President Pierce challenges railroads on fatigue, attendance policies

Locomotive engineer fatigue remains a major safety issue in the railroad industry, and BLET National President Dennis R. Pierce has challenged the CEOs of North America’s six largest freight railroads to work with the BLET to help alleviate the issue. A less punitive approach to employee relations would go a long way toward making the industry safer, President Pierce said.

In a letter dated September 22, 2015, Pierce wrote: “This is to alert you to a significant problem facing … locomotive engineers who are being forced by threat of an attendance policy violation to work when fatigued, even though such safety-critical locomotive engineers honestly believe that working in such circumstances would jeopardize safety.”

Countless National Transportation Safety Board accident reports show that fatigued operating employees pose a significant safety risk for every railroad, and that “fatigue induced performance degradation” all too often contributes to or directly causes accidents. Fatigue can seriously degrade task performance, leading to longer reaction times, memory problems, poor decision-making, workload shedding, and inefficient information processing.

Pierce said a main cause of fatigue is variable work schedules, which result in unpredictable and inconsistent patterns of awake and sleep time for engineers. However, he continued on page 3.

“Indeed, there can be no question that even the mere threat of a Carrier policy violation in these circumstances is itself an unfavorable personnel action and/or a denial of a safe place to work that not only is dangerous but may constitute a violation of federal law.” — Dennis Pierce

California Governor signs two-person crew law

California Governor Edmund G. (Jerry) Brown signed a two-person crew bill into law on September 8, formalizing a significant boost to rail road safety.

The bill reads in part: “This bill would prohibit, on and after February 1, 2016, a train or light engine used in connection with the movement of freight, as specified, from being operated unless it has a crew consisting of at least 2 individuals.”

Primary sponsors of the bill are the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the SMART Transportation Division (former United Transportation Union).

“This represents a major victory for all organized labor, especially our hard working engine and train crews,” BLET National President Dennis R. Pierce said. “While the advancement of technology has made the workplace safer, a machine cannot replace the trained eyes and ears of experienced professionals inside the cab of the locomotive.”

The law provides for civil penalties against the railroads for willful violations of the law, ranging from $250-$5,000 for the first offense and up to $10,000 for a third offense and each subsequent violation within a three-year period.

“Technology can only go so far,” President Pierce said. “In the event of an emergency situation, a lone crew member cannot properly assess the situation, secure the train, and notify all necessary emergency responders in a timely manner. It is our hope that this legislation serves a model for other states.”

President Pierce noted that at least 14 states have introduced minimum crew size legislation this year, including Washington, Nebraska, Minnesota, Wyoming, Iowa, and North Dakota. California legislators analyzed the issue over the years, serving his Division as Vice Local Chairman and the Union Pacific-Southern Region General Council of Adjustment (GCA) as Second Vice Chairman and as First Vice Chairman.

BLET National President Dennis R. Pierce recognized four special Brothers with 40-year membership pins and gold cuff links during the banquet of the Southwestern Convention Meeting (SWCM) in Tulsa, Okla., on September 16, 2015.

Brother Dave Phillips boasts 45 years of continuous membership. He joined Division 62 in February of 1970 while working as an engineer for the Houston Belt and Terminal Railroad. Brother Phillips has been very involved in union affairs over the years, serving his Division as Vice Local Chairman and the Union Pacific-Southern Region General Council of Adjustment (GCA) as Second Vice Chairman and as First Vice Chairman.

Currently General Chairman of the Union Pacific-Southern Region GCA, Brother Warren Dent has 40 years of continuous membership. He joined Division 187 in September 1975 after hiring out on the Union Pacific in 1974. Over the years, he has served his Division as Local Chairman and the UP Southern Region GCA as Third Vice Chairman. Brother Dent has served as the UP-Southern Region General Chairman for the past six years.

BLET National Vice President Gil Gore has 45 years of continuous membership. He hired out with the Texas and Pacific Railroad in 1973 and joined Bill Division 193 on February 1, 1974. Throughout his career, he has held the offices of Division Local Chairman as well as Second Vice Chairman, First Vice Chairman, and as Local Chairman as well as Second Vice Chairman. Continued on page 8
A salute to our Regional Meeting Associations

BY DENNIS R. PIERCE

As I closed my message in the Spring 2015 Convention issue of the Locomotive Engineers & Trainmen Journal earlier this year, I shared with you that the delegates to the BLE’s Third National Convention voted to change our Regional Meeting structure beginning next year. As a result, 2015 would be the last year for BLE’s four regional meeting structure with a transition to two regional meetings in 2016. It was my honor to have attended the final meetings of all four of our Regional Meeting Associations (RMAs) throughout 2015, and I think that the service, support and education that our RMAs have provided over the years is deserving of recognition.

