Nineteen months after the first of five deadly rear-end collisions on freight trains involving BLET members in New Mexico, the National Transporta-
tion Safety Board (NTSB) issued safety recommendations.

The NTSB, the Federal Railroad Administra-
tion, the railroad industry and the railroading administration, and the railroading industry should keep in mind that railroading is a complex system of operations and simply laying blame at the feet of operating employees will not get to the root cause of these accidents nor will it prevent similar accidents in the future,” President Pierce wrote. “Indeed, everyone can — and should — go much further than simply conducting additional and burdensome compliance tests on operating crews.”

Regarding other contributing factors, President Pierce wrote: “[T]he NTSB should consider other factors rather than focusing on the single issue of restricted speed.

The BLET’s Safety Task Force — that like-
ly contributed to the accidents. He urged the NTSB to consider other factors rath-
er than focusing on the single issue of re-
stricted speed.

“The NTSB, the Federal Railroad Ad-
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ing crews.”

Regarding other contributing factors, President Pierce wrote: “(T)he NTSB should be noted that three of the five accidents oc-

Continued on page 4

NTSB issues safety recommendation on restricted speed after five rear-end collisions in 2011

In the wake of five rear-end collisions in 2011, the National Transporta-
tion Safety Board (NTSB) has is-
sued safety recommendations re-
garding the operation of freight trains at restricted speed. Two BLET members were killed in those accidents.

BLET National President Dennis R. Pierce defended operating crews in a March 2 letter to NTSB Chairman Deborah A. P. Hersman. He encouraged the NTSB to consider other contributing factors instead of focusing solely on re-
stricted speed during their ongoing in-
vestigations.

President Pierce also advised NTSB of carrier operating practices that put crews in jeopardy by placing profits ahead of safety. Also, he identified ways in which carrier officers harass and intimidate BLET members who operate “too slowly” at restricted speed — a dangerous prac-
tice that runs counter to the NTSB’s safety recommendations.

CONTRIBUTING FACTORS

According to preliminary investiga-
tions into the five accidents, the NTSB blamed crew members for going too fast and failing to operate their trains at the required restricted speed. In his March 2 letter, President Pierce set the record straight. While thanking the NTSB for taking a proactive approach to rail safety, he advised the NTSB of other significant factors — as determined by the BLET’s Safety Task Force — that like-

BLET President’s Message

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MARCH 2013
Volume 26, Issue 3

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Restricted speed after five rear-end collisions in 2011

NTSB issues safety recommendation

Ballots mailed in tentative BLET-Union Pacific agreement

On March 2, the BLET announced it had reached a tentative on-property contract agreement with the Union Pacific Rail-
road. The tentative agreement follows two years of intense negotiations between the BLET General Committees and Union Pacific. The tenta-
tive contract governs rates of pay and work rules for nearly 9,000 locomotive engineers.

Ballots were mailed on March 26 to BLET mem-
bers employed by the UP regarding the tentative on-
property agreement. TrueBallot, Inc., conducted on-
line and telephone voting through April 16, and balloting was ongoing at press time. Members can find balloting results at www.blet.org.

Members who are eligible and have not received a ratification packet by Friday, March 30 should call the National Division (216) 241-2630, extension 222. When connected with the extension, please leave the following information:
• your name, address and phone number;
• the division to which you belong;
• the date you were promoted to engineer;
• your date of birth;
• your Social Security number; and
• an e-mail address if you would like your ballot and voting instructions e-mailed to you.

E-mail requests for ballots will not be accepted because personal information is required to verify eligibility before a ballot can be issued.

National President Dennis R. Pierce urged all el-
igible members to participate in the ratification pro-
cess. “The BLET is a participatory democracy and membership is not a spectator sport,” he said. “Ev-
every member who is eligible to vote has a responsibil-
ity to become educated on the issues and a duty to cast their vote.”

