



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

## SPECIAL MESSAGE FROM BLET PRESIDENT PIERCE AND SMART-TD PRESIDENT FERGUSON

# BLET, SMART-TD PRESIDENTS UPDATE MEMBERS FOLLOWING PEB 250

### BROTHERS AND SISTERS OF OUR UNIONS:

**P**residential Emergency Board (“PEB” or “the Board”) 250 conducted hearings in Washington, D.C. this past week, concluding on July 28th. We both were honored to represent our unions and, by extension, the memberships of the dozen strong United Rail Unions as we presented and testified in support of our unified case to the PEB. We are sharing this joint message to ensure that our members are up to date on all of the bargaining round issues.

For the first time in history, the 12 United Rail Unions, representing 115,000 members in every craft in the industry, presented a unified case on wages, healthcare, sick leave and holidays to the Board. Also for the first time in history, BLET and SMART-TD Presidents made joint presentations on our unions’ proposals to eliminate carrier-imposed attendance policies, provide for voluntary rest days for road crews, and to increase away-



**Union Solidarity:** Chiefs of the United Rail Unions during PEB 250 in Washington, D.C., July 29, 2022.

from-home terminal meal allowances. In addition, BLET Director of Benefits Dan Cook, who also serves as the Cooperating Railway Labor Organizations’ Administrator, testified in support of the United Rail Unions’ unified Health and Welfare proposal and SMART-TD VP Brent Leonard testified in opposition to the crew consist issues that the carriers attempted to improperly raise in this proceeding.

At the conclusion of the first day of hearings on July 24, and in an effort to keep our memberships current on the status of the bargaining round, the United Rail

Unions released summaries of our final proposals before the Board, as well as the carriers’ final proposals. Those proposals are still available on our union websites. We encourage all members to take the time to review them, and more importantly, realize just how far apart the two sides remain after more than two and a half years of negotiations.

As has been said since an update from the Coordinated Bargaining Coalition in January 2021 and in every update from rail labor since, it is also important to remember who is responsible for the absence of an acceptable Na-

tional Rail Contract settlement. By reviewing the carriers’ final proposal presented before the PEB, it remains all too evident that they continue to refuse to make a realistic and worthy proposal that our voting members would ratify. That is why our contract dispute has reached a PEB, one of the final steps under the Railway Labor Act.

Regarding the unions’ final presentation before the PEB, it’s important to see how the union leadership arrived at their final proposal. Both parties served Section 6 notices in this round of bargaining at the start of negotiations

in late 2019. Those notices are a mandatory starting point in the bargaining process, and generally include every item on which each individual union seeks to negotiate. As the parties negotiate, each side’s list of issues is prioritized to ensure that the most important ones are addressed in the ultimate contract settlement.

This bargaining round was no different. Based on membership feedback, several items were initially identified early on as key priorities including, increasing wages, rejecting concessions on healthcare, addressing unreasonable attendance policies and paid sick leave, and establishing predictable time away from work. The need for paid sick leave without penalty became even more evident with the pandemic and the manpower shortages caused by carriers’ continued mismanagement.

Leadership of the BLET and SMART-TD collaborated on presenting our craft-specific issues throughout negotiations and collaborated with our entire bargaining coalition on our shared issues.

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SEE PAGE 3 FOR A DETAILED TIMELINE OF EVENTS ON THE PATH TO A PRESIDENTIAL EMERGENCY BOARD

## Off the Rails

### BLET CAMPAIGN CALLS ON RAIL CARRIERS TO INVEST IN CREWS AND SAFETY



### SALT LAKE CITY, UTAH

**President Pierce at the BLET Town Hall Meeting in Salt Lake City, Utah, on April 13, 2022.**

The meeting was hosted by GC Steve Leyshon and the UP-Western Region GCA. In conjunction with this Town Hall, a local television crew interviewed President Pierce for a news segment about stalled national contract negotiations, and a billboard truck carried BLET’s message throughout the city, urging railroads to invest in train crews and safety.

**A**s Class I rail carriers brag about record profits, its unionized workforce has been without a pay raise since 2019. Rail workers deserve better. The Brotherhood of Locomotive Engineers and Trainmen (BLET) is letting the public know about this injustice through an outreach campaign called “Off the rails,” which criticizes America’s railroads putting profits before safety. The campaign also sheds light on what train crews actually face on the front lines every day and urges the

railroad carriers to invest in train crews and safety.