As a bit of history, the National Office of the BLE worked with Local Divisions to organize and host a series of regional meetings throughout the United States. The purpose of the inaugural BLE regional meetings was to provide an opportunity for representatives of the National Office to meet with the membership, “placing the real facts before the membership in a clear and concise manner, so that they may be acquainted with the true conditions confronting the organization” (Locomotive Engineers Journal, January 1928).

The location of the membership became a cornerstone of our RMAs. This year was no different, and I would like to recognize some of the members who have contributed so much. Please join me in thanking the following Standing Committee officers for their time, energy and dedication to their respective regions:

- **Southeastern Meeting Association (SMA):** Chairman M. D. Frank and Treasurer J. E. Wood.
- **Eastern Union Meeting Association (EUMA):** Chairman M. B. Kenny and Treasurer P. T. Driscoll.
- **International Western Convention (IWC):** Chairman M. A. Galvani and Treasurer G. N. Johnson.
- **Southwestern Convention Meeting (SWCM):** Chairman T. L. Todd and Treasurer N. J. Baker.

In addition to these elected officers of each of the regions, it would not have been possible to hold this year’s meetings with the hard work of the host arrangements committee members, and they each deserve our gratitude:

- **SMA Arrangements Chairmen** Teresa Bryant and Co-Chair Scott Frederick.
- **EUMA Arrangements Chairmen** Kevin Moore.
- **IWC Arrangements Chairmen** Jim Wilmesher and Co-Chair Cory Runion.
- **SWCM Arrangements Chairmen** Dana Marlow.

There were many other BLE members and family members who made the final decisions of our RMAs a success. These Brothers and Sisters have carried on a proud tradition and their efforts will not be forgotten.

Memories to last a lifetime were made at the 2015 regional meetings. This year’s SMA was held in Buford, Ga., a far northern suburb of Atlanta. Coincidentally, the first-ever SMA also was held in Atlanta, and that proud tradition continued at this year’s SMA. The annual presentation of state flags by members of the BLE Auxiliary is a tradition that dates back nearly 100 years. States flags presented in the ceremony included Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and West Virginia. During opening ceremonies each year, a member of the BLE Auxiliary carries her home state’s flag into the meeting hall, and all BLE members and guests in attendance from that state stand to be recognized. It is a unique tradition and one that I was proud to witness for the past several years. It was a bittersweet farewell to the SMA as those historic flags were sold at auction during the concluding banquet. All money raised was donated to the BLE Auxiliary Scholarship Fund. At the EUMA, members enjoyed the splendor of the Rocky Mountains. A group organized by Local Chairman Ray Young enjoyed a day-long motorcycle tour of the Rocky Mountains. Their spirits were not dampened even as they braved their way through a surprise hail storm in a high mountain pass. Other members enjoyed a tour of the historic Colorado Railroad Museum, and toured and rode on rolling stock that helped inspire appreciation for the Brothers and Sisters who came before us.

At Tulsa for the SWCM, members were treated to a compelling speech by Bill John Baker, Principal Chief of the Cherokee Nation. The 2015 SWCM was held at the Hard Rock Hotel and Casino, which is a Native American casino on Native American soil. Members also enjoyed additional unique local heritage at historic Cain’s Ballroom for an evening of live music and authentic Oklahoma barbecue.

As it has since the 1920s, membership education will remain a cornerstone of the new RMA process beginning in 2016. Following the template set with the inaugural RMAs in the 1920s, the National Office will be working with Local Divisions to organize and host two regional meetings next year. I ask that each RMA preserve their heritage by participating in next year’s RMAs and organizing events such as those described above.

