



DAILY NEWS UPDATES
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Locomotive

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Coordinated Bargaining Coalition Update

The Rail Unions comprising the Coordinated Bargaining Coalition (CBC), negotiating together in the current round of National Negotiations, have issued the following statement: "As we advised in January of 2021, the CBC and the nation's rail carriers have been at the bargaining table since the beginning of 2020. Since January, CBC

has continued to meet with the Rail Carriers, returning to in-person meetings in August. At that meeting, CBC made it clear to the Rail Carriers that neither our Bargaining Coalition, nor our collective memberships, would accept a concessionary agreement on a voluntary basis. The Carriers were told that our members have been asked to work as essential workers throughout the Pandem-

ic, while being treated more like expendable workers. Our members are infuriated that they have worked through these conditions without a wage increase in over two (2) years and it is unacceptable that the Nation's Rail Carriers continue to stonewall CBC Unions in our effort to settle our contract negotiations on a voluntary basis.

"In January, we said that 'the Rail

Carriers have not made any proposals worthy of consideration by the membership of the CBC Unions.' No Carrier proposals have been received since our January 2021 update that would change the veracity of that statement. We will continue to negotiate in good faith, fully recognizing that it is our members who must ratify any voluntary agreement." @@

► **RELATED: PRESIDENT PIERCE GIVES AN UPDATE ON THIS ONGOING ROUND OF NATIONAL NEGOTIATIONS PG 2**

BETHLEHEM STEEL

UNION PACIFIC HERITAGE LOCOMOTIVE

NO. 1943, THE SPIRIT, passes by the old blast furnaces of Bethlehem Steel as it heads east on the Lehigh Line in Bethlehem, Pennsylvania, on May 31, 2018. The locomotive's color scheme represents each branch of America's military: Air Force silver; followed by the Coast Guard's racing stripe; and the Navy's battleship gray. The camo at the end is for the Army and Marines. The paint scheme also includes the POW/MIA symbol. This photo taken by Brother Cory Rusch, a member of BLET Division 659 in Buffalo, N.Y. Brother Rusch is a conductor with Norfolk Southern and a regular contributor to BLET publications.



SAVE THE DATE: 2022 BLET regional meetings

The BLET National Division is pleased to announce the dates and locations of its 2022 regional meetings: June 13-17 in Denver, Colorado; and August 1-5 in Baltimore, Maryland.

The Denver regional meeting will be held at the Hilton Denver City Center and the Baltimore regional will be held at the Hilton Baltimore Inner Harbor.

As with the past regional meetings, the 2022 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 13 for Denver and August 1 for Baltimore). Meetings, training classes and other events will be scheduled throughout the remainder of the week and will

include a closing dinner on Thursday night. Travel home is on Friday for each meeting (June 17 for Denver and August 5 for Baltimore).

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.

More specific details will be announced at a later date. Registration information will be available online at the BLET National Division's regional meeting website (<http://bletregionals.org>). All members are encouraged to attend one or both of these regional meetings in 2022. @@

DENVER, COLORADO

JUNE 13-17, 2022

HILTON DENVER CITY CENTER



Photo: Scott Dressell Martin

BALTIMORE, MARYLAND

AUGUST 1-5, 2022

HILTON BALTIMORE INNER HARBOR



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BLET President's Message

National
Negotiations **pg. 2**



Election News

Keith Kerley reelected CSXT-Western
Lines General Chairman **pg. 3**

New PATH Contract

Members ratify new deal
by 89% majority **pg. 8**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

NATIONAL NEGOTIATIONS

On September 22, the Coordinated Bargaining Coalition (CBC) released the joint Press Release on Page 1 of this issue updating our collective memberships about the status of our national negotiations. In my comments in this edition of the *Locomotive Engineers and Trainmen News*, I would like to add to the CBC release with some additional information for BLET members.

Certain rail carriers – most notably Canadian National (CN) and Norfolk Southern (NS) in recent years – have traditionally bargained on property but have chosen to bargain at the national table in this round. This is a clear departure from what our members on those properties have become used to, and it is important that they know who made this decision and what to expect as a result.