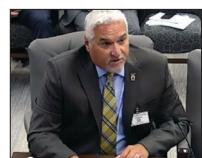
The campaign launched in a major way on April 30, at the annual meeting of Berkshire Hathaway shareholders in Omaha, Nebraska. While CEO Warren Buffett boasted about the financial success of Berkshire’s BNSF Railway, BNSF’s locomotive engineers and their family members were outside broadcasting a very different message: BNSF is “off the rails” and “it’s time to invest in crews and safety.”

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**BLET educates shareholders about BNSF at Berkshire Hathaway annual meeting.**

**SPREADING THE MESSAGE AT BLET TOWN HALL MEETINGS IN ST. LOUIS AND LITTLE ROCK.**

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**VP Wallace Testifies**  
STB holds hearing on rail service meltdown **pg. 4**



**Fifth National Convention**  
October 10-13, 2022  
in Las Vegas **pg. 5**



**Photo Album**  
Denver Regional Meeting **pg. 7**





## BLET & SMART-TD PRESIDENT'S MESSAGE

BY DENNIS R. PIERCE & JEREMY FERGUSON

### PEB 250 UPDATE

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But, as is now obvious, the carriers refused to engage in meaningful bargaining on our most important issues. Multiple proposals were exchanged over these last two and a half years, including varying wage proposals, all in an effort to come to a voluntary agreement worthy of ratification by the membership.

Nowhere else was the distance between the sides more evident than in the discussion of wages. Contracts of both five- and six-year durations were proposed and discussed, driving differing values for the wage package. Our last unified wage proposal as we were released from mediation in June contained a six-year proposal with wage increases occurring July 1st of each year totaling 40%, with 36% of that payable in the first five years. In contrast, in January of 2022, the carriers' proposed wage increase totaling 11% and their last proposal as we were released from mediation was a five-year proposal with wage increases occurring on July 1st of each year totaling 14%.

With a gap that wide, it was no surprise that voluntary efforts, as well as mandatory government-sponsored mediation, failed to reach an agreement. Once the parties were released from mediation, the United Rail Unions immediately began work preparing their final unified proposal to be presented to the PEB. That process included union leaders, the unions' collective legal counsel,

health care experts, and an expert economist. In the end, the unions agreed to present the summarized proposal shared with our memberships on July 24 at the close of the first day of hearings.

Before we get into the wage proposal numbers, it is important to understand the status of our negotiations as we went before the PEB. The PEB is not the start of negotiations. As explained above, the start of the negotiations happened when our lengthy Section 6 notices were served in 2019. Further, the PEB hearing is not a negotiation; it is an opportunity for both sides to present their final proposals, which must be supported with extensive economic data through live testimony. In this case, the hearing spanned five days, where both parties made presentations by expert witnesses to support their proposals.

In crafting the unions' final wage proposal, and knowing that those proposals had to be supported by our expert economist, an in-depth analysis was conducted — taking into account long-term wage growth, past and present, as well as increases in the cost of living for the years covered by the agreement. Consideration also had to be given to the financial value of the other non-wage proposals going before the PEB as part of crafting a final proposal that we believe the Board would recommend.

In the period between the close of NMB mediation in June and the PEB hearings in July, and after consultation with the unions' economic expert, the unions de-

termined that the wage proposal that could be best supported by our economic data was a final, unified proposal totaling a 28% gross wage increase (GWI), uncompounded, over five years. While some saw that move from our previous position of 36% over five years as too big, it is not certain that they understood the proposal's other terms.

One other component of our final proposal was to move from the July 1 annual wage increase dates in our 36% proposal, to annual January 1 wage increases. The effect of this change is fairly simple math — paying each raise six months sooner doubles the value of each wage increase in the year it is applied. In fact, on a base salary of \$100,000, advancing the GWI schedule by six months each year generates additional compensation of over \$15,000 during the term of the agreement as compared to July 1 annual increases. For someone with a base salary of \$75,000, the advancement generates additional compensation of over \$11,000 during the term of the Agreement — vastly reducing the financial gap between the 28% and prior 36% proposals. On the same base salaries, the unified proposal with the earlier effective dates would also generate in excess of \$20,000 and \$16,000, respectively, in back pay for the years 2020, 2021 and 2022.

While we do not agree that it should impact the PEB decision, the history of wage increases in our National Agreements was part of the carriers' presentation in opposition to not only our proposed

wage increase values, but also against the earlier annual increase dates. That history is straightforward; no National Agreement in the past 45 years has included GWIs totaling over 18% for a five-year period. Regardless of that history, our economist clearly laid out the economic support for the 28% wage proposal presented to the PEB.