Affected members can view a copy of the Tentative Agreement and a Synopsis at:
www.ble-t.org/pr/pdf/2012_BLET_UPRR_TA_Synopsis.pdf

Union Pacific locomotive 7480 passes through California’s Cajon Pass on July 23, 2011.
LISTENING TO THE MESSAGE FROM THE FIELD

BY DENNIS R. PIERCE

If you have followed my monthly messages, you know that increasing member involvement in our union is one of my top priorities. I truly believe we are a stronger Brotherhood when all of us participate in the activities and endeavors of our union.

Rather than just preaching participation, I am following through on my commitment to be out in the field, meeting with BLET members and officers when and where I can. This month I want to share with you a sampling of those visits, because the valuable information that I receive from being in the field drives our agenda going forward.

So far this year I have been honored to attend two General Committee meetings. In January I attended the meeting of the Union Pacific Central Region GCA in Lincoln, Neb. In addition to addressing the group and answering all questions that they had about the National Division’s efforts, I worked with General Chairman Ronnie Rhodes and his Bylaws Committee to ensure that Bylaws restructuring their General Committee were approved for immediate implementation by the delegates in session. In March, I was similarly honored to attend the quadrennial meeting of the Norfolk Southern Eastern Lines GCA in Roanoke, Va. I had not yet met with the delegates to this General Committee, but our time together in Roanoke made clear that these fine Brothers left the meeting united in their efforts to represent our members on Norfolk Southern. Although General Chairman Kevin Peek was unable to attend due to a family emergency, I was impressed by a strong leadership.

In January I had the pleasure of visiting Fargo, N.D. to attend the quadrennial meeting of the North Dakota State Legislative Board, addressing the officers and members present and answering swarming questions about the important issues confronting the National Division. That meeting was a bittersweet visit, as our long-serving North Dakota State Legislative Board Chairman — and my dear friend — Mike Muscha retired at the meeting. While I am more than confident that newly-elected State Chairman Charles Weick will pick up where Brother Muscha left off, Mike will truly be missed throughout our Brotherhood.

I also had the opportunity to meet and visit with Ryan Taylor, the Democratic nominee in this year’s gubernatorial election in North Dakota, Vice President and National Legislative Representative John Tolman and I quizzed Mr. Taylor on where he stands on the issues important to working class Americans. We learned first-hand about the issues most important to our North Dakota members, and were able to learn in detail how Taylor would work to address those issues if elected. Although North Dakota is flush with revenue generated from the ever-growing production of oil sand fields, there are politicians who want to give America rather than invest in the state’s infrastructure or schools, items that are important to working class Americans. This is just one more example of how important it is that we as working class union members cast our votes in November for candidates who will support the agenda of the working class.

While in Fargo, Special Representative Rich Olson and I also visited the BNSF Yard Office and met with crews going on and off duty there. Our members were invited to attend the State Legislative Board meeting, but familiar obligations and carrier attendance policies frequently prevent members from attending union meetings, so I took the meeting to them. Not only did I get the opportunity to meet with local BLET and UTU members, I also took the opportunity to drop in on local management and let them know that the BLET National Division was in the building. This not only allowed me to hear directly from the membership on their current issues, but it also put local management on notice that the National Division was on the property, asking for their members’ input.

In February, I travelled to Boston, Mass. for the quadrennial meeting of the Massachusetts State Legislative Board, where Chairman Dan Lazon was reelected by acclamation. I was proud to see the strong relationship that Brother Dan has fostered with elected federal and state government officials on the BLET’s behalf. As part of Brother Dan’s outreach, I had the opportunity to meet Elizabeth Warren, who is running for the U.S. Senate. Ms. Warren has long been a strong advocate for working class Americans and it was uplifting to hear her address the group with her ideas on what needs to be done to change the status quo in Washington.

In March, I traveled to Lincoln, Neb., to attend the annual Change in Win Lobby Day meetings. I was privileged to address representatives of all the Change in Win Unions in attendance, as well as a large group of BLET members from Divisions across the State and officers of the Nebraska State Legislative Board. It was inspiring to see the coalition building being done at the State level, and I left that meeting taking comfort in the fact that our Nebraska members will be going to the Statehouse with our message in support of working class Americans.

