchtender, brakeman and conductor. His uncle M. Miller worked for the New York Central for 20 years as a brakeman.

Away from the railroad, Brother Brockner enjoys studying U.S. and world history, geology and geography, map making, hiking, bird watching and nature. He is a 30-year member of the American Legion and belongs to the Southern Pacific and Erie Lackawanna Historical Societies, and is also associated with the Pacific Southwest Rail Museum.

During retirement, he plans to complete the many projects at home that he never had time to finish while working for the railroad. He and his wife Jean, who he married on May 21, 1988, plan to take extensive trips to the desert southwest of the U.S. and to visit and ride historic equipment at various rail museums and preservation societies throughout the country.

Brother Brockner reflected on his long career with pride in his achievements and pride in the union that represented him for so many years.

"I never thought that I'd see so much change in my railroad career; riding cabooses as a brakeman to working in a locomotive cab with computers and the Leader system! I know of no other U.S. industry that has gone through so much radical, transformational, and sometime cathartic change in so short a period of time. However, I enjoyed and marveled at almost every minute of my career, and especially the very fine people I worked with through the years. They made it all worthwhile. I also garnered great satisfaction from the fact that I was a member of the oldest labor organization in America," Brother Brockner said. 🇺🇸

Burket enjoying retirement from Amtrak

William G. Burket of BLET Division 144 (Oakland, Calif.) completed his Last Run for Amtrak on January 29, 2012.

Brother Burket hired out as a switchman for the Southern Pacific on August 28, 1976 at Oakland, Calif. He went firing for the SP on March 16, 1977 and earned promotion to locomotive engineer on January 20, 1978. Brother Burket first joined the BLET as a member of Division 283 on October 1, 1977, and he transferred membership to Division 144 in 1995.

On August 28, 1987, Brother Burket switched from freight to passenger service and began working full time as an Amtrak locomotive engineer. He continued working for Amtrak until retirement.

Brother Burket's Last Run came at the throttle of Amtrak train #5 (P-42 locomotive) from Reno, Nevada, to Emeryville, Calif., on January 29, 2012. His retirement became effective February 1, 2012.

Brother Burket was Division 144's Chaplain for two terms (2004-2010) and also served the Division members as vacation scheduler and coordinator. He received an Amtrak Engine Service Excellence award in 1994.

Brother Burket comes from a railroad family. His father, Paul A. Burket, worked for the California Public Utilities Commission (CPUC) in the Railroad Engineering Division from 1948-1984. His uncle, Albert K. Gehrig, worked as a locomotive engineer for the ATSF Railway from 1941-1973.

Brother Burket and his wife Rosalie were married on December 28, 1974. The couple has three adult children (Emily Burket, Laura Pfeiffer and Joseph Burket) and five grandchildren. During retirement, he has spent more time with his grandchildren and coaches baseball in the Santa Teresa Little League in San Jose, Calif. He and Rosalie also enjoy work-



Brother Burket at the throttle of an Amtrak P-42.




Brother Burket with his family at Emeryville, Calif., standing in front of Amtrak Train #5 after completion of his Last Run on January 29, 2012. From left: daughter-in-law Dawna Burket; son Joe Burket (holding grandson Noah Burket) Brother Burket (holding grandson Owen Burket with grandson Jake Pfeiffer standing in front of him); wife Rosalie Burket; daughter Laura Pfeiffer (Jake's mom); and daughter Emily Burket.

ing on their vacation home at Donner Lake in Truckee, Calif., and traveling to Europe and throughout the United States.

Brother Burket is a member of the South Bay Historical Railroad Society at Santa Clara, Calif., and is an active

member of St. Victor's Catholic Church in San Jose, Calif.

"I will always remember my mentor and friend Eugene D. Lounsbury, the past Local Chairman of BLE Division 283 and 144," Brother Burket said. "He taught me to be a railroader." 

Safety leader Eddie Trujillo retires from Division 383



From left: First Vice Chairman Rob Cunningham, BNSF (former ATSF) GCA; BLET National Vice President Mike Priester; Division 383 retiree Eddie Trujillo; Brother Eddie's wife Therese Trujillo; and General Chairman Alan Holdcraft, BNSF (former ATSF) GCA. "Eddie was as good as it gets," Vice President Priester said. "While I only had but a moment of his career to work with him, his legacy is to be admired and emulated by all in our craft as locomotive engineers."

Brother Edward A. Trujillo of BLET Division 383 (Fort Mohave, Ariz.) safely completed his Last Run for the BNSF Railway on December 14, 2017. His railroad career spanned over 41 and a half years, and during that time he had no decertifications, was assessed no discipline, and received no injuries.