Our health and welfare experts also made the case that no additional health and welfare costs should be pushed onto employees. We made the case for needed sick days and additional holidays for all involved Unions. We made a joint case for eliminating all non-negotiated attendance policies, allowing General Committees to serve notice to compel on-property bargaining for voluntary rest days, and improvements to our held away meal allowances.

All in all, the United Rail Unions made a sound, reasonable case before the PEB. We must thank our team's legal counsel, health care experts, expert economist and all of the witnesses who gave testimony on behalf of our United Rail Unions. In the coming weeks, we will receive the PEB's recommendations for settlement of our dispute and then consider them.

While it was not possible, we also wish every member of every union could have attended the hearings before PEB 250 and to have had a chance to testify on their own behalf about the conditions, the struggles, and the situations that carriers have created for the people whose work brings

them profit. Through their actions, and in the case of these drawn-out negotiations, their inaction, the carriers' cavalier and pay-no-heed attitude toward our brothers and sisters who did the work through a pandemic, through job cuts and through an ongoing supply chain crisis could not be clearer. They do not care to either understand or respect their employees. Some of their assertions, such as how happy their employees are, were beyond belief — even to those of us that have heard their spin before. We refuted them all.

Following the recommendations of the PEB, the parties have another 30-day cooling off period to consider the recommendations and reach an agreement. If the carriers continue to refuse to make a ratifiable proposal, very critical decisions will have to be made during that period. As has been said time and again, do not listen to the Carrier moles and trolls that attempt to blame this situation on the employees or their Unions. They are only attempting to divide us as we close in on the final months of this round of bargaining. Among our unions, our solidarity is our strength. Please do not allow those attempting to divide us to succeed.

In solidarity,  
**PRESIDENT DENNIS PIERCE,**  
BROTHERHOOD OF LOCOMOTIVE  
ENGINEERS AND TRAINMEN

**PRESIDENT JEREMY FERGUSON,**  
SMART TRANSPORTATION  
DIVISION

### BLET UNVEILS NEW WEBSITE

Earlier this year, the BLET launched a new and improved website, [www.ble-t.org](http://www.ble-t.org). The redesigned website features a fresh look, daily news, improved navigation for easy access, an enhanced members-only area, and new tools for legislative outreach.

The new website will continue to be the main source of sharing breaking news with BLET members. BLET press releases (News Flashes) will be posted at the new website on a regular basis. Breaking news, industry news, organized labor news and other headlines will also be published on a daily basis. Also, the BLET's main membership publications, the *Locomotive Engineers and Trainmen News* and the *Locomotive Engineers and Trainmen Journal*, will be published as PDF documents on the new website.

Enhancements have been made to the Members Area of the new website. These updates in the Members Area will require the member to register on the new password-protected site. The former Members Area site and the associated login and password will not work on the new website.

When logging in to the new Members Area, members will be able to see their Division number, dates of monthly meetings, and the names of their Division, General Committee of Adjustment, and



State Legislative Board officers. Members will also be able to instantly update their contact information (home mailing address, telephone number and email address). Also, new tools and resources will be available for Division officers. @

### TAKE ACTION TOOL AVAILABLE ON NEW BLET WEBSITE

**SPEAK OUT NOW: RAILROAD ATTENDANCE POLICIES UNSAFE**

**B**LET members and their families are urged to alert the White House and their members of Congress about the dangerous attendance policies imposed by Class I freight railroads by using the BLET's new legislative outreach platform — "Take Action" — has been activated for the first time for use in this campaign.

As BLET members know from first-hand experience, freight railroads are putting essential workers at risk with dangerous attendance policies that make it

nearly impossible for employees to take time off for rest at home or time to be with their families without being retaliated against or losing their jobs. Fatigue has been a major safety issue in the railroad industry for decades, but the problem has been made much worse through the recent implementation of draconian attendance policies.

BLET National President Dennis R. Pierce said: "I encourage all members and their loved ones to use the new website and let your elected officials know about the negative impact attendance policies have had on you personally with your family and professionally in terms of fatigue and safety."

In conjunction with the launch of its new website, the BLET National Division has made available a new legislative outreach platform that allows members to contact their elected officials on the local, state and national level. Called "Take Action," the new legislative outreach platform can be found at <https://ble-t.org/take-action>.