As background, both the Rail Unions and the Rail Carriers served notices to start contract negotiations in December of 2019. Consistent with their authority under the BLET Bylaws, the BLET's Section 6 Notices for all of the Class I railroads were served by the General Committees of Adjustment (GCAs) on each property. Shortly afterwards, CN and NS both advised the BLET General Chairmen that they would be bargaining nationally in this round. This was not a decision made by the General Chairmen, or by the BLET National Division. While negotiations can take place on property where both parties agree, absent a rare legal ruling in labor's favor, rail carriers have generally had the right to give their authority for negotiations to the National Carriers' Conference Committee (NCCC) for issues that traditionally bargain nationally, as CN and NS did in this round.

As in past bargaining rounds, the BLET National Division (ND) only bargains on behalf of those GCAs who have given their authority to the National Division.

THE FOLLOWING RAIL UNIONS ARE BARGAINING TOGETHER IN THE CURRENT ROUND OF NATIONAL NEGOTIATIONS:



In most cases, the ND represents the membership on a given rail carrier for wages, work rules, and health and welfare benefits; in other cases, the ND only represents the membership for health and welfare benefits. In the current round, the following rail carriers are in national negotiations as noted:

- The Belt Railway Company of Chicago
- BNSF Railway Company
- Cedar River Railroad Company d.b.a. C.N.
- Consolidated Rail Corporation
- CSX Transportation, Inc. (Health & Welfare only)
- Delaware & Hudson Railroad Company d.b.a. C.P. (Health & Welfare only)
- Grand Trunk Western Railroad Company d.b.a. C.N.
- Illinois Central Railroad Company and Chicago, Central & Pacific Railroad Company d.b.a. C.N.
- Indiana Harbor Belt Railroad Company
- The Kansas City Southern Railway Company
- Kansas City Southern Railway
- Longview Switching Company
- Norfolk Southern Railway Company
- Northeast Illinois Regional Commuter Railroad Corporation (METRA) (Health & Welfare only)
- Portland Terminal Railroad Company
- Soo Line Railroad Company d.b.a. C.P. (Health & Welfare only)

- Union Railroad Company (Health & Welfare only)
- Union Pacific Railroad Company
- Winston Salem Southbound Railway Company
- Wisconsin Central Ltd. d.b.a. C.N.

Those members who work for carriers that have been part of national negotiations for all issues in recent rounds may remember that notices were served in 2009, culminating in a Presidential Emergency Board that led to an agreement on January 5, 2012. In the most recent round, notices were served in 2014, leading to a voluntary agreement ratified by nearly 88% of those who chose to vote; this National Agreement became effective on January 1, 2018.

I share this history as a reminder of how slowly the national bargaining process has worked in the past two negotiating rounds. Thus, and although our CN and NS membership reached on-property settlements faster than national talks in the last two rounds, once those carriers chose to give their authority to their national representatives at the NCCC, members on those properties are now subject to the same slow process as others involved in national handling.

Once again, it has now been over 2 years since our affected membership has received a general wage increase. I have heard loud and clear how unacceptable this is, especially in light of what was expected of these same members during the COVID-19 pandemic. Our negotiating team has

in turn made it crystal clear to the carriers that this is unacceptable, and that we must bring the bargaining round to a conclusion, be that on a voluntary basis or through the remaining steps of the Railway Labor Act.

But even before this round of national negotiations began, it became clear that the nation's rail carriers intended to pursue changes to crew size in this bargaining round. They forcefully pursued efforts to arbitrate the moratorium provisions of existing crew consist agreements, and demanded that engineers who continued to work with a ground crew member take a reduction in pay. I can unequivocally state that BLET has made it clear to the nation's rail carriers that this is unacceptable to our membership. I share this with you for the following reasons.