Interspersed among these visits with BLET members and officers, I also accepted an invitation to join our bargaining teams on Union Pacific, Pacific Harbor Lines, and the Western New York Lines, in support of their efforts to obtain fair contracts for our members on those properties. Part of our mission is to assist our General Chairman’s efforts on each property, and it is vital that each and every railroad in this country know that the National Division stands behind the officers charged with negotiating contracts on their property.

Most recently, First Vice President Joe Pruitt, National Secretary-Treasurer Bill Walpert, Vice President and National Legislative Representative John Tolman, Special Representative Rick Olson and I attended the regular monthly meeting of BLET Division 517 in Minneapolis. After regular business was concluded, Division 517’s officers and members graciously opened their doors to all area BLET members, and this Town Hall meeting enabled us to report on National Division activities, while addressing the questions and concerns of the members present from BNSF, Canadian National, Union Pacific, and Norfolk Southern. While in Minneapolis, we also attended the retirement banquet for former IBT General Secretary-Treasurer Tom Keegel.

It was inspiring to watch Mr. Keegel’s co-workers, union brothers and sisters, and his family re-count Tom’s contributions to the IBEW and working class Americans. Brother Tom will truly be missed, and his determination and willingness to fight for working class Americans provides an example for us all.

The feedback we receive directly from BLET members and officers is critical to the National Division, because it enables us to address what is important to our members as you have told it to us, face to face. The four regional meetings that will be held this summer give every BLET member the chance to participate in our internal discussion. Please check the dates and location of the meeting in your region, and make every effort to join us (see Calendar & Events for more dates and locations). Officers from the National Division will be on hand to provide you with the opportunity to join us in fellowship and helping to make our union stronger by shaping the BLET’s agenda. I hope to see at one of those regional meetings.

Fraternally,
DENNIS R. PIERCE
BLET National President
GENERAL PRESIDENT’S MESSAGE  BY JAMES P. HOFFA

MICHIGAN: TAKING THE RIGHT STEP WITH A CONSTITUTIONAL AMENDMENT PROTECTING WORKERS’ RIGHT TO ORGANIZE

There has been only one era in the U.S. when working-class wages rose by as much as the incomes of professionals and managers 1947 to 1973. That was the only time when more than 25 percent of U.S. workers belonged to a union. Those were the golden years when Detroit’s unionized workers gave the city the greatest concentration of home ownership in the country.

The working families who built Michigan’s middle class now want to rebuild it.

Recently, they began to collect signatures to change the state constitution to protect collective bargaining rights. The amendment would guarantee the right to form, join or help labor organizations and to bargain collectively with a public or private employer. It’s the right step and the right time.

Supporters of the amendment need to collect 300,000 signatures by July to put it on the November ballot. I’m sure they’ll succeed because so many Michiganians are falling out of the middle class. Working people in Michigan will join the petition because they see that workers, not employers, should have access to justice and their voice in the workplace.

They’ll sign because they’ve seen CEOs arbitrarily move plants to Mexico or China when their workers don’t have the protection of a union contract. They’ll sign because they know workers who don’t belong to a union have absolutely no say when the CEO slashes wages or benefits. And they’ll sign because CEOs can unilaterally fire non-union American workers just to make the quarterly earnings statement look better.

Non-union workers will sign because most of them would join a union if they could. Without constitutional protection for collective bargaining, workers are at the mercy of politicians who owe their election to CEOs and Wall Street billionaires. Michigan’s elected representatives cut $1.8 billion in taxes to the multinationals least in need of tax relief: banks, insurers and oil companies.

These corporate giveaways and political attacks on unions do nothing to create good jobs that support a family. What they do is enrich the 1 percent and make it easier to replace our once-strong middle class with non-union, low-wage workers.

Advisory Board revises FELA counsel program

The Brotherhood of Locomotive Engineers and Trainmen’s Advisory Board has adopted revisions to the Union’s program that provides assistance to BLET members injured on the job, who may be entitled to damages pursuant to the Federal Employers’ Liability Act (FELA).

