NATIONAL NEGOTIATIONS HEAD TO MEDIATION

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.

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 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 illegal.

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.

CLE ON STALLED NEGOTIATIONS

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

Rall Labor’s largest coalition reaches dead end on path to voluntary agreement. The Coordinat ed 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

Continued on page 5

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: BLET sues BNSF to prevent a potential strike.

January 22: US District Court for the Northern District of Texas issues a temporary restraining order (TRO) to block BLET and SMART-TD on January 27 filed answers 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 to the preliminary injunction that was filed on February 1, 2022.

The court’s use of “minor” does not remotely entertain. In fact, the Carriers’ latest proposal is worse than bad faith; it is illegal.

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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.

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.
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 SMARTDATE 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 railcarriers 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 employer. In a showing of solidarity, TCRC’s membership voted overwhelmingly to strike after the employer 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 the existing collective bargaining agreements, it is clear it was CP that initiated the actions that lead to their own shutdown. Railcarriers in the US are quick to go to the courts when something one 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 railcarriers’ 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 railcarriers point to their actions in an effort to transfer responsibility for their actions to others, but this was over the top. CP’s 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 actions on the need to compete with Union Pacific (“UP”), which had already adopted an equally egregious policy. But their blame game 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, is forcing engineers and trainmen to work sick and tired of shortened time, 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 railcarriers 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 media that false narratives for what they are, boldface lies, The Class I railcarriers’ 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. The carrier story that their attendance policies are necessary to compete with trucks, ignoring that one train with two crew members carries over 300 contain- tainers 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 railcarriers that we endure daily. We all know that they are not true. But it is becoming evident that 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 allow the railroads to transfer their actions or strategies, especially when it is clearly designed to pit Union Brother against Union Brother, or one Union against another.

As with the railcarriers’ 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 allow the railroads to transfer their actions or strategies, especially when it is clearly designed to pit Union Brother against Union Brother, or one Union against another.

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

BLET NATIONALPresident Dennis Pierce
Rail Conference concludes convention

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

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 motion: “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 artificial profits for hedge funds and similar investors.”

“Because of PSR, NS has eliminated the jobs of over 30% of its operating crew members since December 2018. NS also has 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 brakemen, 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

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

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

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 members. Along with our General Chairmen and assigned Vice Presidents, we thank our NS memberships for their continued strong support in this struggle.”

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

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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).

For the BLET Eyedores, 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

Baltimore, Maryland
AUGUST 1-5, 2022 | HILTON | BALTIMORE INNER HARBOR

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Transportation workers protecting each other since 1910
BLET and SMART-TD seek immediate federal government investigation of carrier attendance policies

The entirety of the letter is available here as a PDF: https://www.bble-t.org/pr/pdf/DOT_DOL_Hi_Viz_letter_final.PDF

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 Carrier attendance policies that affect our members. The DOT is responsible for ensuring that employee safety and health is protected, while the DOL enforces the Family Medical Leave Act (FMLA), which provides workers with the ability to take leave for certain family and medical reasons. The DOT and DOL are currently investigating these carrier policies.

SIGN UP FOR ACTION ALERTS: We will continue to 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.

CONTACT YOUR GENERAL CHAIRMAN: Your members at the BLET and SMART-TD will make sure that members are aware of the potential for work (at that particular time), thus preventing them from the ability to be physically rested while on the job. BNSF Hi-Viz policy helps with this issue “by incentivizing consistent and reliable attendance.” 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 feloniously employed 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 deceitful. 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 forgo much-needed rest. 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.
ach 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 2022 BLET Scholarship Directory is as follows:

James R. Hoffa Memorial Scholarship Fund

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

The application process is completely online again this year. All applications must be complet- ed through the online portal found on the Fund’s website: http://www.jhrmsf.org. This JHRMSF website outlines eligi- bility requirements and application procedures, and applicants must complete a brief registration process in order to access the reg- istration area.

There are two types of schol- arship applications available: Ac- ademic scholarships, which range up to $30,000, and Training/Voc- ational Scholarships, which range up to $2,000. Full details and eligibility requirements for each type of scholarship are avail- able on the JHRMSF website at the link above. In 2021, $2 mil- lion in scholarships were award- ed, with 15 BLET families win- ning scholarships.

James R. Hoffa became a Teamster member in 1954 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 meet- ing, the late General Secretary Treasurer C. Thomas Kegel pre- sented a resolution to establish the new scholarship fund. Aiming to assist the sons, daughters and financial dependents of Team- ster members in achieving educa- tional 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 In- ternal Revenue Code. The Fund is established solely to provide scholarships to the child or de- pendent of a member of the Interna- tional Brotherhood of Team- sters, and contributions to the Fund are deductible as charitable contributions to the extent per- mitted by law.

For questions about the JHRMF, please call (815) 607-2070 or email contactus@jhrmfsf.com.

BLET Auxiliary and LECMPA Scholarship Programs

Established in 1991, the BLET Auxiliary Scholarship Program provides $1,000 scholar- ships to qualifying applicants who wish to pursue higher edu- cation. The Auxiliary also offers two $5,200 scholarships an- nually in collaboration with Locomotive En- gineers and Trainmen Conduc- tors Mutual Protective Association (LECMFA). The two $5,200 Scholarships are fully funded by LECMPA.

To apply for an Auxiliary Scholarship Award, the applicant must be a son, daughter, stepson, stepdaughter, or stepgrandchild of a BLET Aux- iliary member and a Brotherhood of Locomotive Engineer and Trainmen member (living or dece- ded), with each being a member at least one year. An excep- tion has been made for those children of single parent BLET members with at least one year of membership in the Auxiliary and at least one year of membership as a BLET Auxiliary Associate Mem- ber. 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 unmar- ried BLET member who has been an Associate Member of the Auxiliary for at least one year are also eligible.

