IN THE LINE OF DUTY:

Metrolink locomotive engineer Glenn W. Steele

BLET member Glenn W. Steele, 62, passed away on March 3 from injuries suffered in a Metrolink collision on February 24, 2015.

“It is with great sadness that the BLET National Division reports this tragic news to our membership,” BLET National President Dennis Pierce said. “Brother Steele was a highly trained and professional locomotive engineer who was dedicated to his craft and his Brotherhood, and to his family whom he loved. Our thoughts and prayers are with the Steele family during this difficult time.”

Brother Steele, BLET Division 20 (Los Angeles), was working as a locomotive engineer for Metrolink on February 24, 2015, when his train collided with an abandoned heavy-duty pickup truck on the tracks near Oxnard, Calif. Brother Steele was in critical condition for more than a week following the crash. His heart stopped twice while receiving medical treatment during that time. The train’s conductor and Steele’s student engineer, also a BLET member, sustained injuries but were released after receiving treatment.

Brother Steele is survived by his wife, three children, and one grandchild. He first joined the BLET nearly 42 years ago, effective October 1, 1973.

BLET Division 20 has established an assistance fund for the Steele family to help with expenses during their tragic time of need. Donations can be made through the following link: www.gofundme.com/nbytn0

BLET NATIONAL DIVISION OFFICERS

On January 1, 2015, a new Advisory Board began its four-year term of office for the Brotherhood of Locomotive Engineers and Trainmen (BLET). National President Dennis B. Pierce convened the Advisory Board on January 1 to administer the International Brotherhood of Teamsters Oath of Office to all newly elected Officers. The BLET National Division term of office began on January 1, 2015, and runs through December 31, 2018.

“The Oath is an integral part of any new officer assuming his or her new responsibilities,” said President Pierce. “The Oath serves as a reminder to all who hold office in the great union that we are but caretakers when it states that it is ‘the members who put me here and it is the members whom I will serve.’”

Newly installed officers include National Secretary-Treasurer Stephen J. Bruno, Vice President James P. Louis, Trustee David P. Estes, Trustee Mark L. Wallace and Trustee Matt O. Wilson.

“These fine Brothers are all part of a strong and united Advisory Board,” Pierce said, “and I am confident that they, along with the full Advisory Board, will represent our membership to the best of their ability.”

President Pierce also announced that effective January 1, 2015, National Secretary-Treasurer Bruno became Department Head of BLET’s Passenger Department and Vice President Louis became Department Head of BLET’s Education and Training Department, and BLET’s Department of Internal Organizing, Mobilizing and Strategic Planning. The Advisory Board is composed of the 14 highest-ranking elected officers in the Organization, and is the chief policy making body of the BLET between conventions. The Board has the authority to make decisions and perform acts and duties on behalf of the National Division that are not in conflict with or otherwise provided for in the IBT Constitution, the Rail Conference Bylaws, or the BLET Bylaws. Delegates at the BLET’s Third National Convention in 2014 established three new Trustee Positions to audit the books of the National Division.

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### BLET President's Message

**By Dennis R. Pierce**

#### Fighting Fatigue

Getting accurate train lineups, eliminating Carrier harassment would go a long way toward addressing fatigue in the railroad industry.

- **BLET Editor's Note:** The following is a letter from BLET National President Dennis R. Pierce to Christopher A. Hart, Chairman of the National Transportation Safety Board, addressing an NTSB safety recommendation regarding railroad worker fatigue.

March 25, 2015

The Honorable

Christopher A. Hart

Acting Chairman

National Transportation Safety Board

Washington, DC 20594

Re: Safety Recommendation R-14-71

Dear Acting Chairman Hart:

This acknowledges receipt of your November 24, 2014 letter, which advises of the Board's November 19, 2014 adoption of a report titled *Organizational Factors in Metro-North Railroad Accidents*.

As you know, collective bargaining agreements in the railroad industry are negotiated under the terms and conditions of the Railway Labor Act at both the national and the local level. BLET has long been an advocate for voluntary collective bargaining agreements to the issues that confront the railroad industry. Although BLET is also willing to seek collective bargaining solutions in response to your recommendations, I must note that history clearly shows that only those issues that both the unions and the railroads show an interest in bargaining over result in voluntary labor agreements.