After clicking on the "Take Action" button, look for the "Our Issues" section — "Class I Railroad Attendance Policies-Speak Out Now!" After entering their home address, members will be automatically directed to contact information for their Senators and their members of the House of Representatives. The current Take Action campaign allows the members to send email messages re-

garding Class I attendance policies, either by selecting a pre-written message from the drop down menu or by crafting their own personal message. @

### OPTIONAL ELECTRONIC DELIVERY OF BLET PUBLICATIONS

**A**s part of the National Division's recently enhanced website, and in response to action taken by delegates at the Fourth National Convention, the BLET National Division has launched an electronic delivery option for members who receive the *Locomotive Engineers & Trainmen News* and the *Locomotive Engineers & Trainmen Journal*. Members who prefer to receive the publications in print will continue to do so; those who don't can update their preferences to view the publications in electronic-only format.

At the Fourth National Convention, delegates adopted a change to the Bylaws submitted by BLET National President Dennis R. Pierce to allow members to opt-out of receiving hard copy publications in the mail and switch to electronic versions of the publications. At the time, President Pierce cited the increasing cost of printing and postage as reasons for introducing the electronic-only option. The COVID-19 pandemic and ensuing

supply chain crisis have exacerbated those issues, with the cost of paper rising dramatically in the past 12 months. Per BLET Bylaws, members receive two periodic publications titled *Locomotive Engineers & Trainmen Journal* and *Locomotive Engineers & Trainmen News*. The electronic delivery option applies to these two publications only.

The launch of the print opt-out program is now available using the newly-redesigned BLET website. To opt-out of BLET publications in print, members will need to go to the Members Only area of the BLET website, click on the "Update Personal Information" option, and then select "Publication Delivery Preference." Those who opt-out will be alerted by email whenever new publications are available in electronic format.

First published in January of 1867 as the *Locomotive Engineers' Monthly Journal*, the *Locomotive Engineers & Trainmen Journal* is one of the oldest labor publications in the Western Hemisphere. First published in 1987 as the *Locomotive Engineer Newsletter*, the *Locomotive Engineers & Trainmen News* contains essential news about the Brotherhood and the rail industry.

"Our publications are among the best ways for members to stay informed," President Pierce said. "I encourage all members to take advantage of the electronic-only program for our publications." @

# NATIONAL CONTRACT TIMELINE: BLET and 11 other unions moving toward Presidential Emergency Board to settle national contract dispute



The BLET is negotiating as part of the United Rail Unions, a coalition of unions representing 100% of the workforce who will be impacted by this round of negotiations. For negotiating purposes, the National Carriers' Conference Committee (NCCC) represents the nation's rail carriers.

**A**s this issue of the Locomotive Engineers and Trainmen News goes to press, the union is awaiting President Joe Biden's establishment of a Presidential Emergency Board (PEB) to investigate and make recommendations for settlement of the current national contract dispute between labor and the National Carriers Conference Committee (NCCC). BLET National President Dennis R. Pierce said: "BLET members and their fellow rail labor union members are the essential workers who keep the North American supply chain moving each and every day. These Brothers and Sisters risked their health — and their family's health — by selflessly working through the global COVID-19 pandemic. It is shameful that the nation's rail carriers have failed to offer sufficient financial compensation to these essential workers, especially considering that railroads continue to report record earnings."

**IMPORTANT DATES AND EVENTS LEADING UP TO THE CURRENT SITUATION ARE OUTLINED BELOW:**

**NOVEMBER OF 2019:** The current round of negotiations began when the parties exchanged Section 6 notices. The BLET is negotiating as part of the Coordinated Bargaining Coalition (CBC), a group of unions

representing 115,000 rail workers. For negotiating purposes, the National Carriers' Conference Committee (NCCC) represents the nation's rail carriers.

**DECEMBER 2019- JANUARY 2022:**

Months and years of failed negotiations due to management stonewalling and failure to bargain in good faith. Delays due to COVID-19 pandemic.

**JANUARY 24, 2022:**

CBC applies to National Mediation Board (NMB) for the assignment of a federal mediator to assist in negotiations, and their request is granted. The NMB is the federal agency responsible for labor relations for railroads and airlines. At the time, the CBC said in a statement: "We anticipate that the involvement of the NMB will cause the industry to refocus on addressing the legitimate needs of the men and women whose labor generates their positive financial returns." Unfortunately, that would not be the case.