For nearly 30 years, the BLET has maintained a list of experienced personal injury lawyers so that the Union’s members would have available to them competent, principled legal counsel to assist in the handling of their claims for personal injuries incurred during the course of their railroad employment. This list, commonly known as BLET’s Designated Legal Counsel (DLC), was created and maintained as part of the Union’s mission to “advance the working conditions, wages, benefits, job security, and quality of life for its present and future members and their families.”

In 2010, the Advisory Board revised its criteria for becoming a DLC, developed various Rules of Conduct with which DLCs would be expected to comport themselves insofar as it relates to their DLC status, and issued a formal Protocol to that effect. Now, after two years of experience administering that Protocol, the Advisory Board has decided that the National Division will discontinue formally designating attorneys and instead will refer its members to the directory of the Academy of Rail Labor Attorneys (ARLA), an organization made up exclusively of lawyers who represent injured employees under the FELA.

By relinquishing the role of designator and referring employees to the ARLA directory, BLET is expanding the number of attorneys available to its members requiring legal representation.

— Dennis Pierce

By relinquishing the role of designator and referring employees to the ARLA directory, BLET is expanding the number of attorneys available to its members requiring legal representation. “— Dennis Pierce
**INDIANA**

The Teamsters Disaster Relief Fund is accepting applications for assistance from members who live in Indiana after severe storms caused major damage to homes and property from February 29 to March 3, 2012.

Available from the BLET website are “Teamster Disaster Relief Alert Notices” and “request for help” forms. If you live in the affected area and experienced a loss due to this FEMA-declared major disaster, please download and fill out the forms. For questions, contact the Teamsters Disaster Relief Fund office at (202) 624-8971.

Members living in Indiana’s Clark, Jefferson, Ripley, Scott, Warrick and Washington counties are eligible to apply.

**KENTUCKY**

The Teamsters Disaster Relief Fund is accepting applications for assistance from members who live in Kentucky after severe storms caused major damage to homes and property on February 29, 2012.

Available from the BLET website are “Teamster Disaster Relief Alert Notices” and “request for help” forms. If you live in the affected area and experienced a loss due to this FEMA-declared major disaster, please download and fill out the forms. For questions, contact the Teamsters Disaster Relief Fund office at (202) 624-8971.

Members living in Kentucky’s Johnson, Kenton, Laurel, Menifee, Morgan and Pendleton counties are eligible to apply.

**HELP SPREAD THE WORD**

To help increase awareness of this valuable benefit, members who live and work in the affected areas are asked to print and post these Disaster Relief Notices at their places of work. Previous notices are archived on the National Division’s website, www.ble-t.org/disaster. Also, members are advised that the BLET National Division does not administer this program. Questions regarding the application process, pending applications or other inquiries should be directed to the Teamsters Human Rights Commission at (202) 624-8971.

**NTSB RECOMMENDATION**

**CONTAINED FROM PAGE 1**

The NTSB is recommending that the unions:

- Emphasize to your members the importance of operating trains in accordance with restricted speed operating rules.

- Ask your members to adhere to restricted speed operating rules, and to report when they believe these rules are being violated.

- Urge your members to work with their employers to identify the potential for similar occurrences and to take appropriate mitigating actions.

**THE DEADLINE FOR APPLICATION IS APRIL 23, 2012.**

**CARRIER HARASSMENT, INTIMIDATION**

President Pierce also took rail carriers to task for implementing operating practices that run counter to the NTSB’s safe rules. “I fully agree that operating trains in accordance with restricted speed operating rules is part of the professional performance of their duties that professional performance of their duties that,” he wrote. “BLET members work hard to ensure safety and efficient operations.”

**BLET ACTIONS**

President Pierce advised the NTSB that he would be making BLET members aware of the rear-end collisions and the need to re-focus on operating at restricted speed. He assured NTSB that members would comply in a professional manner.

“I fully agree that operating trains in strict accordance with restricted speed operating rules is a job-saver and a life-saver,” he wrote. "BLET members work in one of the most safety-critical environments in the world, and their increased focus on restricted speed operations in light of these accidents is part of their professional performance of their duties that they should be allowed to focus on."