I must also add that truly addressing fatigue in the railroad industry will take much more than a labor agreement that addresses sleep disorders or medical conditions. The vast majority of the locomotive engineers who are governed by national agreements work in “unassigned” freight service. This type of service generally has no set on-duty times, but instead requires engineers and conductors to be “on call,” thus requiring them to report for duty for up to twelve hours of covered service with as little as an hour and a half’s notice. The only hope that an engineer so assigned has to obtain proper rest is built on their Carrier’s willingness to provide meaningful and accurate train lineups, which are at best only predictions as to when they will be called. The result is that time and time again, engineers are called at all hours of the day without sufficient notice to allow them to obtain proper rest prior to reporting for work, all by no fault of their own. I share this just to make clear that a labor agreement addressing sleep apnea, for example, will hardly address fatigue if an engineer so diagnosed has no predictability as to when he should don a CPAP machine to obtain better rest.

Further, NTSB’s own reports have shown that these variable work schedules result in unpredictable and inconsistent patterns of awake and asleep time, which are well known to be disruptive to normal human circadian rhythms. NTSB has also found that “fatigue induced performance degradation” all too often contributes to or directly causes catastrophic accidents.

Perhaps even more disturbing is that many Class 1 Carriers do not allow locomotive engineers and conductors who are caught without proper rest due to a bad lineup to refuse that call, or “lay off” for that trip, due to being fatigued. Instead, fatigued engineers and conductors are routinely threatened with violations of their Carrier’s attendance policies and disciplinary actions, if they lay off fatigued. These Carrier actions and policies all but force engineers and conductors to work fatigued, risking their safety and that of the general public, under threat of losing their employment. These actions by the Carriers should concern all who have a true interest in railroad safety.

Nevertheless, and as I have stated, the BLET National Division is open to development of a labor agreement to address NTSB’s recommendation. However, it is critical that NTSB is aware of the broader ramifications of fatigue in the industry and what it will take to actually make meaningful improvements. To that end, the BLET National Division has made BLET’s General Chairmen aware of Safety Recommendations R-14-71, and will make available to them the resources and assistance necessary for them to pursue such agreements in their respective jurisdictions should the railroads with which they bargain evolve an interest in addressing the subject at that level.

Trust that the Board will find this response satisfactory, I remain

Sincerely,

Dennis R. Pierce

BLET National President

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**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. 
Fast track will hurt working Americans

For years, big business has pushed for fast-track trade promotion authority so it can get secret trade deals it helps craft like the Trans-Pacific Partnership (TPP) enacted. Congressional leaders want to move on fast track, and soon. That means those standing up for the interests of hardworking Americans must step up their efforts. After all, not everyone is aware of the consequences that a quick up-or-down vote on the 12-nation Pacific Rim trade deal will bring. It will devastate not only wage earners, but their families as well.

The Teamsters and our fair-trade friends have seen the damage fast track and bad trade deals like the TPP can do. Millions of middle-class jobs nationwide have been lost, and they are not coming back. It is time for all of our elected leaders to do everything within their power to support and expand the nation’s middle class. It is for exactly this reason that the President and free trade supporters in Congress need to change their position on fast track.

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BLET urges FRA to deny SEPTA’s request for extension of safety waiver

The Federal Railroad Administration (FRA) held a public hearing on February 10 to review SEPTA’s waiver of federally mandated safety rules.

The hearing was triggered by the Brotherhood of Locomotive Engineers and Trainmen’s opposition to a safety waiver that allows SEPTA to stretch workdays at the expense of rest time for locomotive engineers. The BLET has called on the FRA to reject the waiver. Testimony by employees and union representatives at the hearing documented practices that forced engineers to work on-call, with unpredictable schedules and phone calls from the railroad during periods designated for sleep. Interrupted sleep has a direct and negative effect on fatigue and thus safety. Current-ly many SEPTA engineers work 14-hour days and 6-day workweeks. Most other regional commuter railroads work engineers on 5-day a week schedule with shorter workdays.

“Public safety is at risk; the tragedies at Metro-North should cause SEPTA and other transit agencies to review safety practices,” said BLET National Secretary-Treasurer Steve Bruno. “The FRA has reprimanded Metro-North for placing its rail schedule over safety considerations. We believe the February 10 hearing showed that SEPTA is also making unsafe choices.”

Last March, the FRA issued a sharply worded report on Metro-North, saying the New York commuter railroad had weakened safety standards while pushing to keep trains running on time. The report followed a fatal accident involving an engineer falling asleep on a Metro-North train that derailed in the Bronx.

“Safety has to come first,” said Bruno. “There’s no margin of error when it comes to running a railroad the right way. We’ve seen terrible accidents due to sleep deprivation on Metro-North and other railroads, and we want to do everything possible to make sure that doesn’t happen here.”

In a recent letter to the FRA, BLET National President Dennis Pierce stated that since receiving a safety waiver in October, 2012, SEPTA has systematically reduced the number of locomotive engineer assignments while simultaneously increasing the number of trains and route miles in the public schedule.