Brother Trujillo was a BNSF Safety Employee of the Year in 2015 and served as the BLET's Safety Coordinator from 2011 to 2017. He also created a produced a video for shoving awareness, which is expected to be released in 2018. From 1992-1996, he volunteered with Operation Lifesaver.

Brother Trujillo hired out as a switchman for the ATSF at Barstow on July 17, 1976. He went firing on May 1, 1978, and earned promotion to loco-

motive engineer on May 20, 1979. He has nearly 32 years of consecutive BLET membership, having joined the Brotherhood on September 1, 1986.

Brother Trujillo served as Vice Local Chairman and a member of Division 383's Local Committee of Adjustment for 24 years (1993-2017). He also has served as a member of his Division's Steering Committee for Mobilization. Since 2008, Brother Trujillo has organized annual Christmas parties and retirement celebrations for the BLET's Barstow members. He is the recipient of 25- and 30-year BLET honor pins.

For his Last Run, Brother Trujillo worked a conventional yard job in Barstow on December 14, 2017. His retirement became effective the next day.

He and his wife Therese were mar-

ried on September 3, 1983. The couple has two daughters, Stephanie and Erica, and one son-in-law, Alex. His Brother Leonard Trujillo has been an electrician with the BNSF for 15 years out of Barstow.

Brother Trujillo is a former School Board member and belongs to a land conservation group. During retirement, he plans to enjoy dirt bike riding, relaxing, camping, and renovating and flipping houses. He and Therese also plan to take a trip to Spain.

General Chairman Alan Holdcraft, BNSF (former ATSF) General Committee of Adjustment, said: "Eddie is a dear friend and a dedicated member of this Brotherhood. He leaves behind a legacy of achievement, encouragement and work ethic that will be truly missed." 🎵

11 retirees honored at 50th annual Division 269/LIRR Dinner Dance


BLET Division 269 and the Long Island Rail Road General Committee of Adjustment honored 11 retirees at the annual Dinner Dance retirement party on November 4, 2017.

The BLET members who retire from the Long Island Rail Road are the guests of honor each year at the Dinner Dance, which is a tradition that dates to the late 1960s. The 2017 event was a historic milestone — the 50th annual.

The following retirees were recognized at the 2017 Dinner Dance: Carolyn Marzocchi; Denise Lynch; Jeff Anderson; Michael Gunther; Peter Cardone; James Brown; William Kwas; Brian Keating; Eugene Lowery; Len Delia; and Pete Petersen.

Also honored at the Dinner-Dance was Brother William J. Gleason, who was presented with the Division's Engineer of the Year award. Brother Gleason has over 23 years of consecutive

membership, having joined BLET Division 269 on November 1, 1994.

Division 269 President John A. Kavanaugh Jr., Division 269 Vice President Karl Bischoff, LIRR General Chairman Kevin J. Sexton and National Vice President James P. Louis presented commemorative plaques to each retiree. Brother Bischoff also served as the Entertainment Chairman, who organized the 50th annual Dinner Dance. 





Watts retires after 40 injury-free years at Norfolk Southern

Brother Johnny L. Watts of BLET Division 223 (Selma, Ala.) safely completed his Last Run as a Norfolk Southern locomotive engineer on June 1, 2017. His railroad career spanned over 40 years of injury-free service.

Brother Watts hired out as a brakeman for the Southern Railway at Selma, Ala., on August 8, 1977. He moved quickly up the ranks and earned promotion to locomotive engineer on November 9, 1979. He initiated into the Brotherhood for a brief period in 1979, and then re-joined Division 223 in the 1990s.

For his Last Run, Brother Watts worked as the locomotive engineer of Norfolk Southern train A14A4 (engine #2683) from Selma, Ala. To Thomasville, Ala. His retirement became effective June 2, 2017.

Throughout his career, Brother Watts received numerous awards for his excellence and professionalism as a locomotive engineer. He received a Job Performance Award on September 26, 2006, and was recognized as Safety Employee of the Month on October 1, 2006. He received recognition for 31 years of injury-free service in 2008 after having received similar honors for 20 and 25 years of injury-free service. He also was the recipient of the NS Alabama Division's "Notch 9" honors in May of 2012.

He and his wife Rose were married in August of 2011. They have one son, Brandon Johnson, and one grandchild, Jazmyn Rayne Johnson. His hobbies include walking, jogging, cycling, and other outdoor pursuits. During retirement, he plans to travel, visit relatives, catch up on projects left undone during his working days, and to spend more time enjoying life.

