




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



2022 BLET Scholarship Directory

SEE PAGES 6-7 FOR LIST OF FINANCIAL AID OPPORTUNITIES

NATIONAL NEGOTIATIONS HEAD TO MEDIATION

Rail Labor's largest coalition reaches dead end on path to voluntary agreement. The Coordinated Bargaining Coalition (CBC) released the following statement:

After more than two years of bargaining with the major U.S. Class 1 railroads, discussions completely stalled last week. Accordingly, pursuant to the terms and conditions of the Railway Labor Act, top leaders of 10 rail unions applied to the National Mediation Board (NMB) for the assignment of a federal mediator to assist in our negotiations.

The Carriers represented by the National Carriers' Conference Committee (NCCC) simply are not bargaining in good faith. This development is very frustrating, as the Unions in the Coordinated Bargaining Coalition have been

CBC ON STALLED NEGOTIATIONS

"After carrying our nation through the pandemic, and as the carriers have posted record-breaking profit margins due to their implementation of so-called 'Precision Scheduled Railroading' practices, our members have earned, and rightfully expect a substantial contract settlement that recognizes the sacrifices they and their families make each day."

at the negotiating table since November 2019. Throughout that time, despite our best efforts, the carriers have not made a comprehensive settlement proposal that we believe our members would even remotely entertain. In fact, the Carriers' latest proposal is worse than bad faith; it is insulting.

After carrying our nation through the pandemic, and as the carriers have posted record-breaking profit margins

due to their implementation of so-called "Precision Scheduled Railroading" practices, our members have earned, and rightfully expect a substantial contract settlement that recognizes the sacrifices they and their families make each day. Instead, the Carriers continue to push proposals that fail to even catch up to the cost of living. From the beginning of this round of negotiations, the CBC has adamantly refused to accept any type

of concessionary agreement. Instead, the railroads continue to demand extreme changes to our members' current benefits and attempt to unilaterally impose work rule changes that would further erode our members' already taxed standard of living.

We anticipate that the involvement of the NMB will cause the industry to refocus on addressing the legitimate needs of the men and women whose labor generates their positive financial returns. In an effort to bring all affected members up to speed, the CBC's latest proposal can be found at: www.ble-t.org/pr/pdf/20220119_FINAL_CBC_Combine_Proposals.pdf

Additional information will be provided as developments warrant. We appreciate your continuing support, and we look forward to working with the NMB to reach a settlement that we can be proud of. ©©

BLET, SMART-TD pursue arbitration to resolve BNSF Hi-Viz dispute

During the first three months of 2022, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation union (SMART-TD) have been fighting against the BNSF Railway's new attendance policy, which BLET National President Dennis Pierce and SMART-TD President Jeremy Ferguson called "the worst and most egregious attendance policy ever adopted by any rail carrier."

On January 12, the BLET and SMART-TD initiated steps to go on strike following BNSF's announcement of its so-called "Hi-Viz" attendance policy, which went into effect on February 1, 2022.

However, the BNSF sued the unions and its members in court, and the United States District Court for the Northern District of Texas issued a Temporary Restraining Order (TRO) on January 25 to block the unions from striking. BLET and SMART-TD on January 27 filed answers

TIMELINE OF UNION MEASURES TO STOP BNSF'S HI-VIZ ATTENDANCE POLICY

JANUARY 12: BLET and SMART-TD initiate steps to go on strike after BNSF announces plan to implement new Hi-Viz attendance policy, slated to take effect February 1.

JANUARY 14: BNSF sues BLET and SMART-TD to prevent a potential strike.

JANUARY 25: US District Court for the Northern District of Texas sides with BNSF and issues a Temporary Restraining Order to block a strike.

JANUARY 27: BLET and SMART-TD file answers and counterclaims in the District Court seeking preliminary and permanent injunctions against the implementation of Hi-Viz.

FEBRUARY 22: US District Court for the Northern District of Texas rules that the dispute was "minor" under the provisions of the Railway Labor Act, meaning any action to pursue a strike would be illegal.

MARCH 23: BLET and SMART-TD announce that they will pursue arbitration to challenge the policy under a Public Law Board or Special Board of Adjustment properly constituted under Section 3 of the Railway Labor Act. This is where the actual impact of the policy will become crucial to the Union's case.

and counterclaims in the District Court seeking a Preliminary Injunction and Permanent Injunction against the implementation of the BNSF's Hi-Viz Policy. Then on February 22, the same judge ruled that the dispute was "minor" under the provisions of the Railway Labor Act, meaning any action to pursue a strike would be illegal, exposing the Unions and their members to serious legal attacks.

In the weeks after that February 22 ruling, and after thoroughly examining all possible avenues to best continue their fight against the Hi-Viz policy, BLET and SMART-TD announced on March 23 that they will proceed as expeditiously as possible to arbitration over the policy.

The court's use of "minor" does not signify the importance of the issue, but is only a legal term which provides that

resolution of the matter must be by arbitration. In considering a potential appeal of the District Court's ruling, it was determined that an appeal could take another one to two years, and likely not result in a different decision. An appeal would not be the quickest, or most effective way, to stop the BNSF policy. The quickest and most direct way to challenge this policy is through a Public Law Board or Special Board of Adjustment, properly constituted under Section 3 of the Railway Labor Act. That board will have the authority to strike down either the entire policy or the most egregious parts of the policy much more quickly. The time frame will be months as opposed to years.

As a result, BLET and SMART-TD General Chairmen notified BNSF of their intent to move the dispute forward pursuant to Section 3 of the Railway Labor Act. Arbitration is where the actual impact of the policy will become crucial to the Unions' case. An arbitrator can strike down the policy.

CONTINUED ON PAGE 5



BLET President's Message

Union Solidarity: More important now than ever **pg. 2**



Rail Conference Convention

Pierce, Wallace and Joynt elected to lead **pg. 4**

Education & Training

11th annual report on BLET Education & Training fund **pg. 5**




BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

UNION SOLIDARITY: MORE IMPORTANT NOW THAN EVER

In the piece that I wrote for the January/February 2021 edition of the Locomotive Engineers & Trainmen News, I closed with the following statement:

BLET and SMART-TD are also negotiating in this round as part of the Coordinated Bargaining Coalition, the largest rail labor coalition assembled for national rail bargaining in recent history. Our Coalition is exactly what I described earlier, "Labor Unions that have all committed to a common cause."

These things combined are why the rail carriers will do everything in their power to try and undermine our solidarity...

Do not fall for the gaslighting. Do not assume that the anti-Union propaganda that you see on social media is true, especially when it is clearly designed to pit Union Brother against Union Brother, or one Union against another. Do your own fact-checking, but most importantly, be involved in your Union. As I said in my opening quote, "anyone who attacks your Union is attacking you and your livelihood." Never forget that.

Recent events have proven that my comments in 2021 are even more relevant today. For example, our proud Teamsters Canada Rail Conference ("TCRC") Brothers and Sisters, who are autonomous from BLET, reached the point in their contract negotiations with Canadian Pacific Railway ("CP") under Canadian Law that allowed each side of the dispute to exercise self-help in the form of a strike by the Union, or a lockout by the railroad. In a showing of solidarity, TCRC's membership voted overwhelmingly to strike. But it was CP that exercised its self-help rights first by serving a notice to lock its employees out of work. While TCRC then served a strike notice to protect the existing collective bargaining agreements, it is clear it was CP that initiated the actions

that lead to their own shutdown. Rail carriers in the US are quick to go to the courts when someone else's actions might impact their operations, but CP showed that they freely shut themselves down without any care for the consequences.

Then the gaslighting began. CP and its operatives advanced the story in the media that it was the Union that shut the railroad down and interrupted the supply chain by striking, all in an effort to undermine public support for the Union. The same rail carriers' CEO, who has seen over a 900% increase in his salary, called our TCRC Brothers and Sisters greedy for asking for a raise. We routinely see rail carriers spin their actions in an effort to transfer responsibility for their actions to others, but this one was over the top; the CP narrative was not true on any front.