“The FRA publishes minimum safety standards. The waiver allows SEPTA to conduct its operation below those minimum standards,” Bruno said. “Forcing engineers to operate trains with insufficient rest creates a known — and preventable — risk to passengers and crew members.

When the FRA examines the record, we believe they’ll agree with us that SEPTA needs more compliance — not less — with federal safety rules.”
Dennis Pierce, National President of the Brotherhood of Locomotive Engineers and Trainmen and President of the Teamsters Rail Conference (U.S.), blasted Canadian Pacific Railway (CP) on February 15 for its growing culture of threats and intimidation toward its employees in the U.S. and Canada. Pierce commented following CP’s issuance of a letter to the BLET representatives on its U.S. operations, Soo Line and the Delaware & Hudson.

“In a further display of its contempt for Rail Labor, CP is for the first time threatening to force its U.S.-based locomotive engineers to cross Canadian picket lines, even though other options are available. We are receiving reports that CP is forcing U.S.-based train crews to operate trains with hazardous commodities over Canadian territories they are not familiar with, and to perform other duties of striking TCRC-represented employees. This blatant disregard for the safety of striking TCRC-represented employees. CP’s part will only solidify and strengthen the resolve of all rail labor in their deal-ings with CP,” said Pierce.

Pierce called upon CP’s Board of Directors to rein in the current management team at Canadian Pacific. “The current management team has completely changed the culture at CP into one of constant confrontation with its employees and their unions. CP may be able to hide behind Canadian law as it applies to Canadian citizens by forcing U.S. Teamsters to work into Canada with disciplinary action to settle the dispute.

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CP subsidiaries Soo Line and Delaware & Hudson have just begun contract negotiations on the U.S. side, and this type of foolish provocation is not helpful,” Pierce continued. “CP is grossly out of touch with the real world if it thinks that attempts to threaten and intimidate Teamsters in the U.S. and in Canada will benefit the railroad in the long run.”

Faced with the threat of government-imposed back-to-work legislation, TCRC members ended their strike on February 16 as they agreed to binding arbitration to settle the dispute.

On the line: Members of the Teamsters Canada Rail Conference Canadian Pacific/West General Committee of Adjustment (Calgary) on the picket lines, February 15, 2015.

Accidents are unavoidable.

Losing your income doesn’t have to be.

- Claim payments up to your policy limit even if you sign a waiver
- Receive your full daily benefit if you are decertified and decline to exercise your seniority
- Claim payments deposited in your account every week

BLET members ratify new contract with Long Island Rail Road

On February 22, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with the Long Island Rail Road (LIRR) by a 71 percent majority.

The agreement governs rates of pay, health and welfare and pension benefits, and work rules for over 400 locomotive engineers.

BLET National President Dennis R. Pierce thanked all members of the negotiating team, including LIRR General Chairman Kevin J. Sexton, former General Chairman M. J. Quinn, Vice President James P. Louis and National Secretary-Treasurer Stephen J. Bruno.

“An impressive 86 percent of our Long Island Rail Road members took the time to participate and make their voices heard on this proposed agreement,” President Pierce said. “I am particularly pleased that such a high percentage of members took their duty as a BLET member so seriously. I thank all those who participated in the process, and I thank the members of our negotiating committee for their dedication. This contract will help to maintain and improve the quality of life that our members have earned through their years of hard work, dedication, and professionalism.”

Photo: Steve Morovek, Vice Local Chairman, TCRC Division 76 (Winnipeg)
**FOURTH 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 the 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.”

The Bylaws are available at: www.ble-t.org/members/bylaws

**EDUCATION AND TRAINING FUND BALANCE REPORT FOR 2014**

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<td>Education and Training Dues</td>
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<td>FUND BALANCE AT DECEMBER 31, 2014</td>
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**EXTRA!**

BR&CF Adds New Levels Due to High Demand

Good News - Increased Daily Benefits Now Available

$250 per day in “Held Out of Service” membership benefits costs $95/month.

A $220 membership is also offered at $83/month.

Protect your income when disciplined for eligible occurrences with a BR&CF membership. Speak with a local BR&CF member or visit our web site at www.brcf.org to apply for membership. Current members may apply to increase... but don't delay. 

**Act Now.**
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 2015 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, so 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 2015 BLET SCHOLARSHIP DIRECTORY IS AS FOLLOWS:

James R. Hoffa Memorial Scholarship

The James R. Hoffa Memorial Scholarship Fund awards scholarships annually to outstanding high school seniors. The deadline for each year’s program is usually March 31.