"I am grateful to have been an engineer for 38 years and to have never had a grade crossing fatality and to only have had a few minor incidents at crossings," Brother Watts said. "I've been blessed to have worked for 40 years and to retire from a job that can be rewarding, dangerous, demanding and challenging. I am enjoying retirement so much that I wish I could have retired 20 years ago. Loving it!" 📷



Johnny L. Watts waves goodbye to Norfolk Southern and hello to retirement after completing his Last Run on June 1, 2017.

Schriber's rail career spanned nearly 50 years

Brother Donal R. Schriber Jr. of BLET Division 3 (Cleveland, Ohio) safely completed his Last Run for CSX on August 17, 2017, concluding a railroad career that spanned nearly 50 years.

Brother Schriber hired out as a fireman with Penn Central on April 22, 1968. He earned promotion to Locomotive Engineer for Conrail on July 1, 1977 (the Penn Central having been folded into Conrail in 1976).

He was drafted into the U.S. Army and proudly served our country from February 12, 1969 to April 17, 1972. He performed a tour of duty in Viet Nam from April of 1971 through April of 1972.

During the 1980s, Brother Schriber chased his seniority throughout Ohio, Indiana, Illinois, New York and Pennsylvania. "I worked from Indianapolis to Chicago to Altoona and Buffalo," he said. "Everywhere I went, I was the new



On behalf of the members of BLET Division 3 (Cleveland, Ohio), former Local Chairman Mike Fitzgerald, left, presents a retirement plaque to Brother Donal R. Schriber Jr. in recognition of his many years of dedicated membership.

guy. I worked quite a few places and put in a lot of miles." He has held continuous membership in the Brotherhood since September 1, 1987.

For his Last Run on August 17, 2017, Brother Schriber worked a traveling road switcher out of Collinwood Yard in Cleveland, Ohio. His retirement be-

came effective August 22, 2017. Brother Schriber was presented with a retirement plaque by former Local Chairman Mike Fitzgerald at BLET Division 3's monthly meeting in September of 2017.

A third-generation railroad, Schriber follows in the footsteps of his grandfather John Schriber, who worked as a fireman for the Western Maryland, and his father Donal P. Schriber Sr., who worked as a conductor for Penn Central and Conrail. His father will celebrate his 90th birthday in 2018.

Brother Schriber has two daughters, Mikayla and Aja, and three grandchildren. During his free time, he enjoys riding his motorcycle. He also enjoys woodworking, where he specializes in making wooden toys.

"It's been a good career," he said. "I understood a lot about the job because my father worked for the railroad. Over the years I've seen a lot of change and most of it for the good." 📷

The BLET publishes Last Runs for members who have retired, and recognizes members with 40 years or more of membership in Honor Roll articles. If you are planning to retire soon, please let us know! For details, contact: John Bentley, Editor, Locomotive Engineers and Trainmen Journal, Email: Bentley@ble-t.org, 7061 East Pleasant Valley Road, Independence, Ohio 44131

PRESIDENT PIERCE MESSAGE

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have been a part of the first of what I hope are many such joint national efforts. The feedback I received at the Town Hall meetings that I attended jointly with SMART TD's officers and the other Unions in the Coordinated Bargaining Group made it clear that the membership agreed that our Unions should be working together.

Although Section 6 Notices will not be served until December of 2019, it is already time to start discus-

"I look forward to working in the coming months to bring all Unions dedicated to true solidarity together as we prepare for the next round of negotiations."

sions about the next bargaining round among the Rail Unions interested in true solidarity. As the CBG proved, true solidarity means that each Union's individual contract issues — and the autonomous right to protect the workplace rules important to their respective membership — must be respected by all

other Unions.

True solidarity also means that each Union's internal rules governing their bargaining structure, from Notices to ratification, must be respected and honored by all involved Unions. And true solidarity means that the officers, staff and members of each involved Union treat one another with

respect at all times, so they direct their full efforts at the rail carriers, where those efforts can make a difference.

True solidarity is not a mere slogan; it is measured in the ways Unions conduct themselves both internally and externally. I look forward to working in the coming months to bring all Unions dedicated to true solidarity together as we prepare for the next round of negotiations. We must build on our recent successes, because success in the next round will, once again, be measured by our strength in numbers and our true solidarity. 📷



BLET Auxiliary awards 14 scholarships for the 2017-2018 school year



BY SEREENA HOGAN
BLET AUXILIARY NATIONAL
PRESIDENT

Congratulations to the 14 scholarship recipients for the 2017-2018 academic school year! We are proud to be able to provide this funding to students who are children of BLET and BLET Auxiliary members.