Plans are already underway for next year: the Eastern Regional Meeting will be held at the Hilton Drake Hotel in Chicago, Illinois, July 11-14, 2016, and the Western Regional Meeting will be held at the Hyatt Regency in Long Beach, Calif., August 22-25, 2016. The BLE Bylaws regional meetings are held “for the purposes of membership training, education and discussion of matters of importance to the membership.” Additionally, the meetings are structured to include options for fellowship with other members and their families, entertainment, fun and relaxation. Both will be structured similarly to past RMAs — travel/registration for each will be on Monday, with events scheduled throughout the week including a closing banquet on Thursday night. Travel home will be on Friday.

I urge you to mark your calendars now and make plans to attend one or both of our regional meetings next year. Your attendance will show that you are proud of our historic traditions, but also mindful of the hard work necessary to secure our craft and our Brotherhood now and in the years to come. I hope to see you in Chicago and Long Beach!

DENNIS R. PIERCE
BLE National President
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everyday Americans are facing increasing challenges at work and at home. The outsourcing of millions of good-paying jobs overseas has led to lower paychecks here in the U.S. That, in turn, has made it more difficult for many workers to provide for their families.

The Teamsters, however, have a plan to help turn the tide. Called “Let’s Get America Working,” it will encourage both Democratic and Republican lawmakers to endorse a pro-worker platform. At the center of the campaign is the need for this country to invest in infrastructure, which will create good jobs for hardworking Americans.

Buy-in from both parties is necessary to effectuate change. If this nation is going to improve the lives of its citizens, Congress needs to advance bipartisan policies that will encourage good job growth. And it must put the current and future generations of workers in a position to succeed in the workforce by giving them the skills they need.

Infrastructure presents an opportunity to break the political gridlock. Congress in late July approved a three-month extension for spending on transportation projects that provides a temporary patch until the end of October for continuing road and rail funding. But it is not a real solution.

Since 2008, Congress has transferred more than $62 billion from the general fund to keep the Highway Trust Fund afloat, and it has been more than a decade since Congress has passed a highway bill more than two years in duration. Meanwhile, the transportation system continues to crumble and the safety of those who work and travel along the vast network of U.S. roads and rails is being jeopardized.

There also is a significant need to ensure the situation is made much worse when railroads routinely fail to provide accurate train timetables.

“Indeed, there can be no question that even a single late train could result in a fatality and the potential for a massive derailment, putting the safety of the general public and the safe operation of the trains to which they are assigned, which in turn directly impacts the safety of the general public and their co-workers.”

Pierce told the involved CEO’s, “I am sure that you share my interest in seeing that unnecessary carrier decisions do not result in unsafe conditions.”

Therefore, enforcement of Carrier rules and policies violates the FRSA if it denies employees a safe place to work,” Pierce wrote.

Pierce suggested the carriers include provisions in their attendance policies that allow engineers to lay off when fatigued, exhausted, overworked or otherwise unable to perform safety-critical duties.

“I strongly urge you to instruct your managers to allow locomotive engineers who find themselves fatigued to lay off due to that fatigue without fear of disciplinary retaliation,” Pierce wrote. “It is clear that if forced to work when fatigued by no fault of their own, they will be jeopardizing their own safety as well as the safe operation of the trains to which they are assigned, which in turn directly impacts the safety of the general public and their co-workers.”

“If this nation is going to improve the lives of its citizens, Congress needs to advance bipartisan policies that will encourage good job growth. And it must put the current and future generations of workers in a position to succeed in the workforce by giving them the skills they need.”

“Let’s Get America Working.”

If elected representatives from both parties want to rebuild the trust between government and workers, they need to reinvest in the people that make this country great. Better pay will lead to more spending and improve workers’ quality of life. Everyone wins.

Let’s get America working.

Fraternally,

JAMES P. HOFFA
Teamsters General President

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Bipartisan coalition upholds Gov. Nixon veto of “Right-To-Work” in Missouri

On September 16, union workers and middle class families scored a major victory as a bipartisan coalition of legislators in the Missouri House and Senate voted to sustain Governor Jay Nixon’s veto of so-called “Right-to-Work” legislation.

Gov. Nixon vetoed the “Right-to-Work” legislation (House Bill 116) on June 4. However, the Missouri General Assembly reconvened on September 16 and anti-union forces attempted to gather a “super majority” of legislators that would have had the ability to override the Governor’s veto, keeping Missouri free from the damaging impact of “Right-to-Work” legislation.