In the States, we see the same thing. BNSF recently adopted one of the harshest and most draconian attendance policies in the nation, but then blamed their action on the need to compete with Union Pacific ("UP"), which had already adopted an equally egregious policy. But their blame game false narrative gaslighting didn't stop there. BNSF had the nerve to publicly state that their policy would help their employees. Their kind of "help," as with the UP and CSX policies, is forcing engineers and trainmen to work sick and tired short of termination, and has led to upwards of 700 BNSF resignations in the weeks since the policy was adopted.

These are just a few of the many examples of rail carriers pushing false narratives to the media, as well as to Congress and the courts of our nation. I was taught as a child that anything but the complete truth is a lie; it is time to call these false narratives for what they are, boldface lies.

The Class I rail carriers' claim



From left: BLET National Vice President Jim Louis; BLET Wisconsin State Legislative Board Chairman Chuck Schulz; BLET National President Dennis Pierce; and retired member of Div. 497 Robert Fallon

that they cannot afford to give their employees a contract raise when they continue to report record annual profits to the tune of \$6 billion annually in two cases, while forcing fewer employees to do more work during a pandemic, is just not true.

The carrier story that two crew members on a train is not safer and more efficient than a one-person operation is just not true.

The carrier story that their attendance policies are necessary to compete with trucks, ignoring that one train with two crew members carries over 300 containers that would otherwise require a single truck driver per container, is just not true.

These are just a few of the false narratives from the rail carriers that we endure daily. We all know that they are not true. But it is becoming evident that carrier moles and trolls, as well as other non-member employers, have found their way into our internal Union discussions. As I said a year ago, "[d]o not assume that you see on social media is true, especially when it is clearly designed to pit Union Brother against Union Brother, or one Union against another."

As with the rail carriers' false narratives about our workplace issues, attacks on our Union in social media by these carrier moles, trolls and others, using patently untrue information is designed to accomplish only one thing. They seek to pit Union Brother against Union Brother and one Union against another. As I said before, anything but the truth is a lie. To take it a step further, those that will lie to you are not doing so to help you, or to help our Union succeed.

Newsletters like this one are good communications tools for countering anti-union/pro-carrier falsehoods, but direct face to face communications amongst members in the privacy of a Union hall is where the Union's work is best accomplished. We cannot share our strategies in social media as confidentiality is breached the moment you hit the send key.

With the return of in-person Union meetings, I have returned to what I have done since I took this office; spending more time in the field meeting with the membership than I do behind a desk. Membership meetings are the lifeblood of our Union movement, and that is true no matter

how well any meeting goes. One thing has been clear at these meetings; BLET's members, as well as all rail employees, are mad as hell about the way the railroads are treating them, and they have every right to be. They want a more militant fight taken to the rail carriers and that is exactly what our Union is doing.

But to succeed, we must not allow the railroads to transfer responsibility for their actions onto our Union. We must sort through the options and find the strongest and most effective way to fight the rail carriers. The truth may not always be popular, but true trade unionists do not lie to the membership or misrepresent the challenges we face. Misleading the membership about any of our options or strategies, especially when it could harm their employment, has never been in the best interest of the membership, who all officers serve.

Sorting out the truth from the lies is even more important as we close in on the final steps of the bargaining process under the Railway Labor Act in this round of national contract negotiations. Our bargaining coalition has invoked mediation with our intent to take our contract dispute to the final steps of the Act. While our laws are not identical, we are approaching the same situation in our national negotiations as occurred in Canada. As happened in Canada, the rail carriers will do everything in their power to fracture our solidarity. Their moles and trolls will do everything in their power to divide our Union, and to divide our bargaining coalition. Don't take the bait with their false narratives about their actions, or their false narratives about your Union; seek out the truth. In the end, our solidarity is our strength.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 The Class I rail carriers' claim that they cannot afford to give their employees a contract raise when they continue to report record annual profits to the tune of \$6 billion annually in two cases, while forcing fewer employees to do more work during a pandemic, is just not true. The carrier story that two crew members on a train is not safer and more efficient than a one-person operation is just not true. 99

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

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

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

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

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

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

Rail Conference concludes convention

DENNIS PIERCE, MARK WALLACE, DAVE JOYNT ELECTED TO NEW TERMS OF OFFICE

BLET National President Dennis R. Pierce was re-elected by acclamation to his fourth term as President of the Teamsters Rail Conference at the Rail Conference's Fifth Quadrennial Convention in Chicago on March 17, 2022.

BLET National Vice President Mark L. Wallace was elected by acclamation to his first term of office as Vice President of the Rail Conference, and Brotherhood of Maintenance of Way Employees Division ("BMWED") National Division Secretary-Treasurer David D. Joynt was reelected by acclamation to his second term as Rail Conference Secretary-Treasurer.

"Brother Joynt and I are honored to continue serving the Teamsters Rail Conference, and I am pleased to welcome Brother Wallace to the team," President Pierce said. "We look forward to advancing the causes of rail workers represented by the BLET and BMWED."

Teamsters General President James P. Hoffa and Teamster International Vice President and Rail Conference Director John Murphy were both in attendance and addressed the assembled delegates.

Two years ago, President Hoffa announced that he would be retiring at the end of his current term, which ends March 22, 2022. President Hoffa ad-

ressed the Rail Conference delegates and extended best wishes for a successful outcome to the current round of national contract negotiations.

Vice President Murphy also addressed the delegates and announced that he will be stepping down after more than 17 years of service as Rail Conference Di-

rector. Murphy addressed the delegates and highlighted many of the Rail Conference's leading accomplishments over the past 17 years. Murphy also conducted the swearing-in of Brothers Pierce, Wallace and Joynt following the election.

As Rail Conference President, Pierce is the principal officer of the group and is responsible for conducting its day-to-day affairs. He also presides over meetings of the Rail Conference Policy Committee and all meetings of the Conference.

The Teamsters Rail Conference represents more than 70,000 rail employees in the United States who work as locomotive engineers, trainmen and maintenance of way workers on the five major freight railroads, Amtrak and numerous commuter rail systems and short lines. The Conference was formed in early 2004 after the merger with the Brotherhood of Locomotive Engineers and added to in 2005 when the Brotherhood of Maintenance of Way Employees also merged with the Teamsters. ©



Rail Conference Leadership (from left): Dennis Pierce, BLET President and President of the Teamsters Rail Conference; Mark Wallace, BLET National Vice President and Vice President of the Teamsters Rail Conference; and Dave Joynt, National Secretary-Treasurer of the BMWED and Secretary-Treasurer of the Teamsters Rail Conference.

Unions join together to thwart Norfolk Southern's effort to eliminate train service crafts

The Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD) are taking legal action to stop Norfolk Southern from forcing locomotive engineers to work as conductors, and for disciplining those who don't.

The railroad is suffering from self-inflicted manpower shortages after cutting too many workers in pursuit of higher profits as it implemented the so-called "Precision Scheduled Railroading" business model. As a result, the railroad has attempted to supplant the train service crafts of conductors and brakemen by calling locomotive engineers to work their assignments.

The unions jointly launched court actions on September 30 and on October 28, and BLET National President Dennis Pierce and SMART-TD President Jeremy Ferguson issued the following joint statement regarding their September 30, 2021 action:

"On October 24, 2018, Norfolk Southern Railway announced plans to implement Precision Scheduled Railroading. PSR is an operational scheme that makes irrational cuts to employment, maintenance and service levels to generate artificially higher profit rates for hedge funds and similar investors.

"Because of PSR, NS has eliminated the jobs of over 35% of its operating crew members since December 2018. NS also has

BLET & SMART-TD JOINT STATEMENT ON NS PRECISION SCHEDULED RAILROADING

"As part of its plan to simply eliminate the train service crafts of conductor and brakeman, NS has willfully depleted its train service workforce. The shortage of conductors and brakemen is so severe that NS started ordering locomotive engineers — under threat of termination for insubordination — to work conductor positions even though both the BLET Agreement and the SMART-TD Agreement prohibit the use of locomotive engineers in train service positions."