While it is just my opinion, I am convinced that the carriers are delaying settling our national contract negotiations, and those same negotiations with all rail unions, until they have resolved their now open notices with SMART-TD, and BLET where applicable, on crew consist. As the vast majority of BLET members also have ground seniority, we are impacted by these negotiations. That is why BLET joined with SMART-TD at the beginning of the national bargaining round to work together when and where we can to protect two person crews.

That does not mean that BLET will have a seat at the table with SMART-TD's General Chairpersons as they now conduct on-

property negotiations with their respective carriers, but we are in constant communication with SMART-TD as those negotiations proceed.

By the time this News reaches you, the CBC will have held another in-person meeting with the rail carriers, where they will have been forcefully told – once again – that the time has come either to resolve our open issues in the bargaining round, or to move to the next steps of the Railway Labor Act. While I know that our membership wants the National Agreement resolved now, I cannot in good faith mislead any member as to the challenges that we face. Section 6 of the Railway Labor Act, which governs our negotiations, is a long and drawn out process. As I have said time and time again, it is much more of a marathon than a sprint. At this point in time, the nation's rail carriers have refused to agree to a contract that any of you would accept. If that continues, the likelihood of a progression of our dispute to a Presidential Emergency Board becomes more and more apparent.

But I must be clear where the responsibility for the two years of delay lies. The lack of a National Agreement is not because of a lack of effort on the part of your negotiating team; rather, it is due to the arrogance of the nation's rail carriers and their complete disregard for the wages, benefits and quality of life of the men and women whose labor makes their multi-billion-dollar profits possible. You have my continuing commitment that we will not voluntarily accept a substandard agreement, and that we will pursue every avenue available to us under the Railway Labor Act to resolve the round in a manner that is acceptable to the membership. This effort will require us all to be united in that resolve, so stand ready to get involved in the effort when the time comes.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

“But I must be clear where the responsibility for the two years of delay lies. The lack of a National Agreement is not because of a lack of effort on the part of your negotiating team; rather, it is due to the arrogance of the nation's rail carriers and their complete disregard for the wages, benefits and quality of life of the men and women whose labor makes their multi-billion-dollar profits possible.”

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

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

reference to a specific request and can be used in future correspondence.

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

response; however, an e-mail message is not considered an official communication.

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

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

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



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

SENATE PASSAGE OF PRO ACT WOULD BE GIFT TO WORKERS

The fight to ensure workers' rights is ongoing and is one in which hardworking Americans must prevail.

For too long, the needs of American workers have been cast aside by elected officials. Profits pocketed by corporations and their executives in recent years have not reached the wallets of those who showed up on the job daily just trying to earn enough to support their families.

Now there is an opportunity for the U.S. Senate to do something about it. The Protecting the Right to Organize (PRO) Act, approved by the House in March, would restore fairness to the economy at a time when income inequality has stifled the ability of far too many hardworking Americans to earn a

decent wage that allows them to make ends meet.

The PRO Act will strengthen the 86-year-old National Labor Relations Act (NLRA) so that workers seeking to organize a union and negotiate higher wages and better benefits will be protected. Workers deserve a safe workplace, the ability to stand together and negotiate better working conditions, and to live a middle-class lifestyle.

Surveys show that workers want unions. However, there is a huge gap between the share of workers with union representation and those that would like to have a union and a voice on the job. So-called right to work is a big reason for that, but the PRO Act would override such state laws that have kept the wages

of working Americans down.

The nation's labor laws are inadequate to protect the rights of millions of workers. Under current law, unscrupulous employers, armed with limitless funds, routinely violate the NLRA and block workers' ability to exercise their right to bargain. The PRO Act would level the playing field and give workers a fair shot when they join together to have a voice in the workplace.

Elected officials, now is the time to prove you are listening. Give people the power they deserve!