“BLET Missouri State Legislative Board Chairman Brian Kelley worked tirelessly to contact as many members of the Missouri House and Senate as possible to ensure that our friends on both sides of the aisle stood with us and opposed a veto override,” BLET National President Dennis Pierce said. “Brother Kelley and all BLET members in Missouri who contacted their members of the General Assembly to voice their opposition to this divisive issue helped play an important part in this hard-fought victory for organized labor and America’s working class.”

The BLET also rolled out its mobilization network in Missouri to help inform the membership regarding the issue and to encourage them to phone their legislators. President Pierce thanked all members who took the time to call, and thanked National Vice President Jim Louis and BLET National Mobilization Coordinator West Paul Aird for orchestrating our membership response through the Mobilization network.

“Right-to-Work” states lag behind in wages, with workers averaging nearly $6,000 less annually. Eight of the ten states with the lowest minimum wages and nine of the ten states with the highest poverty levels are “Right-to-Work” states.

BLET members ratify new contract with Indiana Southern

By an overwhelming majority, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with the Indiana Southern Railroad (ISRR) on June 30, 2015.

The six-year deal governs rates of pay, work rules, and health and welfare benefits for approximately 26 locomotive engineers and conductors at the short line railroad. The agreement provides for retroactive pay to January 1, 2014, and runs through January 1, 2020. It was ratified by a 95 percent majority of workers who returned ballots.

The BLET’s ISRR membership belongs to Division 270 located in Washington, Ind., which is a part of the CP Rail-U.S. General Committee of Adjustment (GCA). The negotiating team consisted of National Vice President Cole Davis, CP Rail-U.S. General Chairman Pete Semenek, Division 270 Local Chairman Terry Braun, and Division 270 Vice Local Chairman Cord Quakenbush.

General Chairman Semenek said the negotiating and ratification process lasted approximately 16 months. There are several key improvements in the new contract. The BLET was able to secure a new safety incentive bonus program in the contract. Brother Semenek said this was a significant gain because the railroad was able to arbitrarily suspend a similar bonus program in the past. Additionally, the members now have their health and welfare benefit plan outlined and protected by the new agreement. The contract also provides members with an increased personal protection allowance, which provides reimbursements for work-related safety purchases such as work boots and prescription safety glasses. Brother Semenek said the new deal also provides general wage increases of 21.7 percent compounded over the life of the contract when factoring in retroactive pay and future general wage increases.

BLET National President Dennis R. Pierce recognized and thanked the negotiating team for a job well done. “Brothers Davis, Semenek, Braun and Quakenbush deserve our thanks for their hard work and determination throughout the negotiating process,” President Pierce said. “I am particularly pleased at the high percentage of voter turnout and the overwhelming ratification of the contract. As I have said in the past, union membership is not a spectator sport, and if you want a strong union, then it’s up to you to get into the game. This contract will help our Indiana Southern members enjoy a better quality of life while affording them the protections that come from a strong union contract.”

The BLET first organized the ISRR in September of 2002. A Genesee & Wyoming property, the ISRR operates 196 miles of track between Indianapolis and Evansville, Ind. It handles primarily coal and agricultural commodities.

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Approximately 230 members of the Brotherhood of Locomotive Engineers and their families convened in Denver, Colo., on August 18 for opening ceremonies of the 75th annual and final International Western Convention (IWC). IWC Arrangements Co-Chairman Jim Wilmesher, Chairman of the Colorado State Legislative Board, opened the convention and welcomed all members, families and guests to Denver.

After presentation of the flags by BLET members Daniel Tolzman, Secretary-Treasurer of Division 174, and Kristopher Miller, Vice Local Chairman of Division 940, Alison Anderson sang a beautiful rendition of the National Anthem. Alison is the daughter of Brother Mark Anderson, Alternate Secretary-Treasurer of the Minnesota State Legislative Board. Brother Ryan Snow, First Vice Chairman of the California State Legislative Board, delivered the invocation. Brother Cory Runion, IWC Arrangements Co-Chairman and Chairman of the Wyoming State Legislative Board, presided over the traditional empty chair ceremony. An empty chair, as well as various tools of the engineers’ craft, were left at the front of the meeting hall to honor the Organization’s departed Brothers and Sisters.

BLET National President Dennis R. Pierce introduced members of the BLET Advisory Board and National Division Staff who were in attendance. President Pierce then spoke about the nation’s political climate and its impact on America’s middle class, organized labor and the BLET.