**APRIL 25, 2022:**

A CBC public statement reveals the parties have held four negotiating sessions under federal mediation, but that the carriers continue to negotiate in bad faith. The CBC rejects a NCCC proposal to offer one-time \$600.00 lump sum payments to union members. Characterized by the CBC as being "insufficient" and "somewhere

between a loan and a pay day advance," the NCCC's \$600 payments would have to be repaid from any backpay payments that may be in the ultimate national contract settlements.

**MAY 6, 2022:**

After two more mediated sessions, the CBC asks for release from mediation and formally requests that the NMB proffer arbitration in the dispute.

**MAY 24-26, 2022:**

The NMB holds in-person mediation sessions in Washington, D.C. Similar in-person sessions would follow over the next three weeks. It was announced that the CBC had been joined by another bargaining coalition (the BMWED/SMART Mechanical Coalition) in national negotiations/mediation. Known as the United Rail Unions, the combined coalition represents 100% of the workforce who will be impacted by this round of negotiations.

**JUNE 2, 2022:**

The United Rail Unions request a release from mediation and ask the NMB to proffer arbitration. "In spite of the Unions' best efforts to negotiate a fair agreement, the NCCC and the rail carriers that it represents still refuse to make a comprehensive settlement proposal that our members would even remotely entertain. In fact, the carriers continue to advance proposals that insult the hard-

working Union members who have carried our Nation through the pandemic."

**JUNE 9, 2022:**

After a third week of compulsory joint NMB-mediated negotiations with the NCCC, the United Rail Unions again ask NMB for a proffer of arbitration.

**JUNE 14, 2022:**

After nearly six months of mediation, the NMB offers proffer of arbitration.

**JUNE 15, 2022:**

BLET rejects proffer of arbitration, as will all other affiliates of the United Rail Unions coalition. "Arbitration is not the best outcome for the BLET as it strips our membership of the ability to vote on their contract," President Pierce said. "Voting on contracts is a fundamental right of union membership."

**JUNE 17, 2022:**

NMB releases all parties from mediation, beginning a 30-day cooling-off period under the Railway Labor Act and setting up a potential Presidential Emergency Board (PEB) to settle the dispute. Once established, a PEB is charged with making recommendations on how to reach a settlement and has 30 days to conduct hearings and issue a report. PEB recommendations have often served as the basis for voluntary agreements, but Congress

may also intervene under the Railway Labor Act.

**JUNE 24, 2022:**

BLET mails ballots to more than 23,000 members seeking authorization for the Union's leadership to call a strike should one become necessary to settle the ongoing national contract dispute. The strike authorization balloting is a step required by the BLET's internal law.

**JULY 12, 2022:**

Ballots are tabulated in the BLET's strike authorization vote, with 99.5 percent of those responding voting in favor of a strike. (For more information about the strike authorization vote and an update on negotiations, please see President Pierce's message on Page 1 of this issue.)

**JULY 12, 2022:**

Also on this date, the NMB begins hosting a series of public interest meetings in an effort to assist the parties further in reaching voluntary agreements.

**JULY 15, 2022:**

President Biden appointed PEB No. 250 three days prior to the end of the 30-day cooling-off period. The PEB has 30 days to convene and hear the positions from each side, and issue recommendations to settle the dispute. A second 30-day cooling-off period will begin when those recommendations are issued. ©

## 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. ©

## VP Wallace outlines PSR problems, offers solutions at STB hearing



**“There’s a culture of profits over safety as railroads have become controlled by hedge fund speculators,” Vice President Wallace said. “It’s the business model that’s impacting service.”**  
— BLET VICE PRESIDENT MARK WALLACE

**B**LET National Vice President Mark L. Wallace testified on April 26 on behalf of the BLET at a hearing before the U.S. Surface Transportation Board titled “Urgent Issues in Freight Rail Service.”

STB announced on April 7 that it would hold a two-day hearing to investigate recent rail service problems and recovery efforts involving several Class I carriers. Testimony on the morning of April 26 came primarily from shipper groups and organized labor. During his testimony, Vice President Wallace said that customer service is suffering, the nation’s supply chain is getting worse by the day, and train crew employees are resigning at unprecedented levels due to the implementation of the so-called Precision Scheduled Railroading (PSR) business model and draconian attendance policies.

“There’s a culture of profits over safety as railroads have become controlled by hedge fund speculators,” Vice President Wallace said. “It’s the business model that’s impacting service.”