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



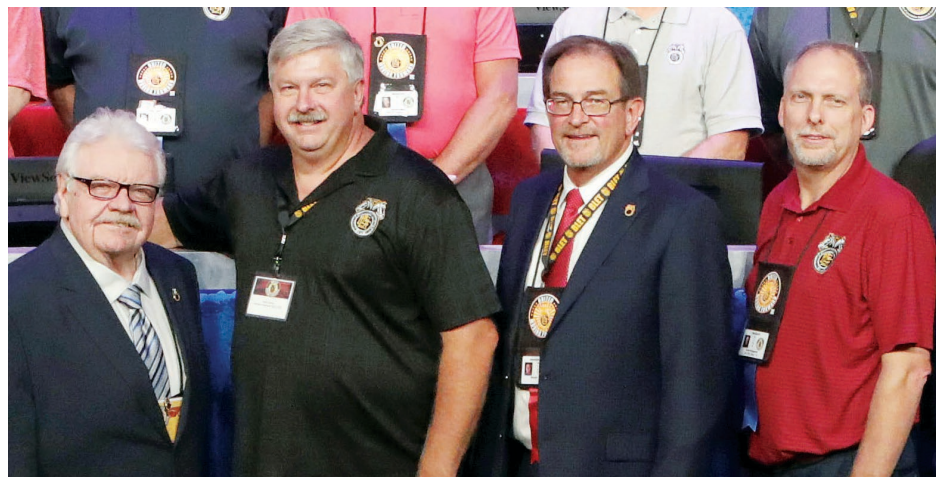
“The Protecting the Right to Organize (PRO) Act, approved by the House in March, would restore fairness to the economy at a time when income inequality has stifled the ability of far too many hardworking Americans to earn a decent wage that allows them to make ends meet.”

Kerley reelected General Chairman of CSXT-Western Lines

Keith Kerley was reelected by acclamation to his second term as General Chairman of the BLET's CSXT Western Lines General Committee of Adjustment at the GCA's quadrennial meeting on July 13-14, 2021.

A CSXT locomotive engineer, Brother Kerley has been a proud member of BLET Division 782 (Etowah, Tenn.) since October of 1998. He was first elected General Chairman at the GCA's 2017 quadrennial meeting in Gatlinburg, Tennessee. Immediately prior to his 2017 election, Brother Kerley served as Senior Vice General Chairman of the CSXT Western Lines GCA.

Also elected at the 2021 quadrennial meeting were: 1st Vice General Chairman David W. Engle (reelected by acclamation), Division 463 (Corbin, Ky.); 2nd Vice General Chairman A. Lee Tate, Division 129 (Nashville, Tenn.); 3rd Vice General Chairman Justin B. Dzan, Division 365 (Louisville, Ky.); 4th Vice General Chairman Steven Kiser (elected by acclamation), Division 698 (Ashland, Ky.); 5th Vice General Chairman Roderick D. Crosby, Division 495 (Montgomery, Ala.); Secretary-Treasurer David P. Fitzgerald Jr. (reelected by acclamation), Division 781 (Erwin, Tenn.); and Alternate Secretary-Treasurer Kevin J. Townsend (reelected by acclamation), Division 41 (Nashville, Tenn.). Brother Fitzgerald is beginning his third term as the GCA's Secretary-Treasurer, first winning election in 2013 and then reelection by acclamation in 2017 and 2021. He has continuously served Division 781 as Secretary-Treasurer since January of 2004.



From left: Vice President Gore, General Chairman Kerley, President Pierce, and Secretary-Treasurer Fitzgerald at the BLET's Fourth National Convention in 2018.



Officers and members of the CSXT Western Lines GCA at their 2017 quadrennial meeting.

Delegates elected the following regional chairmen by acclamation: Eastern Regional Chairman Michael S. Edwards, Division 781 (Erwin, Tenn.); Western Regional Chairman Jason E. Lynn, Division 742 (Evansville, Ind.); South Regional Chairman W. Glen Ware, Division 332 (Montgomery, Ala.); and North Region-

al Chairman John V. Pedro, Division 26 (Richmond, Va.).

BLET National President Dennis R. Pierce addressed the delegates on behalf of the National Division. National Vice President J. Alan Holdcraft was also in attendance. Brother Gil Gore, retired BLET National Vice President, served as

parliamentarian during the meeting.