— BLET President Dennis R. Pierce & SMART-TD President Jeremy Ferguson

been fighting since the summer of 2019 to cut the size of operating crews by half.

"As part of its plan to simply eliminate the train service crafts of conductor and brakeman, NS has willfully depleted its train service workforce. The shortage of conductors and brakemen is so severe that NS started ordering locomotive engineers — under threat of termination for insubordination — to work conductor positions even though both the BLET Agreement and the SMART-TD Agreement prohibit the use of locomotive engineers in train service positions.

"On September 30, our unions initiated legal actions that are intended to compel NS to follow our contracts and obey the laws of our land. NS cannot lawfully lay off roughly 4,000 conductors and brakemen, and then give their work to

another craft. Nor can NS lawfully deprive locomotive engineers of the jobs, wages and working conditions to which they are contractually entitled by forcing them to perform the work of other crafts."

The initial September 30 filing was supplemented by additional courtroom filings on October 28, with each union seeking injunctions against the railroad.

The BLET seeks an immediate injunction forbidding NS from forcing engineers to work as conductors, including disciplining members for failing or refusing to comply with directives to work as conductors, and requiring that NS immediately reinstate BLET members who were disciplined as a result of the dispute, expunging all discipline records, and making each engineer whole.

SMART-TD seeks an injunction or-

dering NS to return to the status quo that existed prior to the dispute, which would require that the railroad use only SMART-TD-represented train service employees to fill jobs in those crafts and classes.

Following a hearing on the motions, the court will issue its decision. If the Court grants the Motions and issues the requested Orders, any continued misconduct by the Carrier could trigger a strike.

Following the October 28 filings, President Pierce and President Ferguson issued the following joint statement:

"This situation is identical to the September 2013 dispute that led to a BLET strike on the Wheeling and Lake Erie," said BLET National President Dennis R. Pierce and SMART-TD President Jeremy R. Ferguson. "The Sixth Circuit Court of Appeals, which also has jurisdiction here, held that the 2013 dispute was, indeed, a major dispute. Multiple ground employees on NS have sustained injuries in switching operations in recent weeks. We have made it clear to NS that forcing engineers to work ground assignments that they are not currently qualified on or familiar with is an invitation for more incidents. While NS's current business model may accept responsibility for that risk to its employees, our Unions do not. We will do everything in our power to prevent that risk to our collective memberships. Along with our General Chairmen and assigned Vice Presidents, we thank our NS memberships for their continued strong support in this struggle." ©



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 Dessell Martin

BALTIMORE, MARYLAND

AUGUST 1-5, 2022 HILTON | BALTIMORE INNER HARBOR



Photo: Visit Baltimore

For more information visit us online at:
BLETREGIONALS.ORG

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BLET and SMART-TD seek immediate federal government investigation of carrier attendance policies

By letter dated January 31, 2022, BLET and SMART-TD are seeking review by both the Department of Labor and the U.S. Department of Transportation of all Class I attendance policies. In a joint letter to Labor Secretary Martin Walsh and Transportation Secretary Pete Buttigieg, SMART-TD President Jeremy Ferguson and BLET President Dennis Pierce ask the secretaries to immediately investigate all Carrier attendance policies that refuse to provide exceptions for fatigue-related absences, as well as those that refuse to provide exceptions for illness-related absences.

Referencing the most recent "Hi-Viz" policy on BNSF set to go into effect today, the presidents said: "The new policy also potentially subjects employees to disciplinary action when they request

time off because they are ill or when they need to tend to sick family members. This includes time off under the Family Medical Leave Act (FMLA), as this policy incentivizes employees from utilizing this protected leave by prohibiting 'Good Attendance Credit' from ever being gained because of its use."

Addressing fatigue concerns, the presidents said: "The only tool these engineers and trainmen have to prepare for their unscheduled work shifts are so-called 'train lineups,' which are managed solely by the railroad. Moreover, BNSF has openly admitted that the quality of these lineups and the related predictability for the on-duty times is far from adequate. As a result, engineers and trainmen are routinely called for duty without having any knowledge or awareness of the potential for work (at that particular

time), thus subsequently preventing them from the ability to be physically rested prior to their being called to work. For example, it is commonplace for these employees to be suddenly called into work for an evening shift when they didn't expect to be called in until the morning according to the available train lineups. Under BNSF's new Hi-Viz policy, even though they may be fatigued, they are not allowed to refuse the unpredicted call for duty without potentially being subjected to employer discipline, up to and including dismissal. Forcing these employees to choose between their job or their safety in the workplace is in complete contradiction to BNSF's obligation to protect public safety and to provide a safe workplace environment."

The presidents said the harsh policies fly in the face of railroad safety laws and

government regulations. The policies also would negatively impact already-diminished workforce staffing and would contribute to an increase in the "already historic levels of mid-career resignations."

President Ferguson and President Pierce concluded: "It is imperative that the Department of Transportation and Department of Labor act to address this most egregious railroad policy, as well as those implemented by NS, CSX, Union Pacific, and any other railroad with similar policies. The safety and health of the engineers and trainmen who are employed at BNSF, and the safety of the general public, stands in the balance." @

THE ENTIRETY OF THE LETTER IS AVAILABLE HERE AS A PDF:

WWW.BLE-T.ORG/PR/PDF/DOT_DOL_Hi_Viz_LETTER_FINAL.PDF

BNSF Hi-Viz DISPUTE

CONTINUED FROM PAGE 1

"Rest assured that we are all infuriated," President Pierce and President Ferguson said in a joint statement. "One of the largest and richest corporations in America has been given a free pass to continue forcing its employees to work even when they or their families are sick, and when they are fatigued beyond the point of being able to work safely. BNSF is essentially thumbing its nose at the employees who make them billions of dollars in revenue."

Background

Presidents Pierce and Ferguson said the policy repudiates numerous collectively bargained agreements currently in place throughout the BNSF system.

"This unprecedented BNSF policy will force our members to report for duty without regard for their medical condition as we struggle to come out of a pandemic," President Pierce and President Ferguson said. "It also takes away any ability by our members to avoid working fatigued when they are routinely called without warning due to the complete lack of reliable train lineups, thus creating the potential for an even more unsafe railroad operation. So-called 'forced overtime' in an industry where safety is so critical stands to enact irreparable harm on hundreds of full-time employees whose nonworkplace obligations prevent them from being at work every day of their life."

WHAT CAN YOU DO?

SIGN OUR PETITION: On January 31, the BLET and SMART-TD contacted both the U.S. Department of Transportation (DOT) and the U.S. Department of Labor (DOL) to demand a review of all Class I attendance policies because they jeopardize safety in the industry by forcing employees to report for work while they are fatigued (see related article, Page 5 of this issue). Such punitive policies refuse to provide exceptions for fatigue-related or illness-related absences. The AFL-CIO's Transportation Trades Department (TTD) launched a petition campaign to also pressure the DOT and DOL to investigate these policies. Members are encouraged to sign the petition by going to BLET website or Facebook page.

CONTACT YOUR GENERAL CHAIRMAN: Your union needs to be able to explain how and why this attendance policy affects real workers. Examples of how this policy could affect you and your family, or how it did affect you after February 1 should be shared with your General Chairman. These will empower your union to make its best case possible in arbitration.

CONTACT YOUR REPRESENTATIVES AND SENATORS: Find your members of Congress and demand that they hear the concerns of the rail workers who are the backbone of this nation's supply chain and that they should back the people who do the work rather than the financial overlords who have implemented these draconian policies.

SIGN UP FOR ACTION ALERTS: Our strength is in our collective voice. Action alerts from your union will send you petitions to sign, elected officials to email, and social media posts to share. We are all angry, but we need to channel that anger into effective and legal action. Both the SMART-TD and the BLET will make sure that members are informed, educated, and empowered, just as rail unions have done in this country for more than a century. Additional details will be provided to all involved union officers and members as they become available.