In addition to postings on the National Division website, the BLET has advised all General Committees of Adjustment and State Legislative Boards in writing regarding the details of the accidents as well as the NTSB safety recommendations.

**IMPORTANT LINK**

BLET information provided to GCAs and SLBs (including NTSB’s safety recommendation R-11-10):

www.ble-t.org/pr/pdf/GC_SLB_NTSG Restricted_Speed.pdf
Health care mobile phone apps now available for rail workers

If you are an employee covered under the Railroad Employees National Health and Welfare Plan or the National Railway Carriers and United Transportation Union Health and Welfare Plan ("National Railroad Plan"), your health information is now always accessible with mobile solutions.

Smart phone apps are now available for iPhone, Blackberry and Droid platforms. You can download these apps just like any other application for your device.

You can find the online tools on any Internet browser by logging into or registering for access to the following secure member sites:
• Aetna: www.aetna.com
• Highmark Blue Cross Blue Shield: www.highmarkbs.com
• Medco: www.medco.com

Members can use these apps to help:
• Obtain your ID card information (pull up your member number and other pertinent information, even print a temporary medical ID card);
• Get cost and quality data for certain providers and services (member transparency tools can help you make more informed choices);
• Access claims information, popular tools and Explanations of Benefits;
• Find providers in your area, call them, and get directions right from your phone;
• Check your benefits and coverage information;
• Contact member services by phone or email.

Information and tools are also available on secure Internet sites, which can be accessed by any personal computer via a unique and secure user ID and password. These sites have been optimized for viewing on your smart phone’s mobile browser.

New features, tools, and information are frequently being added. For more information on the new features, please contact your plan administrator.

LECMPA provides job insurance to union transportation workers, protecting members and their families from wage loss.

• Generous Loyalty Appreciation Program that rewards long-time members.
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Transportation workers protecting each other since 1930.
Lauzon reelected Massachusetts State Legislative Board Chairman

Daniel Lauzon was reelected by acclamation to his first full term as Chairman of the BLET Massachusetts State Legislative Board at its quadrennial meeting in Boston on February 23.

Brother Lauzon, a member of BLET Division 57 (Boston, Mass.), joined the Brotherhood on January 1, 1978. He was elected to serve as 1st Vice Chairman at the quadrennial meeting in 2008, and began serving as Chairman following the retirement of George Newman in early 2011.

The following officers were also elected by acclamation: 1st Vice Chairman P.C. Chaput (Division 57, Boston); 2nd Vice Chairman Tom F. Hebert Jr. (Division 312, Boston); Secretary-Treasurer Joseph R. DeBartolomao (Division 112, Greenfield, Mass.); and Alternate Secretary-Treasurer Michael A. Musshorn (Division 439, Allston, Mass.).

Kevin J. Moore, BLET Division 191 (Lunenburg, Mass.), was elected to serve on the Auditing Committee, along with Brothers Hebert and Musshorn.

Representing the BLET National Division at the quadrennial meeting were: National President Dennis R. Pierce, National Secretary-Treasurer William C. Walpert; Vice President & National Legislative Representative John F. Tolman; Vice President Cole W. Davis; Vice President Stephen J. Bruno; Assistant to the National President Tom Pontellillo; Special Representative & Coordinator of Education & Training Department Ken Kroeger; and Director of Regulatory Affairs Vince Verna.

I offer my sincere congratulations to Brother Lauzon and all members of the Massachusetts State Legislative Board,” President Pierce said. “I thank them for their commitment to the Brotherhood and I have every confidence they will do an excellent job of protecting the interests of their members and the Brotherhood on January 1, 1978. He was elected to serve as 1st Vice Chairman at the quadrennial meeting in 2008, and began serving as Chairman following the retirement of George Newman in early 2011.