Vice President Wallace explained how 45,000 transportation and engine service employee jobs have been eliminated in recent years due to the implementation of PSR. As a result of these furloughs, the

### TOPICS ADDRESSED BY WALLACE AT HEARING

**LONG TRAINS** favored by the PSR operating model, which can be three miles long, cause major delays, reduce velocity, congest networks, and cause accidents.

**SELF-INFLICTED DELAYS**, in which train speeds are limited to half the allowable track speed (for example, 30 mph in a 60 mph zone) in an effort to use fewer locomotives for fuel conservation initiatives.

**TRAIN CREWS ARE OFTEN REQUIRED TO SPEND 20-30 HOURS** at an away from home terminal prior to being called for a trip back home, which increases fatigue and destroys an employee’s quality of life.

remaining workforce has been forced to work past the point of fatigue to pick up the slack. Railroads are forcing employees to be on call 24/7 through the implementation of draconian attendance policies. The result has been that over 1,000 train service employees have resigned in recent months, including some employees with 20 years of service — which is almost unheard of in the rail industry. Vice President Wallace also testified how railroads refuse to add employees to fill out pools and extra boards, which adds to fatigue by forcing fewer employees to work more and longer hours.

While crew shortages and mismanagement of crews are a problem with PSR, long trains may be a bigger problem, Vice President Wallace testified. He said long trains favored by the PSR operating model, which can be three miles long, cause major delays, reduce velocity, congest networks, and cause accidents. He was also critical of what he described as self-inflicted delays, in which train speeds are limited to half the allowable track speed (for example, 30 mph in a 60 mph zone) in an effort to use fewer locomotives for fuel conservation initiatives.

Regarding the continued mismanagement of the rail workforce, Vice President Wallace said train crews are often required to spend 20-30 hours at an away from home terminal prior to being called for a trip back home, which increases fatigue and destroys an employee’s quality of life. Train lineups, which in theory tell workers when they can expect to go to work, are inaccurate and unreliable, which causes tremendous amounts of frustration and anger among the union’s membership.

In a question-and-answer session with STB Chairman Martin Oberman, Vice President Wallace described ways in which the industry could improve its recovery efforts, better service its customers, and better utilize train crews. Vice President Wallace suggested railroads would be more fluid if they eliminated throttle restrictions and reduced train lengths to no more than 8,000-8,500 feet. The long trains block the system and cause the railroads to burn through more train crews prior to getting shipments to their destination.

Additional testimony on behalf of organized labor came from: Greg Regan,

President of the Transportation Trades Department, AFL-CIO; Jeremy Ferguson, President of the SMART Transportation Division; and SMART-TD members Matthew Brukart, Steven Groat, and Chris Bond.

In announcing the hearing, Board Chairman Oberman said: “During my time on the Board, I have raised concerns about the primacy Class I railroads have placed on lowering their operating ratios and satisfying their shareholders even at the cost of their customers. Part of that strategy has involved cutting their workforce to the bare bones in order to reduce costs. Over the last six years, the Class Is collectively have reduced its workforce by 29% — that is about 45,000 employees cut from the payrolls. In my view, all of this has directly contributed to where we are today — rail users experiencing serious deteriorations in rail service because, on too many parts of their networks, the railroads simply do not have a sufficient number of employees.”

Vice President Wallace said that the Railway Labor Act was implemented nearly 100 years ago. Part of the goal of the RLA was to limit labor strikes because they would interrupt the nation’s supply chain. But, he pointed out that PSR has also had a major negative impact on interstate commerce. He suggested that change was necessary and urged the STB to work with Congress to put together a plan to better regulate the industry and protect the nation’s economy.

Vice President Wallace concluded by saying that the National Division had collected letters from BLET members throughout the United States that it would submit to STB for the record, which would further document the problems with PSR and describe how harsh railroad attendance policies have negatively impacted their personal and professional lives.

Also in attendance at the April 26 hearing to represent BLET were: National Secretary-Treasurer Stephen Bruno; and Assistant to the National President and Director of Research John Fink.

BLET National President Dennis Pierce thanked Vice President Wallace for testifying.

“It has been our position all along that PSR was nothing more than a Wall Street cash grab, and that shippers and workers have been left holding the bag,” President Pierce said. “I thank Vice President Wallace for the excellent job he did on behalf of BLET members. I hope that this hearing will motivate the STB, along with Congress and the White House, to make meaningful improvements to our nation’s railroad industry.” ©©

# 56 MPH

# PTC

## DISCIPLINE IN PROGRESS

### REDUCTION TO ZERO EARNINGS

Modern railroading requires managing multiple high-tech systems, including Distributed Power, Trip Optimizer, and Positive Train Control. Railroaders *just like you* have been assessed discipline ranging from suspension to dismissal for the following incidents detected by PTC:

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- ENTERING WORKING LIMITS
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BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

# BLET FIFTH NATIONAL CONVENTION



**A**s all Local Divisions, General Committees and State Legislative Boards were advised on January 4, 2022, the BLET's Fifth National Convention will convene in Las Vegas, Nevada, from October 10-13, 2022.