In addition, applicants must be admitted to an accredited college, university, trade school, or institute of higher educa- tion. Recipients are chosen on the basis of academic record, leadership, character, and personal- ity.

Important: For high school se- niors entering an institute of high- er learning for the first time, a copy of ACT (or SAT) scores and a current cumulative grade point average (GPA) must accompany the application. For graduating students or students turn- ing to an institute of higher learning, a copy of last term’s for- mer current grade report must com- pany the application. Applications submitted without these docu- ments will not be considered.

The LECMPA-funded scholar- ship winners will be awarded to the two applicants who score the highest amongst those who qualify by having one parent who is an Aux- iliary member for at least one year, and one parent who is a BLET member and LECMPA member for at least one year. If an appli- cant meets the eligibility require- ments for the LECMPA-funded scholarships but is not selected for one of the two $5,200 scholar- ships, he/she will still be eligi- ble for a $1,000 scholarship.

Applications must be submitted without these docu- ments for the LECMPA-funded scholarships. The electronic version must be confirmed by email return from the Chairman with the notification accepted.

BLET UP Southern Region GCA

The BLET’s Union Pacific- Southern Region General Com- mittee of Adjustment (UP-SR GCA) offers annual scholarships ranging from $750 to $2,000. Applicants must be the son, daughter, or financial dependent, or ward of a UP-SR GCA mem- ber in good standing per the BLET Bylaws starting with the 2022-2023 school year. The dead- line for applications is usually March 1 each year. Complete rules, full eligibility require- ments, and an application can be found on the UP-Southern Region GCA website: www.blet.org/southern-info.html.

California State Legislative Board

The California State Legislative Board (CSLB) will award a $1,000 scholarship to a graduating high school senior attending college or trade/voca- tional school in 2021. The appli- cant’s parent or guardian must be a member in good standing in a BLET division represented by CSLB. Rules, applications, and dead- line information are available on the Board’s website, www. csblaw2022/scholarship/. The deadline is usually May 15. Please direct any ques- tions to CSLB Chairman Ryan K. Snow (rksnow1@ att.net). All applications should be submitted to the CSLB home of- fice address: BLET California State Legis- lative Board, 1207 Front St., Suite 20, Sacramento, CA 95814. Applications with supporting documentation can also be emailed to rks- snow@att.net with the subject line “Scholarship.” The electron- ic version must be confirmed by return email from the Chairman with the notification accepted.

Wyoming State Legislative Board

The Wyoming State Legislative Board (WYSBL) is again offering a scholarship pro- gram for the upcoming school year. First offered for the 2014 ac- ademic year, the scholarship dead- line is June 2, 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 mem- ber of a BLET member in good standing and holding membership- ship in a Division chartered within the State of Wyoming. The scholarships will be award- ed based on the application, along with the requested docu- ments, to the WYSBL schol- arship committee. Scholarship applications and all accompanying documents must be received by June 1 of each year. Specific eligibility re- quirements, detailed instruc- tions and application forms (PDF) are available for download from the BLET National Division website, or can be re- quested from your Division Legis- lative Representative. Current- ly, the BLET has nine Divisions chartered in Wyoming – Divi- sions 140 (Casper); Divisions 44, 103 and 115 (Cheyenne); Division 94 (Gillette); Division 869 (Grey- bull); Division 142 (Rawlins); and Division 624 (Sheridan).

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

Information and applica- tion form available here (PDF), www.blet.org/pr/pdf/Wyo_SBL_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. All current member winners are picked at random at the Division’s Christmas party. For more information, call Division 269’s mobile app or contact Division Vice Presi- dent Michael Garziano (347) 845-4451.

BLET Division 622

BLET Division 622 (Alliance, Neb.) offers two $500 scholar- ships to the children or depend- ents of Division 622 members. Scholarship winners will be cho-
The Brotherhood’s Relief and Compensation Fund (BR&CF) is pleased to provide opportunities for the sons and daughters of active and retired members of the BR&CF to apply for scholarships each year. 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 services and resources to members, offers a unique scholarship program. It has distributed more than $55 million in scholarships to over 3,600 union members and their children since 1991. Recipients are selected based on academic achievement, social awareness, financial need and need of labor. A GPA of 3.0 or higher is recommended.Each year, the following positions are available for the BR&CF’s scholarship program:

- Most Valuable Player
- Most Improved Player
- Most Valuable Student-Athlete
- Class President
- Class Vice President
- Class Treasurer
- Class Secretary

The convention is scheduled for October 10 through October 12, 2022, at Ball’s Yaggie 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 & Trainman News as required by Section 20(g) of National Division Rules of the BYLLs. All BR&CF delegates are listed below in numerical order, followed by the delegate’s name.

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The list is published in the Locomotive Engineer & Trainman News as required by Section 20(g) of National Division Rules of the BYLLs. All BR&CF delegates are listed below in numerical order, followed by the delegate’s name.
Pierce relected CRLO Chairman

B LET National President Dennis R. Pierce was relected by acclamation as Chairman of the Cooperat- ing Railway Labor Organizations (CRLO). A resolution of October 26’s CRLO business meet- ing. The CRLO is a group of 12 Rail La-
bor unions that sit together to oversee the collectively bargained health and welfare benefits contained within the National Agreements, on behalf of railroad members.

(LEAH MARIE BATOCHIO)