BNSF's Hi-Viz policy is a points-based system that penalizes employees — who in many cases have no assigned days off — any time they take time off work for practically any reason. In a FAQ that BNSF sent out to its employees, the carrier claimed that they "must improve crew availability to remain competitive in the industry" and that their revised Hi-Viz program helps with this issue "by incentivizing consistent and reliable atten-

dance." BNSF goes on to claim that a reduction in absenteeism will improve the predictability of work assignments. However, the affected employees and their unions have made clear that they view BNSF's approach to this issue as a juxtaposition. That is: if the carrier instead focused its efforts on predictable scheduling of assignments and competent management of its furloughed employees, there would be no need to impose

such draconian attendance policies.

"Our members have simply had enough of the treatment they are enduring from the BNSF Railway," President Pierce and President Ferguson said. "The Company's half-baked attempt to characterize this policy as an 'improvement' and an 'incentive' is nothing short of disingenuous, and outright insulting. Although BNSF will not admit it, it has implemented so-called Precision Scheduled Railroading and is attempting to do more with less by intimidating our members, under threat of discipline and/or termination, into working additional shifts while they continue to furlough junior employees. Our members have worked tirelessly to keep goods moving during a global pandemic, but the railroad is once again placing monetary profits over people to appease shareholders and Wall Street. Our membership is tired, frustrated and fed up with the treatment they continue to receive. As is the growing trend among all major rail carriers, the working conditions at BNSF have deteriorated to the point that there are many tenured employees leaving the railroad industry because they can no longer tolerate the treatment that they must endure on a daily basis. This new attendance policy may be the tipping point for what may be the 'great railroad resignation.'"

Collectively, the BLET and SMART-TD represent more than 17,000 active members at the BNSF. @

ELEVENTH ANNUAL REPORT ON BLET EDUCATION & TRAINING FUND

When delegates attending the BLET's Second National Convention in Reno, Nevada, established a dedicated fund for Education and Training in October of 2010, they stipulated that an accounting of funds be published in the first issue of the BLET's newsletter each year.

Specifically, members pay \$1 per month to fund and maintain a BLET Education and Training Department. Section 7 (g) — National Division Rules of the BLET Bylaws (Pg. 27) reads as follows: "All members in active service, including those holding official positions with the carrier and those employed exclusively by the BLET, shall pay \$1.00 per month dues to establish and maintain an education and training fund, subject to the provisions of Section 29 — National Division Rules. Funds received from such dues shall be used for education and training classes and/or workshops for officers and members of the BLET." @

EDUCATION AND TRAINING FUND BALANCE REPORT FOR 2020 - AUDIT CORRECTED

FUND BALANCE AT JANUARY 1, 2020		\$215,607
REVENUES		
EDUCATION AND TRAINING FUND DUES	\$343,402	
REIMBURSED EXPENDITURES	\$29,623	
TOTAL REVENUES		\$373,025
EXPENDITURES		
WAGES, TAXES, AND BENEFITS	\$189,418	
BUSINESS TRAVEL AND EXPENSES	\$35,463	
INFORMATION SERVICES	\$16,466	
GENERAL OFFICE EXPENSES	\$12,185	
EQUIPMENT AND FURNITURE PURCHASES	\$0	
TOTAL EXPENDITURES		\$253,532
NET REVENUES EXCEEDING EXPENDITURES		\$119,493
FUND BALANCE AT DECEMBER 31, 2020		\$335,100

EDUCATION AND TRAINING FUND BALANCE REPORT FOR 2021

FUND BALANCE AT JANUARY 1, 2021		\$335,100
REVENUES		
EDUCATION AND TRAINING FUND DUES	\$325,805	
REIMBURSED EXPENDITURES	\$0	
TOTAL REVENUES		\$325,805
EXPENDITURES		
WAGES, TAXES, AND BENEFITS	\$171,801	
BUSINESS TRAVEL AND EXPENSES	\$19,541	
INFORMATION SERVICES	\$3,814	
GENERAL OFFICE EXPENSES	\$27,427	
E&T TECHNOLOGY IMPROVEMENTS	\$88,211	
EQUIPMENT AND FURNITURE PURCHASES	\$9,774	
TOTAL EXPENDITURES		\$320,568
NET REVENUES EXCEEDING EXPENDITURES		\$5,236
FUND BALANCE AT DECEMBER 31, 2021		\$340,336

2022 BLET Scholarship Directory

Each year, the BLET National Division compiles a list of scholarship opportunities available to the children of BLET members. Numerous financial aid opportunities are published here in the 2022 BLET Scholarship Directory. The scholarship opportunities vary widely.

The following comprehensive list provides members and their families with contact information for each scholarship program. The BLET National Division does not maintain its own scholarship program, nor does it oversee or otherwise play any role in the administration of any of the programs included in this

Directory. Interested parties are advised to contact the individual scholarship providers listed below for additional information.

Those aware of additional scholarship opportunities not included in this Directory are urged to contact the BLET Public Relations Department at: Bentley@ble-t.org.

The 2022 BLET Scholarship Directory is as follows:

James R. Hoffa Memorial Scholarship Fund

The deadline for the James R. Hoffa Memorial Scholarship Fund (JRHSF) is usually March 1 each year.

The application process is completely online again this year. All applications must be completed through the online portal found on the Fund's website: <http://www.jrhmsf.org>. This JRHSF website outlines eligibility requirements and application procedures, and applicants must complete a brief registration process in order to access the registration area.

There are two types of scholarship applications available: Academic Scholarships, which range up to \$10,000, and Training/Vocational Scholarships, which range up to \$2,000. Full details and eligibility requirements for each type of scholarship are available on the JRHSF website at the link above. In 2021, \$1.2 million in scholarships were awarded, with 15 BLET families winning scholarships.

James R. Hoffa became a Teamster member in 1934 and served as General President for 14 years, and, in recognition of his tireless service to the union and its members, was honored as General President Emeritus for life. At the November 1999 General Executive Board meeting, the late General Secretary-Treasurer C. Thomas Keegel presented a resolution to establish the new scholarship fund. Assisting the sons, daughters and financial dependents of Teamster members with their educational goals is a tradition that we are proud to continue.

The James R. Hoffa Memorial Scholarship Fund is an independent organization established and registered as a tax-exempt entity under Section 501(c)(3) of the Internal Revenue Code. The Fund is established solely to provide scholarships to the child or dependent of a member of the International Brotherhood of Teamsters, and contributions to the Fund are deductible as charitable contributions to the extent permitted by law.

FOR GENERAL QUESTIONS ABOUT THE JAMES R. HOFFA MEMORIAL SCHOLARSHIP FUND, PLEASE CALL (855) 670-ISTS (4787) OR EMAIL: CONTACTUS@APPLYISTS.COM OR JRHFUND@GMAIL.COM.

BLET Auxiliary and LECMPA Scholarship Programs

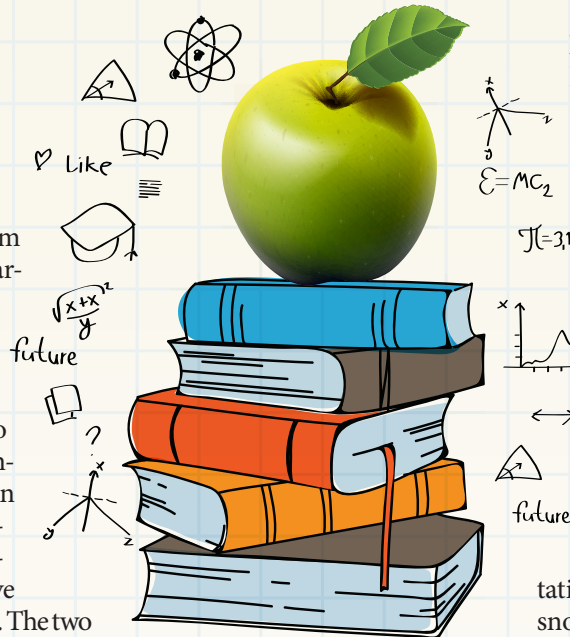
Established in 1991, the BLET Auxiliary Scholarship Program provides \$1,000 scholarships to qualifying students who wish to pursue higher education. The Auxiliary also offers two \$2,500 scholarships annually in collaboration with Locomotive Engineers and Conductors Mutual Protective Association (LECMA). The two \$2,500 scholarships are fully funded by LECMPA.