To apply for an Auxiliary Scholarship award, the applicant must be a son, daughter, stepson, or stepdaughter of a BLET Auxiliary member *and* a Brotherhood of Locomotive Engineer and Trainmen member (living or deceased), with each being a member for at least one year. Children of an unmarried BLET member who has been an Associate Member of the BLET Auxiliary for at least one year are also eligible. Recipients are chosen on the basis of academic record, leadership, character, and personal achievement. In addition, applicant must be accepted for admission by an accredited institution of higher learning. For the purpose of the Auxiliary Scholarship Program, institutions of higher learning may include universities, academies, colleges, institutes of technology, vocational schools, trade schools, and other career colleges that award academic degrees or professional certifications.

Most of the fundraising for the BLET Auxiliary Scholarship Program

“We are grateful to the many BLET members, auxiliary members, and convention guests for supporting our fundraising efforts by purchasing raffle tickets and golf mulligans.”


takes place at the BLET regional meetings. We are grateful to the many BLET members, auxiliary members, and convention guests for supporting our fundraising efforts by purchasing raffle tickets and golf mulligans. We truly appreciate your participation and generosity! We also receive contributions from some of our local auxiliaries. For many years, we have received a \$1,000 annual donation from John O. and Brenda Casteel, as well as a \$1,000 annual donation from Jim and Janet Louis in memory of Jim's mother, Leona A. Louis. Many thanks to all of these donors for making it possible for us to continue to offer financial assistance to deserving young adults pursuing their goals for higher education.

This year, a new element was added to the BLET Auxiliary Scholarship Program. In collaboration with the Locomotive Engineers & Conductors Mutual Protective Association (LECMCA), the Auxiliary now offers a minimum of two \$2,500 scholarships annually to qualifying students. This year, four

\$2,500 scholarships were awarded for the 2017-2018 academic school year. These scholarships are fully funded by LECMPA. For these scholarships, in addition to the requirements listed above, the BLET member in the family must also be a member of LECMPA for at least one year. The LECMPA-funded scholarships are awarded to the applicants who score the highest amongst those who qualify. If an applicant meets the eligibility requirements for the LECMPA-funded scholarships but is not selected for one of those scholarships, he/she will remain eligible for a \$1,000 scholarship.

Important: For high school seniors entering an institution of higher learning for the first time, a copy of ACT or SAT scores and a current copy of cumulative grade point average (GPA) must accompany the application. For graduate students or students returning to an institution of higher learning, a copy of last term's (or most current) GPA must accompany the application. Applications submitted without these documents *will not be considered*.

Completed applications for the each school year must be received by BLET Auxiliary National Secretary Helen Brand (hvbrand51@gmail.com) no later than April 1. Applications received after that date *will not be considered*.

Applications, instructions for scholarships, and mailing address for submission may be found on the Auxiliary website at www.bletauxiliary.net. 

ABOUT THE AUXILIARY:

The BLET Auxiliary exists to support the interest and welfare of the Brotherhood of Locomotive Engineers and Trainmen (BLET) Auxiliary and railroad families, especially the Brotherhood of Locomotive Engineers and Trainmen, and the organizations of the International Brotherhood of Teamsters Rail Conference, our members and their families throughout the United States. Learn more about joining the Auxiliary at: www.bletauxiliary.net

PURPOSE:

The overall purpose of the Auxiliary shall be to provide support and promote issues that effect the health, safety, welfare and quality of life of railroaders and their families, to promote higher education with the families of its full members, to give assistance to widows, widowers, sisters and brothers, when needed, especially during times of duress, and to render assistance whenever and wherever needed to further our mission.

2017-2018 BLET AUXILIARY SCHOLARSHIP RECIPIENTS

LECMPA \$2,500 SCHOLARSHIP RECIPIENTS

JENNIFER ANDERSON



A senior at Brigham Young University, her father, Mark Anderson, is a member of BLET Division 333, in St. Paul, Minn., and her mother, Nancy Anderson, is an Auxiliary member-at-large.

KAYLEE JEAN POTTHOFF



A senior at the University of Nebraska-Lincoln, her father, Kevin Potthoff, is a member of BLET Division 623 in McCook, Neb., and her mother, Tami

Potthoff, is a member of Auxiliary 623 in McCook.

KARMA JADE UNDERWOOD



A senior at Boise State University, her father, Jim Underwood, is a member of BLET Division 228 in Pocatello, Idaho, and her mother, Lori Underwood, is an Auxiliary member-at-large.

TUCKER WALLACE



A junior at The Evergreen State College in Olympia, Wash., his father, William Wallace, is a member of BLET Division 362, in La Grande, Ore., and his mother, Jodi Wallace, is an Auxiliary member-at-large, and Alternate National Treasurer, BLET Auxiliary.