Recipients are selected by an impartial committee of university admissions and financial aid directors based on academic achievement, SAT/ACT scores, character, potential and financial need. The Teamsters consider all applicants without regard to race, religion, gender, disability, or any other legally protected status.

One category of awards totals $10,000 each. These four-year scholarships are disbursed at the rate of $2,500 per year and are renewable annually. Other awards are one-time $1,000 grants. These scholarships are disbursed to the college or university at the beginning of the recipient’s freshman year.

Due to the highly competitive nature of the program and the large number of applicants, students should visit the Teamster website and carefully consider the criteria before submitting an application. The JRH Scholarship Fund has established some guidelines to be used by students when deciding whether or not to apply for this program. Applicants should: 1. Rank in the top 15 percent of their high school class; 2. Have, or expect to have, excellent SAT or ACT scores; and 3. Demonstrate financial need.

A full list of specific eligibility requirements can be found on the Teamster website.

If you need additional assistance, please contact: James R. Hoffa Memorial Scholarship Fund, 25 Louisiana Avenue, NW, Washington, DC 20001, Phone: (202) 634-8735, Email: scholarship@teamster.org.

BLET Auxiliary and International Western Convention (IWC) Scholarships

The BLET Auxiliary and the International Western Convention (IWC) offer $1,000 scholarships annually to help the children of BLET and Auxiliary members realize their goals in life.

There is some good news for those applying for a BLET Auxiliary Scholarship this year. Beginning in 2015, the requirement of Auxiliary membership has been reduced from two years to just one year in order for their children to qualify for a BLET Auxiliary scholarship. Under the new guidelines, applicants must have one parent who has been a member of the BLET Auxiliary for at least one year, and the other parent must be a member of the BLET for at least one year. Children of unmarried BLET members with at least one year of membership in the BLET and at least one year of membership as an associate member of the BLET Auxiliary are also eligible.

The BLET Auxiliary also administers the scholarship program for the International Western Convention (IWC). Scholarships ($1,000) are available for the children, stepchildren, and grandchildren of BLET members whose Division is a member in good standing of the IWC. The BLET divisions (IWC) are located in the following states: Arizona, California, Colorado, Idaho, Montana, Minnesota, Nevada, New Mexico, North Dakota, Oregon, Utah, Washington, Wisconsin, and Wyoming. Auxiliary membership is not a requirement to apply for an IWC scholarship. In some cases applicants may qualify for both the BLET...
The 2015 convention begins on September 13, and Divisions must have paid their annual SWCM convention dues for applicants from their Division to be eligible for consideration. Please see the SWCM website: www.bletswcm.org/swcm-scholarships.html.

The SWCM Scholarship Committee includes nine members who are responsible for incoming freshmen and one for current college students. To be sure to use the correct form when applying as incorrect applications will not be accepted.

**Download application instructions here:** [www.blet-swcm.org/pr/pdf/2015_INCOMING_FRESHMAN_APP.PDF](http://www.blet-swcm.org/pr/pdf/2015_INCOMING_FRESHMAN_APP.PDF)

**Application form for incoming freshman:** [www.blet-swcm.org/pr/pdf/2015_INCOMING_FRESHMAN_APP.PDF](http://www.blet-swcm.org/pr/pdf/2015_INCOMING_FRESHMAN_APP.PDF)

**Application form for current college students:** [www.blet-swcm.org/pr/pdf/2015_COLLEGE_STUDENT_APP.PDF](http://www.blet-swcm.org/pr/pdf/2015_COLLEGE_STUDENT_APP.PDF)

**Southeastern Meeting Association (SMA)**

The 2015 SMA scholarship application deadline is July 7, 2015. Send completed applications to: Pat Driscoll, EUMA Secretary-Treasurer, Central SAA/CXST Northern District, GCA, 2832 Delaw Ave., Suite #200, Kenmore, NY 14217. For any questions, contact Brother Driscoll at: (716) 876-2803 or driscollb1@verizon.net.

**Application forms are available here:** [www.blet-swcm.org/pr/pdf/SMA_2015_SCHOLARSHIP_APP.PDF](http://www.blet-swcm.org/pr/pdf/SMA_2015_SCHOLARSHIP_APP.PDF)

**California State Legislative Board**

The BLET’s CSLB will again be awarding a scholarship to a graduating high school senior who will attend college/trade/vocational school in 2015. The applicant’s parent or guardian must be a member in good standing in a BLET Division as determined by CSLB. Last year, the Board awarded a $1,000 scholarship. Rules, applications and deadline information are available on the Board’s website: www.cslb.ca.gov. The deadline is May 1, 2015.