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 at least one year. An exception has been made for those children of single-parent BLET members with at least one year of membership in the BLET and at least one year of membership as a BLET Auxiliary Associate Member. To qualify for the LECMPA-funded scholarships, the BLET member in the family must also be a member of LECMPA for no less than 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.

In addition, applicants must be accepted for admission by an accredited university, college, trade school, or institute of higher learning. Recipients are chosen on the basis of academic record, leadership, character, and personal achievement.

Important: For high school seniors entering an institute 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 institute 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.

The LECMPA-funded scholarships will be awarded to the two applicants who score the highest amongst those who qualify (by having one parent who is an Auxiliary member for at least one year, and one parent who is a BLET member and LECMPA member



Rules, applications, and deadline information are available on the Board's website, www.cslb.ws/2022-scholarship/. The deadline is usually May 15.

Please direct any questions to CSLB Chairman Ryan K. Snow (rksnow1@att.net). All applications should be mailed to the CSLB home office address: BLET California State Legislative Board, 1207 Front St., Suite 20, Sacramento, CA 95814. Applications with supporting documentation can also be emailed to rksnow1@att.net with the subject line "Scholarship." The electronic version must be confirmed by return email from the Chairman with the notification accepted.

Illinois State Legislative Board

The BLET's Illinois State Legislative Board is currently accepting applications for its Don Little Memorial Scholarship Fund, which was established in 2013.

Two \$1,000 scholarships will be awarded to applicants whose parent or guardian is a BLET member in good standing with a BLET Local Division represented by the Illinois State Legislative Board. Applicants must be 26 years of age or younger.

Brother Don Little was a locomotive engineer with Metra commuter rail in Chicago and a proud member of BLET Division 294 (Bensenville, Ill.) for 35 years. Brother Little served for more than 10 years on the Executive Committee of the Illinois State Legislative Board and always had a dream of establishing a scholarship program for the family members of fellow Brothers and Sisters who belonged to divisions chartered in Illinois. Unfortunately, Brother Little passed away before his dream was realized.

In 2013, The ISLB executive board helped make Brother Little's dream a reality.

Scholarship applications and all accompanying documents must be received by May 2, 2022. Specific eligibility requirements, detailed instructions and application forms are available for download from the BLET National Division website, www.ble-t.org/pr/pdf/Illinois_SLB_Scholarship_2022.pdf.

FOR QUESTIONS OR ASSISTANCE IN COMPLETING THE APPLICATION, CONTACT JOYCE A. PIEKARSKI, SELECTION COMMITTEE CHAIRPERSON AT (630) 963-6099 OR JOYCE.PIEKARSKI@GMAIL.COM.

for at least one year). If an applicant meets the eligibility requirements for the LECMPA-funded scholarships but is not selected for one of the two \$2,500 scholarships, he/she will still be eligible for a \$1,000 scholarship.

Completed applications must be received by BLET Auxiliary Secretary Lawa Poss, and the deadline is usually April 1 each year. Applications received after that date will not be considered.

FOR QUESTIONS, PLEASE CONTACT LAWANA POSS (LWPOSS@GMAIL.COM). APPLICATIONS, INSTRUCTIONS FOR SCHOLARSHIPS, AND MAILING ADDRESS FOR SUBMISSION MAY BE FOUND ON THE AUXILIARY WEBSITE AT WWW.BLETAUXILIARY.NET.

BLET UP-Southern Region GCA

The BLET's Union Pacific-Southern Region General Committee of Adjustment (UP-SR GCA) offers annual scholarships ranging from \$750 to \$2,000. Applicants must be the son, daughter, financial dependent or ward of a UP-SR GCA member in good standing per the BLET Bylaws starting with the 2022-2023 school year. The deadline for applications is usually March 1 each year. Complete rules, full eligibility requirements, and an application can be found on the UP-Southern Region GCA website: www.bletsr.org/scholarship.html.

California State Legislative Board

The BLET's California State Legislative Board (CSLB) will award a \$1,000 scholarship to a graduating high school senior attending a college/ trade/ vocational school in 2021. The applicant's parent or guardian must be a member in good standing in a BLET division represented by CSLB.

Wyoming State Legislative Board

The BLET's Wyoming State Legislative Board (WYSLB) is again offering a scholarship program for the upcoming school year. First offered for the 2014 academic year, the scholarship deadline for 2022 is June 1, 2022.

Wyoming State Legislative Board Chairman Cory Runion said the Board will award either two \$1,000 scholarships, or, in the event of a single applicant, one \$1,000 scholarship each year to an immediate family member of a BLET member in good standing and holding membership in a Division chartered within the state of Wyoming. The scholarships will be awarded based on the application, along with the requested documentation, by the WYSLB scholarship committee.

Scholarship applications and all accompanying documents must be received by June 1 of each year. Specific eligibility requirements, detailed instructions and application forms (PDF) are available for download from the BLET National Division website, or can be requested from your Division Legislative Representative. Currently, the BLET has nine Divisions chartered in Wyoming — Division 31 (Bill); Division 207 (Casper); Divisions 44, 103 and 115 (Cheyenne); Division 94 (Gillette); Division 869 (Greybull); Division 142 (Rawlins); and Division 624 (Sheridan).

For questions of assistance in completing the application please contact your Division Legislative Representative.

INFORMATION AND APPLICATION FORM AVAILABLE HERE (PDF), WWW.BLE-T.ORG/PR/PDF/WYO_SLB_SCHOLARSHIP_APP.PDF.

BLET Division 269

BLET Division 269 (Jamaica, Long Island, N.Y.) offers two \$500 scholarships to the children of BLET members who are already enrolled in college. Participation is limited to members of Division 269 only.

Winners are picked at random at the Division's Christmas party.

FOR DETAILS, WATCH YOUR DIVISION 269'S MOBILE APP OR CONTACT DIVISION VICE PRESIDENT MICHAEL GARZIANO (516) 641-4041.

BLET Division 622

BLET Division 622 (Alliance, Neb.) offers two \$500 scholarships to the children or dependents of Division 622 members. Scholarship winners will be cho-

sen at random during a Division meeting in August. Applications must be received by July 31, 2022.

FOR MORE SPECIFICS, PLEASE VISIT THE DIVISION 622 WEBSITE ([HTTP://WWW.BLET622.COM](http://www.BLET622.COM)). YOU CAN ALSO CONTACT DIVISION SECRETARY-TREASURER NEIL BURRI AT NBURRI@BLET622.COM.

BR&CF Scholarship Program

The Brotherhood's Relief and Compensation Fund (BR&CF) is pleased to provide opportunities for the sons and daughters of BR&CF members to participate in the Luther G. Smith

Scholarship Program.

Children, including adopted and step-children, of BR&CF members who are in "Good and Regular Standing," are eligible. Applicants must be 27 years of age or younger. Applicants may be current high school students who have applied for admission as full-time students in accredited post-secondary schools or may be attending or enrolled as full-time students in accredited post-secondary schools.

International President Jesse Taylor advises that 20 scholarships of \$2,500 each are awarded every year.

THE APPLICATION DEADLINE FOR THE BR&CF'S SCHOLARSHIP PROGRAM IS USUALLY MARCH 1 EACH YEAR. THE SCHOLARSHIP APPLICATION IS AVAILABLE BY VISITING BR&CF'S WEBSITE AT WWW.BRCF.ORG.