"I congratulate Brother Kerley and all officers of the CSXT Western Lines on their election," President Pierce said. "I thank them for their dedicated service to our Brotherhood, and I know they will do an excellent job of protecting the rights of our members."

Brother Kerley hired out on CSXT in September of 1998, and has worked his entire railroad career on the AP/KD Sub Division between Etowah, Tennessee, and Corbin, Kentucky, primarily as a locomotive engineer. He transferred into engine service in November of 1999 after working as a conductor for just over one year. Although cut back to train service after completing the Apprentice Engineer program until 2001, he has held continuous membership in BLET Division 782 since October of 1998.

Prior to his election as Local Chairman in December of 2009, Brother Kerley served Division 782 in numerous elected offices over the years, including Alternate Legislative Representative, Vice President, President and Vice Local Chairman. In 2013, he was elected as the Senior Vice General Chairman for the CSXT Western Lines GCA, a position he held until he was elevated to General Chairman. Brother Kerley and his wife Tammy have been married for more than 30 years and they have one daughter, Hannah.

The CSXT Western Lines General Committee of Adjustment represents nearly 3,300 active and retired members from 25 BLET Divisions who work for CSX, the Indiana Rail Road Company, and the Terminal Railway Alabama State Docks. ©©

2022 FEES OBJECTOR POLICY

1. EMPLOYEES' RIGHTS

A. Any employee covered by a union or agency shop agreement in the United States has the legal right to be or remain a nonmember of the Union. Nonmembers have the legal right (1) to object to paying for Union activities not related to collective bargaining, contract administration and grievance adjustment, and to obtain a reduction in fees for such activities; (2) to be given sufficient information to intelligently decide whether to object; and (3) to be apprised of internal Union procedures for filing objections. Employees who choose to object have the right to be apprised of the percentage of the reduction, the basis for the calculation, and the right to challenge these figures. Objecting nonmembers who are public employees have the legal right not to pay any fees.

B. To the extent permitted by law, nonmembers may not participate in Union elections as a voter or as a candidate; attend Union meetings; serve as delegates to the Convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

2. PUBLICATION OF POLICY

The fees objector policy shall be published annually in the BLET's newsletter in the month preceding the objection notice period and mailed annually to each objector. It shall also be provided to each new

employee when s/he first becomes subject to a union shop agreement.

3. MAKING OBJECTION KNOWN

Objecting nonmembers must provide notice of objection by notifying the National Secretary/Treasurer of the objection in writing by firstclass mail postmarked during the month of November preceding the calendar year to which s/he objects, or within (30) days after s/he first begins paying fees and receiving notices of these procedures. The objection shall contain the objector's current home address. Each nonmember wishing to continue his/her objection from year to year must renew the objection each year as specified in this paragraph. Objections may only be made by individual employees. No petition objections will be honored.

4. MAJOR CATEGORIES OF CHARGEABLE EXPENSES

All objectors shall pay their fair share of expenses germane to collective bargaining including:

A. All expenses concerning the negotiation of agreements, practices and working conditions;

B. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;

C. Convention expenses and other union internal governance and management expenses;

D. Social activities and union business meeting expenses;

E. Publication expenses to the extent coverage relates to chargeable activities;

F. Expenses of litigation related to collective bargaining, contract administration and internal governance;

G. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;

H. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;

I. All costs of strikes and other lawful economic actions.

5. DETERMINATION OF CHARGEABLE SHARE

The BLET shall engage an outside auditor to perform an independent audit of the records of the National Division annually. Based on this audit, the BLET shall determine the percentage of expenditures that fall within the categories specified in Section 4. The amount of expenditures that fall within Section 4 shall be the basis for calculating the reduced fees that must be paid by the objector. The auditing firm conducting the annual audit of the BLET National Division shall give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 10, and later will verify the existence and the audits of money in any escrow account.

6. REPORT OF CHARGEABLE SHARE AND BASIS OF ITS CALCULATION

The BLET shall report the determination no later than September 30. This report shall include an analysis of the major categories of union expenses that are chargeable and nonchargeable. A copy of the report shall be sent to all nonmembers whose timely objections have not been revoked.