Guest speakers included: Walt Barrows, Labor Member of the Railroad Retirement Board; John Hastert, Wyoming State Senator (District 12); Naomi Muscha, North Dakota State Representative (District 24) and wife of retired BLET member Mike Muscha; Jim Souby, President of the Colorado Passenger Railroad Association (ColoRail); Sharice Bass, Assistant to Colorado State Senator Leroy Garcia (District 3); and Dean Moddecker, Vice President of Teamsters Local 455.

The 2015 IWC was the final IWC convention. Delegates to the Third National Convention changed the BLET’s regional meeting structure so that there will be two annual regional meetings sponsored by the National Division beginning next year. They are the Eastern Regional Meeting, July 11-14, 2016, at the Hilton Drake Hotel in Chicago, Illinois; and the Western Regional Meeting, August 22-25, 2016, at the Hyatt Regency in Long Beach, California.

Members enjoyed a tour of the Colorado State Railroad Museum and a Colorado Rockies major league baseball game as part of the IWC festivities. Some also participated in a motorcycle tour of the Rocky Mountains. The 75th and final IWC concluded with a dinner banquet the evening of August 19.
More than 300 members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) convened in Tulsa, Okla., on September 15 for opening ceremonies of the 80th annual and final Southwestern Convention Meeting (SWCM).

As with the 2014 SWCM in St. Louis, attendance at the 2015 SWCM in Tulsa was the highest of any of the four BLET regional meetings this year. SWCM arrangements chairman Dana Marlow, First Vice Chairman of the Union Pacific-Southern Region General Committee of Adjustment, began the meeting by welcoming all members, families and guests to Tulsa.

After presentation of the flags, Brother Daron Watson, President of BLET Division 182, delivered the invocation. Sister Sereena Hogan, National President of the BLET Auxiliary, then presided over the empty chair ceremony. An empty chair, as well as various tools of the engineers’ craft, were placed at the front of the meeting hall to honor the Organization’s departed Brothers and Sisters. Two BLET members were killed in the line of duty since the SWCM last convened in 2014, and the audience observed a moment of silence in honor of Alexander T. Sassman, Division 692, and Glenn W. Steele, Division 20.

BLET National President Dennis R. Pierce introduced members of the BLET Advisory Board and National Division staff who were in attendance. His remarks touched upon the BLET’s purchase of a new headquarters building in Independence, Ohio, as well as the ongoing attacks upon the labor movement and America’s middle class.

After his remarks, Brother Marlow and Brother Derrick Chick, President of BLET Division 179 (Parsons, Kan.), presented President Pierce with a piece of framed railroad artwork on behalf of the members of Division 179.

President Pierce then introduced keynote speaker Bill John Baker, Principal Chief of the Cherokee Nation. Additional guest speakers included: Oklahoma State Representative Richard Morrissette (District 92); Oklahoma State Representative Eric Proctor (District 77); and Teamsters Local 523 President Gary Ketchum.

This was the final SWCM. Delegates to the Third National Convention changed the BLET’s regional meeting structure so that there will be two annual regional meetings sponsored by the National Division beginning in 2016. They are the Eastern Regional Meeting, July 11-14, 2016, at the Hilton Drake Hotel in Chicago, Illinois; and the Western Regional Meeting, August 22-25, 2016, at the Hyatt Regency in Long Beach, California.

The 80th annual SWCM concluded with a dinner banquet the evening of September 16.
GTW General Chairman John Karakian elected by acclamation for seventh straight term

The BLET’s Grand Trunk Western (GTW) General Committee of Adjustment recessed General Chairman John M. Karakian by acclamation for a consecutive four-year term at its quadrennial meeting in Port Huron, Mich., the week of August 17, 2015.

Brother Karakian, a member of Division 122 (Port Huron, Mich.), first joined the Brotherhood on June 1, 1977. He began serving as General Chairman in 1992, when he replaced outgoing General Chairman Paul Hicks.

Also reelected by acclamation for a seventh consecutive term was Vice General Chairman Marty J. Tyler, who serves as Local Chairman and Delegate of BLET Division 650 (Durand, Mich.).

Brother Chad Willerick, Local Chairman of BLET Division 33 (Battle Creek, Mich.), was elected to his first term as GCA Secretary-Treasurer. Brother Tom Martin, Secretary-Treasurer of Division 122 (Port Huron, Mich.), was elected to his first term as Alternate Secretary-Treasurer of the GCA.