Union Plus Scholarships

Union Plus awarded \$250,000 in scholarships to 199 union members and union family members in the 2021 Union Plus Scholarship Program. Individual awards ranged from \$500 to \$4,000. The deadline is January 31 each year.

Rising education costs are

making it difficult for many union families to afford the cost of tuition. That's one reason Union Plus, which provides important consumer benefits to union members and retirees, offers a unique scholarship program. It has distributed more than \$5 million in scholarships to over 3,400 union members and their children since 1991. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor. A GPA of 3.0 or higher is recommended.

The students selected for university, college, trade or technical school scholarships represent a

wide sampling of backgrounds, union affiliations, goals and accomplishments. The selection process is very competitive since Union Plus receives over 5,000 applications each year. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation, supported in part by contributions from the provider of the Union Plus Credit Card. You do not need to be a Union Plus Credit Card holder to apply for this scholarship.

VISIT THE UNION PLUS WEBSITE TO LEARN MORE: WWW.UNIONPLUS.ORG/SCHOLARSHIPS. @

LIST OF 2022 NATIONAL DIVISION CONVENTION DELEGATES

Pr the BLET Bylaws, copied below is the list of official BLET delegates to the Fifth National Convention of the Brotherhood of Locomotive Engineers and Trainmen, as reported by BLET Divisions at press time.

The convention is scheduled for October 10 through October 13, 2022, at Bally's Las Vegas Hotel & Casino, but delegates should plan to arrive in time

to register on Sunday, October 9, 2022. Reservations and travel information will be mailed to delegates in the coming weeks.

The list is published in the Locomotive Engineer & Trainmen News as required by Section 20(g) - National Division Rules of the BLET Bylaws. All BLET divisions are listed below in numerical order, followed by the delegate's name. @@