7. CHALLENGE PROCEDURE

Each person entitled to receive the BLET's report may challenge the validity of the calculations by filing an appeal with the National Secretary/Treasurer. Such appeal must be made by sending a letter to the National Secretary/Treasurer postmarked no later than October 31.

8. ARBITRATION OF CHALLENGES

A. After the close of appeals period, the National Secretary/Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator pursuant to its Rules for Impartial Determination of Union Fees. The AAA shall inform the National Secretary/Treasurer and the appellant(s) of the arbitrator selected.

B. The arbitration shall commence by December 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

C. Each party to the arbitration shall bear its own costs. The appellants shall have the option of paying a prorata portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the BLET.

D. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be prepared within 15 days of the close of the hearing and shall be the official record of the proceedings which may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the National Division during normal business hours.

E. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator at the time of the hearing instead of appearing.

F. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

G. The National Division shall have the burden of establishing that

the reduced fees set forth in the report are lawful.

H. If the arbitrator shall determine that more than one day of hearing is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case no more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within fortyfive (45) days after the submission of posthearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

I. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

9. PAYMENT OF REDUCED FEES

Objectors shall pay reduced monthly fees based on the most recent report pending determination of the objection year's chargeable ratio.

10. ESCROW OF DISPUTED FUNDS

All monthly fees paid by objectors shall be placed in an interestbearing escrow account pending final determination of the chargeable share. Escrowed funds shall be disbursed to objectors and the Union upon issuance of the arbitrator's decision or fifteen days after the conclusion of the appeal period if there are no challenges to the determination.

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9/21

Photo of the Month: August-September 2021

CP-KCS: On September 12, 2021, Kansas City Southern said it planned to accept Canadian Pacific Railway's \$27.2 billion cash-and-stock acquisition. CP and KCS initially announced a plan to merge on March 21, 2021, but the Canadian National Railway made a higher offer for KCS. KCS abandoned the CP deal in favor of CN, but on August 31, 2021, the Surface Transportation Board (STB) unanimously voted to reject the CN-KCS voting trust, effectively killing the merger. **Photo courtesy:** CP Rail



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

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

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

Advisory Board May/June 2021 Activity

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

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Independence, Ohio; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; Chairman, CRLO; BLET CSX-NL GCA mtg., Pittsburgh, Pa.; BLET Union Pacific local division mtgs., Kansas City, Mo.; BLET Amtrak GCA mtg.; IBT General Executive Board mtg.; BLET BNSF-SLSF GCA mtg.; IBT convention.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; and PRAC; General office duties, telephone, email, correspondence communications, etc.; Holiday; BLET UP-WL GCA, assisting GC Carr, Ontario, Calif.

NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO: General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database/Union Track; Pension, STD, 457 plan Trustee; Mtgs. with vendors and financial institutions; Union Track issues, development, testing, status updates; Merrill Lynch, BLET finance committee.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE VINCENT G. VERNA: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications, Washington, D.C.; Teamsters weekly Zoom call; Daily Zoom call with D.C. office staff; Weekly PAC zoom call w/ IBT; SOFA conference call; Conference call w/ FRA & RND; Amtrak GCA mtg.; OneRail coalition mtg.; Monthly BLET State Chairmen's mtg. w/ Amit Bose (FRA); Various receptions and fund raising events with members of Congress and the leadership of both the GOP and Democratic parties, everyone in the respective States working from home.