**All applications should be mailed to the CSLB home office address:**


**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 2015 is June 1, 2015. Wyoming State Legislative Board State Chairman Cory Ranallo said the Board will award either $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.

Application forms are available for download from the WYSLB National Board web site. Entries must be postmarked by the deadline for 2015 is June 1, 2015. Applications should be completed and all accompanying documents must be received by June 1 of each year. Specific eligibility requirements and detailed instructions and application forms (PDF) are available for download from the WYSLB National Division website, or can be requested from your Division Legislative Representative. Currently, the BLET has nine Divisions including: California (Div. 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:** [www.blet-swcm.org/pr/pdf/624_Scholarship_APP.PDF](http://www.blet-swcm.org/pr/pdf/624_Scholarship_APP.PDF)

**BLET Division 622**

BLET Division 622 (Alliance, Neb.) will award two $500 scholarships in 2015. Only the children of Division 622 members are eligible to apply. Scholarship winners will be chosen at random during a Division meeting in August. Applications must be received by July 31, 2015. For more specific information please visit the Division 622 website and click on “scholarships.”

**Application and instructions are also available from the National Division website:** [www.blet-swcm.org/pr/pdf/DV_622_Scholarship_App_2015.pdf](http://www.blet-swcm.org/pr/pdf/DV_622_Scholarship_App_2015.pdf)

**BR&CF Scholarship Program**

The Brotherhood’s Relief and Compensation Fund (BR&CF) is pleased to provide opportunities for the sons and daughters of active and retired BLET members to participate in the Luther G. Smith Scholarship Program. The program includes 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 under and must be attending or enrolled 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 J. M. Robb advises that 20 scholarships of $1,000 each are awarded every year. The 2016 program begins October 1, 2015, with a deadline of March 1, 2016.

**BR&CF members with questions may contact Linda Gardner at (800) 235-5980.**

**Members may obtain an application form by calling or writing to 1420 Longstreet Road, Harrisburg, PA 17110 or emailing brcf@bc.org.**
Photo of the Month: January/February

Are you a photographer? The National Division's Public Affairs Office, which produces the News- Letter each month, has received numerous inquiries lately from BLET members volunteering to contribute their images to the "Photo of the Month" section of the News-Letter. If you have a photograph you would like to submit, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email jsbentley@blet.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.

First Vice President E. L. (Bud) Pruit: National Division, BLET News 14437, 9000 W 14th Pl, Kansas City, Mo. 64110-1075, Advisory Board 509, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534

Second Vice President: L. R. (Rick) Gibbons: Assigned to all CSX; Grand Trunk Western; Union Pacific-Southern Region; Union Pacific-Southwest; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; RACER; CSX ( scratches: General office duties, telephone, correspondence; CSXS contract matters during dance; Long Island, N.Y.; Advisory Board, Fort Worth, USA, Advisory Board, Chicago, Illinois). BLET News 3100, 2101 G St, Washington, D.C. 20001-1702, Advisory Board 510, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534

Secretary-Treasurer: B. W. (Bill) Davis: Assigned to all CSX; Grand Trunk Western; Union Pacific-Southern Region; Union Pacific-Southwest; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; RACER; CSX ( scratches: General office duties, telephone, correspondence; CSXS contract matters during dance; Long Island, N.Y.; Advisory Board, Fort Worth, USA, Advisory Board, Chicago, Illinois). BLET News 3100, 2101 G St, Washington, D.C. 20001-1702, Advisory Board 510, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534

Advisory Board November & December 2014 Activity

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

NATIONAL PRESIDENT DENNIS H. RUSSEL: Assigned to: BLET News 14437, 9000 W 14th Pl, Kansas City, Mo. 64110-1075, Advisory Board 509, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534; National Legislative Board; and, General Advisory Board. BLET News 14437, 9000 W 14th Pl, Kansas City, Mo. 64110-1075, Advisory Board 509, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534.


VICE PRESIDENT T. P. (TERRY) MECK: Assigned to: BLET News 14437, 9000 W 14th Pl, Kansas City, Mo. 64110-1075, Advisory Board 509, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534; General office duties, correspondence, CSXS contract matters during dance; Long Island, N.Y.; Advisory Board, Fort Worth, USA, Advisory Board, Chicago, Illinois). BLET News 3100, 2101 G St, Washington, D.C. 20001-1702, Advisory Board 510, 2727 S Pennsylvania, Kansas City, Mo. 64108-4534; (Former Southern Region; General Advisory Board; and, General Legislative Board.


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