1 - J. W. Reid	71 - D. T. Hill	158 - P. R. Ansberry	231 - M. G. Crothers	316 - R. B. Ledford	450 - J. L. Gray	590 - No Election Reported	741 - J. D. Pruett
2 - M. G. Baran	72 - T. A. Porter	160 - E. S. Eckart	232 - A. A. Hilde	321 - T. L. Gerringer	456 - J. T. Bedsole, III	593 - L. M. Keith	742 - M. S. Hollis
3 - E. S. Patterson	73 - J. M. Belcher	163 - S. S. Surchik	234 - A. L. Cerimele	325 - J. Whisinnand	458 - D. D. Voith	595 - S. D. Schrum	746 - C. J. Booke
4 - J. T. Falk	74 - K. A. Kline	165 - J. E. Briles, III	235 - G. Amadeo	326 - W. L. George, Sr.	462 - J. R. Collins	597 - R. E. Denlinger	752 - S. Crossman
5 - P. Tortorice	75 - C. C. Fuller, II	166 - A. K. Brendle	236 - T. L. Haug	327 - K. S. Schomaker	463 - D. W. Engle	598 - J. L. Truesdale	754 - J. S. Woodcock
6 - T. L. Smith	77 - P. W. Darcy, Jr.	167 - B. L. Fannon	237 - W. E. Brake	328 - T. L. Price	474 - G. L. Perez	599 - M. J. Rogers	755 - R. K. Jarona
7 - R. L. Casad	78 - C. M. Brian	169 - H. N. Benn	238 - L. M. Moore	332 - W. G. Ware	475 - J. M. Prokop	601 - F. Burgos, Jr.	757 - P. E. Smith
8 - J. S. Early	79 - S. J. Poe	171 - T. Haas, Jr.	239 - G. N. deVente	333 - M. D. Anderson	476 - D. A. Taddei	602 - C. A. Grigsby	758 - H. S. Allington
9 - B. M. Bell	80 - M. M. Garvey	172 - B. A. Borchert	241 - C. L. Bartlett	335 - K. A. Kudyba	480 - W. R. Appgar	604 - B. J. Szenasi	762 - J. Marascalco
10 - J. Walters	81 - S. D. Thibodeau	173 - I. W. Wainio	242 - B. C. Baker	336 - C. S. Mullin	481 - R. L. Dillon	607 - P. M. Redmond	765 - J. M. Lofton
11 - M. B. Kenney	83 - J. L. Shelton	174 - E. A. Stroik	244 - A. J. Alfonso, Jr.	343 - S. Hubbard	482 - W. F. Broadus	609 - J. D. Jones	766 - S. P. Wells
12 - R. M. Grogan, Jr.	84 - J. R. Cross	175 - C. M. Schulz	246 - D. R. Woods	344 - J. L. Zehr	483 - J. J. O'Neill	610 - C. J. Williams	768 - M. A. Roue
13 - M. S. Banks	85 - S. A. Pierce	176 - J. L. Dolph	249 - J. C. Cavanaugh	348 - K. D. Dunkin	488 - T. E. Downey, Jr.	612 - R. G. Guy, Jr.	769 - B. P. Sullivan
14 - A. J. Austin	86 - J. S. Shannon	177 - J. W. Ervin	251 - J. M. Couch	349 - R. W. Letcher	489 - B. C. Ponder	620 - J. Logan, Jr.	775 - T. R. Gray
15 - A. J. Border	87 - J. M. Martel	178 - C. J. Potter	253 - C. G. Vesely	350 - E. Espinosa	491 - C. A. Newman, II	621 - J. G. Van Engen	776 - C. W. Mercer
16 - T. L. Flickinger	88 - T. L. Ostrander	179 - J. D. Tryon	255 - B. A. Tatgenhorst, II	353 - J. F. McLaughlin	494 - J. Pearson	622 - D. M. Spahn	777 - M. C. McDaniel
17 - B. Porter	94 - C. W. Browning	180 - P. J. Torres	256 - L. Robinson	354 - No Election Reported	495 - R. D. Crosby	623 - H. A. Brown	778 - D. W. Bach
18 - J. B. Lacy	95 - J. C. Smith	181 - No Election Reported	259 - G. S. Brown	357 - W. J. Sprague	496 - R. C. Faurney, II	624 - J. S. Peil	779 - R. W. Clark
19 - C. C. Sebok	96 - D. J. Lucansky	182 - D. W. Denson	260 - No Election Reported	362 - M. J. George	497 - A. K. Blakey, III	629 - C. H. Dudgeon	781 - D. P. Fitzgerald, Jr.
20 - C. M. Skinner	97 - M. A. Crouch	183 - B. S. McCoy	261 - A. L. Decker	364 - B. A. Sewell	498 - G. D. Best	632 - G. E. Jones	782 - A. L. Vincent
23 - T. O. Turner, III	98 - A. J. McAfee	184 - J. T. Alexander	262 - P. E. Dodge	365 - No Election Reported	499 - B. N. Wetsch	636 - R. A. Smith	786 - D. C. Lance
24 - M. R. Murphy	100 - M. P. Huber	185 - B. J. Marenger	264 - J. R. Gomez	366 - J. P. Nixon	500 - B. M. Anderson	641 - M. R. Price	790 - J. R. Hartman, Jr.
25 - J. D. Schultz	101 - G. A. Turner	186 - R. L. Fabec	265 - W. E. Hyatt, Jr.	369 - K. Cyprien	502 - D. R. Holdcroft	642 - S. R. Stull	791 - D. K. Tafoya
26 - M. W. Carter	103 - M. W. Lovett	188 - T. Spande	266 - S. A. Lemm	370 - W. E. Rominski, III	503 - B. Bullock	644 - S. J. Olson	800 - R. B. Fitzpatrick
27 - C. A. Roehrich	104 - S. E. Snyder	189 - J. R. Berlin, II	267 - No Election Reported	373 - D. E. Melhorn	504 - J. W. Whitaker	646 - D. L. Cordell	803 - J. L. Vance
28 - K. B. Walker, Jr.	106 - W. P. Wolfe, IV	190 - R. L. Franklin	269 - K. J. Sexton	374 - L. E. Stevenson	505 - S. E. Martinez	647 - J. L. Ewbank	811 - C. S. Lewis
29 - J. E. Welsby	107 - A. M. Foster	191 - D. J. Gifford	270 - K. J. Duncombe	375 - R. W. Hege, Jr.	508 - D. P. Rogers	648 - S. A. Sirmans	815 - J. J. Balonek
30 - C. M. Burnett	109 - J. C. Kiefer	192 - P. H. Shepard	271 - M. A. Elkins	382 - M. T. McCrory, II	511 - D. S. Pennywitt	656 - J. J. Smith	827 - K. Nelson
31 - T. R. Young	110 - M. Short	193 - J. T. Parker	272 - M. Caban	383 - J. R. Howard	512 - R. A. Bodkin	659 - A. J. Ujvari	830 - T. L. Combs
32 - R. T. Cason	112 - N. K. Paige	194 - H. E. Parsons	273 - R. A. Bloom	386 - J. J. Kinsman, Jr.	517 - W. A. Burnett	660 - L. Simmons	831 - C. D. King, II
33 - B. J. Trumble	114 - T. P. Bloom	195 - T. R. Simard	274 - R. Plummer	387 - L. J. Tambussi	518 - T. D. Usselman	662 - E. F. Ferrall	834 - D. R. Burch
34 - E. R. Evans, II	115 - C. L. Runion	197 - R. S. Gorzell	275 - B. S. Hall	388 - T. D. Kuenning	520 - B. J. Flaherty	664 - R. G. Ladley	839 - R. L. Manley
35 - R. C. Poccia	116 - J. M. Seay	198 - M. A. Asbill	276 - No Election Reported	391 - B. D. Burchett	521 - B. J. Martin	665 - B. E. Folsom	842 - J. A. McClung
37 - L. R. Fannon, Jr.	117 - No Election Reported	199 - J. H. Peyton	278 - K. R. Lunnie	392 - J. W. Swick	523 - S. P. Alexander	671 - P. P. Ripplinger	846 - R. H. Kunz
38 - No Election Reported	118 - A. C. Schuetz	200 - W. T. Brandenburg	279 - E. C. Bondegard	393 - No Election Reported	524 - J. W. Roath	672 - C. R. Parker, II	848 - T. A. Gutierrez
39 - M. S. Campbell	120 - J. L. Rickart	201 - E. L. Waugh	280 - No Election Reported	398 - No Election Reported	526 - C. Colucy	674 - K. W. Chinn	849 - D. F. Norton, Jr.
40 - D. Terdich	121 - M. N. Brandon	202 - S. P. Ellingson	282 - No Election Reported	400 - M. R. Pachta	527 - J. A. Bullington	676 - T. D. Campbell	850 - B. M. Miscikowski
41 - G. S. Garland	122 - M. R. Lyons	203 - J. W. Wilborn	283 - L. J. Chavez, Jr.	401 - G. P. Browning	530 - J. A. Tate	678 - C. F. Fischer	857 - J. W. Green
42 - M. L. Gurley	123 - J. E. Cayer, Jr.	204 - B. L. Chattin	284 - B. C. Hindman	402 - J. D. Grimes	531 - R. W. Willis, IV	681 - R. Stewart	858 - E. Carpenter
44 - S. J. Baldwin	124 - E. T. McKinney	205 - E. L. Barnard	285 - W. J. Harris	404 - K. J. Schnell	532 - T. L. Bryant	682 - F. E. Burns	861 - T. J. Bonse
45 - B. J. Cleary	125 - K. A. Hansen	206 - J. R. Kelley	287 - B. R. Shope	405 - C. J. Wagner	537 - D. R. Gibson, Jr.	683 - S. Lampkin	863 - W. T. Karmany, III
46 - J. J. Purcell	126 - R. K. Snow	207 - R. G. Zauner	290 - E. J. Anderson	409 - J. D. Conner	542 - E. T. Donnelly, III	684 - T. J. Watters	869 - M. L. Fielder
47 - D. D. Lewsader	129 - A. L. Tate, Jr.	208 - H. B. Swaney	291 - H. Stokes, III	415 - C. V. Houston	547 - J. B. Waldroup	687 - B. T. Fickett	871 - J. D. Malone
48 - B. J. Young	130 - P. D. Taylor	209 - M. D. Ostertag	292 - L. J. Swigert	416 - A. E. Linville	548 - K. S. Mattingly	692 - V. C. Smith, III	886 - No Election Reported
49 - R. W. Kirk	131 - W. Marshall, Jr.	210 - M. D. Pyle	294 - K. E. Donze	421 - J. N. Lamarti	549 - J. D. Erickson	695 - M. W. Grindy	888 - D. R. Davis
50 - D. L. Brown, II	133 - D. W. Jones	212 - B. K. Shifflett	298 - No Election Reported	423 - J. T. Sizemore	551 - M. J. Kulak	696 - N. E. Hannon	892 - P. A. Hutchison
51 - M. Wright-Channel	134 - M. C. Mileham	213 - L. J. Morgan	299 - E. L. Parks	425 - D. J. Jones	553 - K. W. Abell	698 - S. Kiser	894 - J. A. Roberts
52 - D. G. Geddie	135 - R. B. Ross	214 - J. L. Covarrubias	301 - S. R. Bunten	426 - S. M. Cutrer	561 - W. R. Harbeson	699 - C. L. Benisek	899 - C. A. Pearce
53 - L. E. Brain	136 - M. J. Telford	215 - C. S. Young	302 - P. T. Titus	430 - J. L. Venditti, III	565 - T. R. McMahon	703 - A. A. Rawls	910 - S. L. Owens
54 - K. M. Khan	139 - T. G. Bateman	216 - D. P. Wyatt	303 - G. J. Gonzales	435 - G. W. Campbell, III	566 - R. Perez	706 - No Election Reported	914 - A. J. Templett, Jr.
56 - K. A. Richards	140 - B. B. Rahmel	217 - T. W. Nicholson	306 - No Election Reported	439 - J. G. Eaton	567 - R. L. Amberger	711 - J. G. Ogden	915 - C. S. Van Mol
57 - G. T. Hobson	141 - C. E. Gamble	219 - M. R. Hamilton	309 - J. M. Dziwulski	442 - M. S. Medlin	569 - B. D. Ollie	713 - D. A. Bartlett	918 - E. Salinas, III
58 - C. H. Bartley	142 - L. V. Martinez	221 - J. P. Sloan	312 - D. J. Luna	443 - T. L. Smith, Jr.	573 - W. B. Dondero	717 - R. W. Lazenby, Jr.	919 - No Election Reported
59 - R. R. Sauls, II	143 - T. L. Smith	222 - M. R. Benich	314 - C. R. Hyde	444 - W. D. Pope	574 - E. P. Gabel	721 - B. L. Thornton	920 - C. S. Smith
60 - D. L. Wright	144 - D. J. Caddell	223 - S. L. Wilson	315 - R. W. Hooker	446 - J. M. Williams	575 - J. McCleary	724 - V. E. Crivilare	934 - T. R. Clark
62 - R. F. Melconian	152 - W. J. Ferris, Jr.	224 - D. E. O'Neil		447 - S. B. Schatz	577 - C. D. McDonald	726 - N. J. Rife	937 - G. A. Hernandez
63 - W. J. Bancroft	153 - K. A. Dickerson	226 - S. P. Simon		448 - M. S. Reece	578 - N. S. Bragg	727 - M. E. Foos	940 - N. W. Schipper, IV
64 - A. E. Buffalo	155 - G. I. Cassidy	227 - T. I. Shoen, II			582 - A. Vasquez	736 - D. K. Wheeler	944 - C. Rhodes
65 - J. D. Coleman	156 - S. S. Howse	228 - A. L. Humphries			585 - N. L. Guitreau	739 - S. W. Barber	
69 - D. J. Oian	157 - A. D. Arias	230 - B. R. Glebe			587 - T. D. Hayworth	740 - T. L. Shumway	
					592 - B. K. Terpening		



Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

7061 East Pleasant Valley Road
Independence, Ohio 44131-5543

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Photo of the Month: January-March 2022

SCENIC SHORT LINE: Rapid City Pierre & Eastern locomotive 3422 travels along the Missouri River as it readies to climb out of the Missouri River Valley. The train is headed towards Huron, South Dakota. **Photo:** by Brother Brent N. Erdmann, a locomotive engineer for Canadian National and a member of BLET Division 209 (Green Bay, Wisconsin). A veteran railroader, Brother Erdmann first joined the Brotherhood in 1993.