VICE PRESIDENT MARCUS J. RUEF: Chairman, National Railroad Adjustment Board (NRAB); National Mediation Board (NMB) Advisory Forum-Labor Member; Department Head, BLET Arbitration Department; Assigned to CN-Wisconsin Central, CN-Illinois Central, Indiana Harbor Belt, Metra (Chicago), CP Rail System/US (Soo); Assist GC Semenek w/ discipline appeals and rules issue, CP/SOO; DL 499, Referee Phillips, NRAB hearing; Prep for PLB 7266, CP/SOO; Assist GC Hau w/ PLB 7236 admin., WC; PLB 7666 executive session, CP/SOO; Assist GC Semenek letter to claimant 57PLB7266, re: in-person hearing, CP/SOO; Assist GC Hau, PLB 7236 admin., WC; Assist GC Semenek, possible enforcement awards 30564, 30565, Metra; Assist GC Semenek w/ Section 6 status, Metra; PLB 7666 hearing, Referee Darby, CP/SOO; Terri Brown, NMB Dir. Arb Svcs. discuss Section 3 issues, NRAB; Annotate 1st Div. Awards for Circular 1-95, annotate 3rd Div. Awards for Arb website, update topical indexes, NRAB; Holiday; Assist GC Fannon, NRAB; Section 3 briefing by NRAB; Assist GC Hau and GC Semenek w/ rules issues, discipline appeal, awards research, etc.; ROAR, NRAB Labor Members' Caucus, NRAB; Annotate awards for Arb Database; Prep. for DL 517-referee Wesman, DL 514-referee Charles, DL 515-referee Betts.

VICE PRESIDENT MIKE TWOMBLY: NVP assigned to: CN-Grand Trunk Western; Springfield Terminal; Delaware & Hudson; St. Lawrence & Atlantic; New York Susquehanna & Western; Connecticut Southern; New England Central; Louisville & Indiana; Huron & Eastern; Wheeling & Lake Erie; Tacoma Municipal Belt Line Railroad; Department Head and designated representative of the BLET National Short Line Division (NSLD) and Organizing Department with responsibility for hearings, conferences, appeals, First Division Appeals and all other daily business involving the NSLD assigned railroads in conjunction with Carrier Officers and advancement of BLET organizing strategies and opportunities; National Short Line Division (Local Division 16) short line railroads, Union Railroad, Belt Railway of Chicago, South Buffalo Railway, Western New York & Pennsylvania and Gary Railway; General office duties, telephone, email, correspondence communications, etc.; On duty at home office, NVB and NSLB Department Head combined daily responsibilities; Local Division 16 monthly mtgs. (May and

June 2021); CN-CP-KCS GC teleconference; Connecticut Southern Section 6 negotiations.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Great Western Railway of Colorado; Missouri & North Arkansas, Montana Rail Link, Otter Tail; General office duties, telephone, email, correspondence communications, etc.; Mtgs. w/ BLET BNSF General Chairmen and BNSF Labor Relations, Las Vegas; Prep for PLB 7771 w/ GC Thurman, Fort Worth, Texas; PLB 7771 hearing w/ GC Thurman, Arbitrator Meyers, Fort Worth, Texas; GCA committee mtg. w/ GC Thurman, Fort Worth, Texas; Prep. for PLB 7928 w/ GC Psota, Fort Collins, Colo.; PLB 7928 hearing w/ GC Psota, Arbitrator Phillips, Fort Collins, Colo.; IBT convention via Zoom; BNSF Safety Summit II, mts. & discussions w/ BNSF Labor Relations and BLET BNSF LR and GCs, Fort Worth, Texas.

VICE PRESIDENT R.C. (RICK) GIBBONS: Assigned to: All Norfolk Southern General Committees (Northern, Eastern and Southern Lines); Chicago, Ft. Wayne & Indiana; Ohio (G&W); General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; NS GC mtgs., assisting GC Dehart, GC Fannon, and GC Sturdivant, multiple agenda items, Florence, Ky; PLB 7574, assisting GC Sturdivant.

VICE PRESIDENT JAMES P. LOUIS: National Division Department Head, BLET Education & Training Dept.; Department Head of the BLET Internal Organizing, Mobilizing & Strategic Planning Dept.; Department Head, BLET Passenger Dept.; Assigned Amtrak; Keolis Commuter Services; Keolis Rail Services of Virginia, LLC; TransitAmerica Services, Inc.; Long Island Rail Road; New York & Atlantic; Metro-North; New Jersey Transit; PATH; National Division technology group mtgs.; E&T issues; Regional meeting and convention hotel planning and related issues; GCA issues, assist LIRR GC Sexton; Contract issues, assist NJ Transit GC Brown; NMB A-13965, assist NJT GC Brown; GCA issues, assist Amtrak GC Kenny; CPG mtg.; NMB A-13975, assist LIRR GC Sexton; NMB A-13753, assist PATH GC Blakey; Memorial Day holiday; NJT C3RS mtg., assist NJT GC Brown; BLET regional mtg. issues; Contract issues, assist PATH GC Blakey; Convention planning.