Time to the families of Brother Simmonds and Brother Snarr and their families – Tim Hanely and George Newman – who attended the meeting included: Harry Hoglander of the National Mediation Board; Steve Tolman, President of the Massachusetts AFL-CIO; Congressman Bill Keating; and Congressman Mike Capuano. The BLET’s Massachusetts State Legislative Board also invited several guests to its meet-and-greet with Warren, including: Massachusetts Attorney General Maura Healey; Congresswoman John Tierney; UTU National Legislative Director James Stem; and UTU Massachusetts State Legislative Director George Casey.

While delegates conducted business during the meeting, the BLET members and officers, led by National President Pierce, visited the John A. Volpe National Transportation Systems Center in Cambridge, Mass. There, the BLET delegation received a tour of the Volpe Center’s Sustained Attention Training program. Retired BLET Division 57 members George Newman and Richard (Pete) Duggan were deeply involved in the study, which uses a state of the art locomotive simulator to study locomotive engineer distraction.

Later that evening, members of the Massachusetts State Legislative Board presented Brother Newman with a commemorative drawing in thanks of his many years of service to the Brotherhood.

There is also a benefit fund for the families of the three VIA Rail locomotive engineers who were killed in the line of duty on February 23, 2012. Brothers Ken Simmonds, Peter Snarr and Patrick Robinson were members of Teamsters Local 25 (Boston, Mass.), a conference Division 747. They sustained fatal injuries when VIA Rail train 92 derailed near Aldershot, Ontario. Forty-six passengers were injured in the derailment. The cause of the accident is still under investigation.

On behalf of the BLET National Division, I extend deepest and most heartfelt sympathies to the families of Brother Simmonds, Snarr and Robinson,” President Pierce said. “This is a tragic loss for our railroad family.”

Brother Simmonds and Brother Snarr belonged to BLET Division 79 prior to the BLET’s merger with the Teamsters in 2004, which saw the union’s Canadian membership transfer to Teamsters Canada, while membership in the United States became an affiliate of the International Brotherhood of Teamsters.

Any BLET Divisions, General Committees of Adjustment, State Legislative Boards or individual members who wish to express their sympathies may do so at the following website, which was established by the active and retired employees of VIA Rail: http://viarail92.com

There is also a benefit fund for the families of the three fallen Brothers. Those wishing to make a donation may do so by making checks payable to “TCRB-Division 747” and mail them to: J. David Filman, President 529 Sherin Drive Oakville, ON L6L 4K1

More information is available online at: http://division747.ca/?p=2280
May 1-5 and May 8-12, 2012
Hazmat Training Workshop
National Labor College
SILVER SPRING, MD.
The Hazardous Materials Transportation/Chemical Emergency Response training course addresses OSHA and DOT required training for the safe handling of hazardous materials. The course covers procedures and different levels of response and worker protection in a hazardous material or emergency release. Course also covers weapons of mass destruction awareness. Federal funding for this course covers transportation, lodging and meals for training participants. For more information or to register online, please visit: www.hazmatgmc.org.

June 24-29, 2012
85th annual Southeastern Meeting Association (SMA)
WALT DISNEY WORLD, ORLANDO, FLA.
Chairman Earl Karper (Division 35) and Vice Chairman Mike Tanner (Division 769) are hosting the 2012 SMA at Disney. For details, visit www.SMA2012.com. Contact Brother Karper: skarper@sm2012.com.

July 15-16, 2012
Modular Emergency Response Radiological Transportation Training (MERTT)
NATIONAL LABOR COLLEGE, SILVER SPRING, MD.
The amount and variety of radioactive material shipped by rail is expected to increase in coming years. With the increase in rail shipments comes the increased risk for rail incidents. A federal grant covers the cost of rail worker training to increase their knowledge of the transportation of radioactive materials, and covers the cost of transportation, lodging and meals on the campus of the George Meany Center, National Labor College. This training course is also available on August 17-18, 2012. For more information or to register online, please visit: www.hazmatgmc.org.