The BLET's national conventions are held quadrennially, or once every four years. Approximately 475 delegates will represent more than 33,000 active locomotive engineers and trainmen throughout the United States. They will be charged with evaluating and voting on changes to the Brotherhood's Bylaws. Several invited dignitaries will address the delegates in session as part of the convention proceedings. Delegates will also hear reports from various BLET officers.

Pursuant to National Division Rules – Section 20(g) of the BLET Bylaws, the list of delegates to the upcoming National Convention was published in the Locomotive Engineers & Trainmen News (the January-March 2022 issue).



The convention will also be a nominating convention for BLET National Division Officers. Pursuant to the BLET Bylaws, the Rules for the 2022 BLET National Division Officers Election were published in the August-September 2021 issue of the Locomotive Engineers & Trainmen News. The Election Rules and other pertinent information can be found in the Members' Area of the BLET National Division website, <https://members.ble-t.org>.

Delegate registration for the BLET's Fifth National Convention will take place on Sunday, October 9, 2022. The convention will begin on Monday, October 10 and will be held at Bally's Las Vegas Hotel and Casino, 3645 S. Las Vegas Blvd., Las Vegas, Nevada 89109.

**UPDATES AND RELATED INFORMATION WILL BE AVAILABLE ON THE BLET'S NATIONAL CONVENTION WEBSITE, [HTTPS://BLETCONVENTION.ORG](https://bletconvention.org).**



## During these challenging times, one thing remains certain:

**LECMPA is still the leader in protecting BLET members' income and assets.**

- 365 days of coverage immediately — no waiting
- Accidental Death coverage on and off the job
- Payroll Deduction with no enrollment fee
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**REFERRALS THAT LEAD TO A NEW MEMBER EARN YOU A \$100 CASH REWARD!**

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## OFF THE RAILS

CONTINUED FROM PAGE 1

BLET National President Dennis Pierce, along with hundreds of BLET members, their families, and railroaders from other crafts, joined together in a mass protest outside of the CHI Health Center arena to let shareholders and the general public know how terribly rail workers are being treated by BNSF and other Class I carriers.

Today's railroaders work long hours on long trains that often can stretch three miles. According to a Vice story published in April 2022, members of Congress from both sides of the aisle are concerned about "a workforce that is understaffed, overworked and fatigued at a rail network responsible for hauling hazardous materials."

"Our members are the essential workers who keep the supply chain moving safely every day," President Pierce said. "But despite record profits by BNSF and other Class I railroads, our people have failed to get an extra dime in salary during the pandemic and struggle to get any time off."

"We've tried to reason with BNSF and other rail employers at the bargaining table about fatigue, staffing and safety issues," President Pierce said. "We've argued against them in court. And, now we're making our case to investors and the public. Soon we will be asking government leaders to intervene."

One day prior to the April 30 shareholder protest, President Pierce held a news conference in Omaha, and several national media outlets were in attendance (including the Associated Press, Bloomberg, and National Public Radio). President Pierce discussed supply chain problems, long trains, and lack of rest for railroad workers. He also discussed the lack of a new national contract and the numerous safety issues impacting Class I railroads. Hundreds of stories that were generated from the press conference were published throughout the United States, including a Bloomberg article that carried the headline, "Buffett's annual meeting set to be crashed by railroad workers."

The BLET then took its message to the streets of Omaha, plastering it on billboards, passing out leaflets, and placing newspaper advertisements in both print and digital. The union also testified on April 26 before the Surface Transportation Board in Washington, D.C., about deteriorating conditions for train crews at Class I railroads.

In a recent advertisement that appeared in the Omaha World-Herald, the union attacked BNSF and Union Pacific attendance policies that prohibits engineers and other rail workers from scheduling days off without penalty, even at times "for surgery or jury duty."

In addition to the newspaper ads, stationary and mobile billboards have been placed in Omaha and other markets in Nebraska and nationally. An advertising campaign also launched in Los Angeles, San Diego and Lincoln, Neb., with other markets being added each week.