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 July/August/September 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 NASLBC mtg., Austin, Texas; BLET Western Regional Mtg., Austin; BLET District of Columbia SLB mtg.; National Conference of Firemen & Oilers mtg.; Special Board of Adjustment, HW hearing, Washington, D.C.; BLET Advisory Board mtg.; BLET Eastern Regional Mtg., Nashville, Tenn.; IBT Women's Conference, Las Vegas; BLET BNSF-MRL GCA training workshop, Las Vegas; BLET Nevada SLB mtg.; Teamsters Canada Rail Conference-CN GCA mtg., Victoria, B.C.; BLET NS-E GCA mtg.

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.; BLET NASLBC mtg., Austin, Texas; Holiday; BLET Western Regional Mtg., Austin; BLET Eastern Regional mtg., Nashville, Tenn.

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; Zoom call with D.C. office staff; Weekly PAC zoom call w/ IBT; Monthly SLB/Washington DC office mtg.; BLET NASLBC mtg., Austin, Texas; BLET Western Regional Mtg., Austin; OneRail mtg.; Office hours Washington DC office and home in accordance with COVID restrictions; 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 Ball, Tex Mex, with research; Holiday; Annotate 3rd Division Awards; Assist GC Hau, WC, w/ discipline appeal; PLB 7154, interpretation of Award 275, IC; 3rd Division referee selection; Assist GC Semenek w/ discipline submissions; Section 6 mtgs., Metra and CP; Assist GC Hau w/ pilot claim proposal for rules cases; Vacation; DL 507, referee Darby; PLB 7154, referee Darby; GC Hau pilot claim discussion w/ CN labor relations; 1st Division Circular 96; DL 517, referee Wesman; GC Burns discipline appeal, IHB; GC Semenek, Evans and Balonek mediation case A-13943, Metra; BLET Advisory Board mtg.; DL 513, Referee Phillips; Award 275 of PLB 7154 to Referee Bass, IC; PLB 7666, Referee Darby, CP; Section 6 discussions, CP; DL 521 and DL 515 study; ROAR, NRAB Labor Members' Caucus, NRAB; DL 521, Referee Vandagens; NRAB hearing, assist GC Fannon; Interpretation award 29394, Referee Benn; DL 515, Referee Betts; NRAB annual mtg.; NRAB administrative matters.

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; W&LE PLB 6906; Local Division 16

monthly mtgs. (July, Aug. and Sept. 2021); CN-GTW labor management review conference and claims conference; BLET Eastern Regional Mtg., Nashville, Tenn.; NRAB 1st Division cases, WN&P; Connecticut Southern Section 6 bargaining.

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.; BLET Western Regional Mtg., Austin, Texas; BLET Eastern Regional Mtg., Nashville, Tenn.; Division 695 mtg. w/ GC Psota, Minot, N.D.; Advisory Board mtg.; GC Psota GCA training & education classes, Las Vegas; PLB 7477, prep. and hearing w/ GC Cunningham, Crowley, Texas; MRL Section 6 notice discussions w/ carrier and GC Psota, Billings, Mont.

VICE PRESIDENT R.C. (RICK) GIBBONS — Assigned to: All Norfolk Southern General Committees (Northern, Eastern and Southern Lines); Chicago, Ft. Wayne & Eastern; Indiana & Ohio (G&W); General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; BLET Western Regional Mtg., Austin, Texas; PLB 7238, assisting GC Fannon; SBA 1063, assist GC Dehart; BLET Eastern Regional Mtg., Nashville, Tenn.; PLB 7238 w/ GC Fannon; PLB 7159 w/ GC Sturdivant, Ft. Myers, Fla..

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; NMB A-13965, assist NJT GC Brown; Holiday; Contract issues, assist LIRR GC Sexton; Contract issues, assist PATH GC Blakey; BLET Western Regional Mtg., Austin, Texas; Assist GC Kenny w/ Keolis-Boston issues; SBA 940; BLET Eastern Regional Mtg., Nashville, Tenn.; ND website mtgs.; NY&A contract talks w/ GC Sexton, New York City; Advisory Board mtg.; Contract issues, assist NJT GC Brown; Contract issues, assist SEPTA GC Hill; Convention planning, Independence, Ohio.

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; BLET Western Regional Mtg., Austin, Texas; Advisory Board mtg.; BLET Eastern Regional Mtg., Nashville, Tenn.; NMB grievance mediation, UP-Central Region GCA; Assist GC Lambert and GC Logan in preparation for rules case; Awards 84, 85 & 87, PLB 7282; Award 108, PLB 7721; BLET Advisory Board mtg.; Assist GC Leyshon, Omaha, Neb.; Assist GC Lambert, Omaha, Neb.; Assist GC Logan and GC Lambert w/ preparation of attendance arbitration case, Dallas, Texas; Mediation w/ GC Rhodes; PLB 7332, Omaha, Neb.; Assist GC Logan, Omaha, Neb.; Mtg. w/ GC Leyshon and Portland & Western.

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.; Mtg. w/ KCS Labor Relations manager; CSXT-Western Lines quadrennial mtg., assist GC Keith Kerley; BLET Western Regional Mtg., Austin, Texas; Mtg. w/ CSXT General Chairmen, re: dispute resolution and bargaining; Mtg. w/ CSXT LRs and CSXT General Chairmen, re: dispute resolution and bargaining; Board member of PLB 6884 with KCS GC Spradlin; National bargaining, CBG, Cleveland, Ohio; Town Hall mtg. w/ GC Billy Evans and members of the Illinois and Midland RR, Springfield, Ill.; Conference regarding DOT/OIG investigation of CSXT HOS reporting issues; Hosted mtg. w/ CSXT GCs, re: upcoming arbitration; Bargaining session w/ GC Billy Evans and Illinois and Midland RR; National bargaining subcommittee mtg., CBG, Fort Worth, Texas; Mtg. w/ KCS GC Ball and KCS labor relations, re: local agreements and disputes; Served as Board Member on PLB 7265 w/ CSXT GCs Driscoll, Best, Lyons Kerley and Arbitrator Twomey.

Pierce reelected CRLO Chairman

BLET National President Dennis R. Pierce was reelected by acclamation as Chairman of the Cooperating Railway Labor Organizations (CRLO) during October 28's CRLO business meeting. The CRLO is a group of 12 Rail Labor unions that sit together to oversee the collectively bargained health and welfare benefits contained within the National Agreements, on behalf of railroad members.

TCU/IAM National President Arthur P. Maratea and American Train Dispatchers Association (ATDA) President F. Leo McCann also were reelected by acclamation to serve the CRLO as Vice-Chairman

and Secretary-Treasurer, respectively. "I am proud to continue working alongside Brothers Maratea and McCann, as well as all other members of the CRLO. I will do my utmost to preserve, protect and expand the health care benefits enjoyed by railroad workers," President Pierce said.

Also reelected to another 3-year term as National Railroad Retirement Investment Trust (NRRIT) Trustee is retired BLET member William C. Walpert. Brother Walpert served for decades as a BLET officer, retiring in 2014 after more than 13 years as the Brotherhood's Chief Financial Officer.

The CRLO was founded so that Rail Labor could work together collectively to achieve better health and welfare benefits, rather than each union bargaining individually. According to the Preamble of the CRLO Bylaws: "We, the several organizations of railroad employees, recogniz[e] that through united action the interests of railroad employees are strengthened and are better advanced though coordinated policy and cooperation on all matters of mutual interest; and that such united action is particularly essential in the area of health and welfare benefits for our members...." ©