VICE PRESIDENT MARK L. WALLACE: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western RR), Central Region, and Southern Region); Utah RR; Longview Portland & Northern and Longview Switching, and Portland Terminal; General office duties, telephone, emails, correspondence, communications, etc.; On duty at home office; Assist UP GC's with various on-property issues; Attend Division 336, 609, 152, 81, and 491's monthly union mtg., Kansas City; Prep. for PLB 7228, assist UP GC Leyshon; Prep. PLB 7721, assist UP GC Carr; Prep. for PLB 7282, assist UP GC Lambert; Mtg. w/ UP General Chairmen.

VICE PRESIDENT J. ALAN HOLDCRAFT: Assigned to all CSX Transportation GCAs (Eastern Lines, Western Lines, Northern Lines (Bombardier Transportation Services), Conrail Shared Assets/CSX Northern District); KCS-Kansas City Southern/Louisiana & Ark. RR.; KCS-Texas Mexican Railway; KCS-Mid South Rail, South Rail, Gateway Western RR, Illinois Midland (G&W); General office duties, telephone, email, correspondence communications, etc.; CSX-NL GCA quadrennial mtg., GC Billy Lyons, Pittsburgh, Pa.; PLB 7084, assist KCS GC Michael Ball; Mtg. w/ KCS management and BLET GC Ball, re: local agreement initiatives; Mtg. w/ all CSXT GCs in advance of upcoming Dispute Resolution Committee (DRC) mtgs. and bargaining sessions; Participated in DRC mtgs. and bargaining sessions with all BLET CSXT GCs and CSX management; Conference calls w/ CSX GCs and CSX management, re: proposed changes to claim handling process; PLB 7256 hearing w/ Arbitrator Twomey and all BLET CSXT GCs; Mtg. w/ all BLET CSXT GCs, re: ongoing disputes and bargaining; DRC mtg. w/ CSXT GCs and management; Bargaining session w/ CSXT GCs and management; PLB 7084, Arbitrator Benn and KCS GC Mike Ball.

BLET members ratify new contract with PATH

Members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) have ratified a new collective bargaining agreement with the Port Authority Trans-Hudson (PATH), which governs rates of pay, work rules, and health care for over 175 members.

In a tremendous show of support for the union, nearly 94% of eligible voters cast ballots, and the new contract was ratified by over 89% of voting members. The deal runs through December 7, 2025, and provides back pay dating to September 8, 2011. Including retroactive and future pay, general wage increases total 38.17% over the life of the agreement.

The BLET also secured a daily, 10-minute bonus for engineers, an extra vacation day, and had language placed in the new



agreement that strengthens the BLET's position regarding certain work rules.

The PATH members belong to BLET Division 497. The negotiating team at the time of ratification consisted of General Chairman Art Blakey, Vice Chairman Jason Engle, National Vice President Jim Louis, and IBT Director of Economics & Contracts Jim Kimball. Others who

worked hard on the contract, dating to 2010, include former General Chairmen Ralph J. Nunziato, Anthony W. Basile and Nicholas J. McCarthy. Brother Blakey thanked President Pierce for his support and guidance throughout the process.

"I am pleased to offer my heartiest congratulations to Brother Blakey and everyone on the negotiating team for their remarkable victory," President Pierce said. "The PATH Brothers and Sisters have long struggled to secure this agreement, and both the turnout and the margin are a testament to Brother Blakey's leadership skills and the negotiating team having a finger on the pulse of them membership. Brother Blakey and all our PATH Brothers and Sisters should all take great pride in this accomplishment." @