RECIPIENT OF THE JOHN O. & BRENDA CASTEEL SCHOLARSHIP AWARD



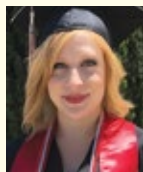
CAMI PRICE

A freshman at Lake Erie College, in Painesville, Ohio, her father, Timothy Price, is a member of BLET Division 607, in

Cleveland, Ohio, and her mother, Tetianna Ruggles Price, is an Auxiliary member-at-large.

RECIPIENT OF THE LEONA A. LOUIS MEMORIAL SCHOLARSHIP AWARD

RACHEL McWILLIAMS



In her second year and fourth semester as a Graduate Student at Fresno State University, her father, Robby McWilliams, is a member of BLET Division 126 in Bakersfield, Calif., and her mother, Kathy McWilliams, is an Auxiliary member-at-large.

ADDITIONAL SCHOLARSHIP WINNERS

MARIAH BURROLA



A senior at Arizona State University, her father, Oscar Burrola, is a member of BLET Division 839 in Richmond, Calif., and her mother, Susie Burrola, is a member of Auxiliary 39 in Richmond, and National 1st Vice President, BLET Auxiliary.

ANNE MARGARET CHENCHAR



A senior at the University of Wyoming, her father, Mark F. Chenchar, is a member of BLET Division 115 in Cheyenne, Wyo., and her mother, Marta Chenchar, is an Auxiliary member-at-large.

JONATHAN REED CHENCHAR



A junior at the University of Wyoming, his father, Mark F. Chenchar, is a member of BLET Division 115 in Cheyenne, Wyo., and his mother, Marta Chenchar, is an Auxiliary member-at-large.

WILLIAM CHENCHAR



A freshman at the University of Wyoming, his father, Mark F. Chenchar, is a member of BLET Division 115 in Cheyenne, Wyo., and his mother, Marta Chenchar, is an Auxiliary member-at-large.

MICHAEL CORDES



A sophomore at the University of Washington, his father, Scott Cordes, is a member of BLET Division 758 in Vancouver, Wash., and his mother, Janet Cordes, is a member of Auxiliary 72 in Vancouver.

ZOEY HALL



A freshman at Washburn University in Topeka, Kan., her father, Michael Hall, is a member of BLET Division 88, in North Platte, Neb., and her mother is a member of Auxiliary 8 in North Platte.

DILLON MARTIN



A junior at Colorado State University Pueblo, in Pueblo, Colo., his father, Troy Martin, is a member of BLET Division 430 in Trinidad, Colo., and his mother, Lisa Martin, is an Auxiliary member-at-large.

BRENDEN LEE RUNION



A freshman at the University of Wyoming, his father, Cory Runion, is a member of BLET Division 115 in Cheyenne, Wyo., and his mother, Jackie Runion, is an Auxiliary member-at-large.

ABOUT THE AUXILIARY SCHOLARSHIP PROGRAM

The BLET Auxiliary offers \$1,000 scholarships annually to help the children of BLET and Auxiliary members reach their goals in life.

Applicants must have one parent who has been a member of the BLET Auxiliary for at least one year, and the other parent must be a member of the BLET for at least one year. Children of unmarried BLET members with at least one year of membership in the BLET and at least one year of membership as an associate member of the BLET Auxiliary are also eligible.

Applicants must be accepted or enrolled in an accredited university, college, or institution of higher learning. Recipients are chosen on the ba-

sis of academic record, leadership, character, and personal achievement. If the applicant is a graduate student or returning to college as a sophomore, junior, or senior, he or she must have a 3.0 grade point average or better to be considered.

The deadline for scholarship applications is usually April 1 each year. Application forms with detailed instructions attached are available for download at: www.bletauxiliary.net. Applicants must carefully follow all instructions in order to ensure that the application will qualify for acceptance and consideration by the BLET Auxiliary Scholarship Committee.

Locomotive Engineers & Trainmen Journal

(ISSN: 1553-5010 USPS: 120)

Published quarterly for \$10 per year by

Brotherhood of Locomotive Engineers & Trainmen

25 Louisiana Ave. N.W., 7th Floor, Washington, D.C. 20001

Periodicals Postage paid at Washington, D.C.

POSTMASTER:

Send address changes to:

RECORD DEPARTMENT

Brotherhood of Locomotive Engineers & Trainmen

7061 East Pleasant Valley Road, Independence, Ohio 44131

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, which will be held at the Rio All-Suite Hotel & Casino in Las Vegas, Nevada. 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. Delegate registration is slated to take place on September 30. Information will be available at www.ble-t.org.