July 29-August 1, 2012
72nd annual International Western Convention (IWC)
CROWN PLAZA HOTEL, BILLINGS, MONT.
Hosted by Arrangements Chairman Craig Gilchrist (Montana State Legislative Board Chairman, BLEB Division 299) and Co-Chair D.B.Kenner (Division 195). At the Crown Plaza Billings (27 North 27th St., Billings, Mont. 59101, phone: (406) 252-7400). Contact Brother Gilchrist: blcag@nemontel.net; or Brother Kenner: kennerdb@yahoo.com.

August 19-24, 2012
74th annual Eastern Union Meeting Association (EUMA)
ATLANTIC CITY, N.J.
Hosted by Arrangements Chairman Matt Kronyak (New Jersey State Legislative Board Chairman and Division 231 Local Chairman), the 2012 EUMA will be at Bally’s (Park Place and the Boardwalk (1900 Pacific Ave.), Atlantic City, NJ 08401, phone: (800) 345-7253, www.ballysac.com). Contact Brother Kronyak: mcmkronyak@aol.com or (201) 978-6436.

September 9-13, 2012
77th annual Southwestern Convention Meeting (SWCM)
GALVESTON, TEXAS
Hosted by Arrangements Chairman Jack Sweany, Division 776 Local Chairman, the 2012 SWCM will be at the Moody Gardens Hotel (Seven Hope Blvd., Galveston, Texas 77554, phone: (888) 988-8484, www.moodygardenshotel.com). Contact Brother Sweany: jsweany@coastal-link.net.

The BR&CF is the least expensive protection when disciplined for eligible occurrences and is committed to remaining affordable. You could save up to $672 each year. The BR&CF offers you the best price, value and service. The BR&CF is a not-for-profit organization with a proven track record of giving back to members and the rail labor community. The BR&CF created the North American Railway Foundation to help make things better for all of us.

Compare apples to apples. It’s clear the BR&CF works for you.

To apply for membership and become a part of the BR&CF... act today... ask a BR&CF member where you work for an application or visit our web site at www.brcf.org or call us toll free at 800 233-7080.
Lund appointed Director of Research

Gregory W. Lund, a member of BLET Division 421 (Buffalo, N.Y.), was appointed Director of Research and Assistant to the Office Administrator by BLET National President Dennis R. Pierce effective March 1, 2012.

Brother Lund started his railroad career in March of 1979 as a Tower Operator on Conrail at Buffalo, N.Y. He moved into engine service in 1989 and earned promotion to locomotive engineer for Conrail later that same year. He moved into engine service in 1989 and earned promotion to locomotive engineer for Conrail later that same year. He first joined the Brotherhood on February 1, 1991.

“Greg has broad union experience, having served our union in administrative, financial, representational and legislative roles,” Pierce said. “He has an extensive union experience, along with the knowledge to direct his skills to standard operating rules that are applied fairly to our membership making him a valuable addition to the President’s Staff in Cleveland.”

Brother Lund has been actively involved in the Brotherhood since 1993, serving as Vice President and President of Division 421, while also handling claims for his division throughout the years. Immediately prior to his appointment to the National Division staff, he served as Legislative Representative of Division 421, Secretary-Treasurer of the CSX-Northern District, Conrail SAA GCA, and as Secretary-Treasurer of the New York State Legislative Board.

He also served on the Arrangements Committee during BLET National Conventions in 2006 and 2010.

Mr. Lund worked as a Designated Supervisor of Locomotive Engineers, certifying the skills performance of other locomotive engineers, in 2005, and has been involved with Critical Incident Response Teams for 15 years. He has been an Operation Red Block Team Captain for 10 years and has been a member of a joint CSX/BLET/UTU program to clarify operating rules for the past two years. He was recently appointed to the FRRA “SOFA” (Switching Operations Fatality Analysis) Working Group, as well as a Railroad Safety Advisory Committee Working Group studying electronic device distraction.

As a Director of Research and Assistant to the Office Administrator, he will provide assistance on collective bargaining matters, and will assist in administration and oversight of the day-to-day operations of the National Division office. He will also provide various support services for all levels of the Organization, as assigned by the National President.

Mr. Lund and his wife, Margaret, have three children (Michelle, 23, Madelmine, 23, and Zachary, 12) and one grandchild (Sofia, 18 months).