Representing the BLET National Division at the meeting was National Vice President Gil Gore.

“Brother John Karakian works tirelessly on behalf of his members, as evidenced by this seventh consecutive term of office,” BLET National President Dennis R. Pierce said. “All of our members working at the Grand Trunk Western have benefited from his dedication and tenacity over the decades, and I am proud to offer my thanks and congratulations to Brother Karakian and all officers of the Grand Trunk Western GCA.”

Additional members in attendance were: former GCA Secretary-Treasurer Tom Greenman, Division 33 (Battle Creek, Mich.); Jim Vandendries, Local Chairman of Division 20 (Jamaica/Long Island, N.Y.); Dean Selby, Local Chairman of Division 122 (Port Huron, Mich.); and Stan Misickowski, Local Chairman of Division 850 (Flat Rock, Mich.).

The GTW GCA is proud of the significant role its forefathers played in the founding of our Brotherhood more than 150 years ago. The Grand Trunk was one of the four original railroads which sent a delegate, E. Northrup, to meet in Detroit, Mich., with 18 other delegates for four days, beginning on May 5, 1863, resulting in the formation of the original Brotherhood of the Footboard, later to become the Brotherhood of Locomotive Engineers and Trainmen.

The GTW GCA represents approximately 250 locomotive engineers who operate over 700 miles of track, predominantly in Michigan. The GTW’s main corridor is from Port Huron, Mich., to Chicago, but also has operations in Illinois, Indiana, Ohio and the province of Ontario, Canada.

John G. Brodnick elected New York State Legislative Board Chairman

Brother John G. Brodnick, BLET Division 382 (Buffalo, N.Y.), was elected Chairman of the New York State Legislative Board at its quadrennial meeting in Boston, Mass., on July 26, 2015.

Brother Brodnick was elected to the office of First Vice Chairman at the Board’s quadrennial meeting in August of 2011. A CSX locomotive engineer, Brother Brodnick serves Division 382 as Legislative Representative and he first joined the BLET in July of 1998. He hired out in 1995 and earned promotion to engineer in 1996.

William J. Fleischmann, Division 752 (Bensalem, N.Y.), was elected by acclamation to serve as First Vice Chairman. Jay J. Carhart, Division 169 (Syracuse, N.Y.), was elected Second Vice Chairman. Reelected by acclamation were: Secretary-Treasurer James M. Libruk, Division 867 (Greenbush, N.Y.), and Alternate Secretary-Treasurer Rick Jordan, Division 269 (Jamaica/Long Island, N.Y.).

Chairman Brodnick said that delegates wanted the composition of the Board to reflect the interests of members who work in freight as well as passenger service. First Vice Chairman Fleischmann is an Amtrak engineer and Alternate S-T Jordan is a Local Island Rail Road engineer, while Chairman Brodnick and Second Vice Chairman Carhart are both CSX engineers.

Elected to the Executive Board were: Rick Jordan, Division 269; Brian R. Burns, Division 87 (Green Island, N.Y.); Theodore J. Podosek Sr., Division 895 (Buffalo, N.Y.); John M. Ostrander, Division 169 (Syracuse, N.Y.), and Dustin J. Deubell, Division 659 (Buffalo, N.Y.).

Elected by acclamation to the Audit Committee were: Michael J. Wickham, Division 46 (Albany, N.Y.); Brian R. Burns, Division 87 (Green Island, N.Y.); and David Kearsing, Division 46 (Albany, N.Y.).

Speakers at the meeting included: BLET National President Dennis R. Pierce, Vice President and National Legislative Representative John P. O’Malley, and Amtrak General Chairman Mark Kenny. Also in attendance was BLET National Vice President Jim Louis, former Chairman of the New York State Legislative Board.

“I offer my congratulations to Brother Brodnick and all members of the New York State Legislative Board,” President Pierce said. “I know they will do a fine job representing the best interests of our members in the Empire State. I also wish to recognize and thank Brother Dave Kearsing for his service as Chairman and his continuing involvement with the Brotherhood.”

Chairman Brodnick said: “Our delegates and officers would like to offer Brother Dave Kearsing, our outgoing Chairman, a debt of gratitude for his honorable service to the New York State Legislative Board. His time and commitment over the past five years to our membership has been an immense contribution to the success of the Board.”

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