The CBS affiliate in Salt Lake City earlier in April filed a story on the union's campaign to protest similar attendance and staffing issues at Union Pacific.

The Washington Post in an April 2 article titled "Worker-led win at Amazon warehouse could provide new playbook for unions," observed that the BLET is "preparing to petition President Biden to intervene in negotiations by appointing officials to mediate an emergency settlement or giving train workers the authority to strike. Rail workers fall into a narrow category of workers that require presidential approval to walk off the job."©

## SAN DIEGO, CALIFORNIA

Mobile billboard and outreach campaign at the California State Legislative Board meeting in San Diego on April 27, 2022.



## OMAHA, NEBRASKA

BLET members pass out leaflets and picket outside the Berkshire Hathaway annual meeting in Omaha, Nebraska, on April 30, 2022.



## LITTLE ROCK, ARKANSAS

BLET Town Hall meeting and billboard truck in Little Rock, Arkansas, May 10, 2022.



## ST. LOUIS, MISSOURI

BLET Town Hall meeting and billboard truck in St. Louis, Missouri, May 11, 2022.



# Retirements for Pruitt, Bruno and Priester announced at BLET's Denver regional meeting

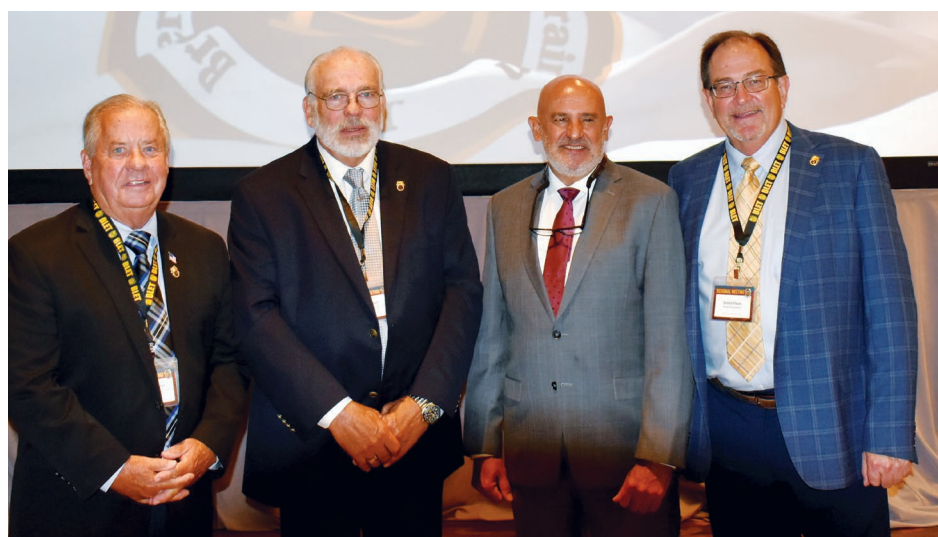
**M**ore than 370 members of the Brotherhood of Locomotive Engineers and Trainmen and their families convened in Denver, Colorado, on the morning of June 14 for opening ceremonies of the BLET's first regional meeting of 2022.

During the meeting, BLET National President Dennis R. Pierce announced the pending retirement of three members of the BLET Advisory Board who were in attendance. Brother Lee Pruitt has served as First Vice President for the past 12 years; Brother Steve Bruno has served as National Secretary-Treasurer for the past eight years; and Brother Mike Priester has served as National Vice President for the past 12 years. Brother Pruitt and Brother Priester each have 50 consecutive years of membership, while Brother Bruno has 37 consecutive years of membership.

Presentation of the flags was conducted by a unique color guard comprised entirely of BLET members in active or retired military status: Sean Martinez, Local Chairman of Division 505 (retired Army, Staff Sergeant); Kim Thomas, Local Chairman of Division 192 (active Army, Staff Sergeant); Megan Mead, Director of the Record and Compliance Department and member of Division 197 (retired Army, Specialist SP4); and Paul Aird, BLET Special Representative and member of Division 173 (Marines, Corporal).

After presentation of the flags, Brother Paul Pearson delivered the invocation. Brother Pearson is Chairman of the BLET's Colorado State Legislative Board and is a member of BLET Division 133 (Denver, Colo.).

President Pierce then welcomed all members, families and guests to Denver. He introduced members of the BLET Advisory Board who were in attendance, and thanked National Vice President Jim Lou-



**At the Denver regional meeting, from left:** Vice President Mike Priester, First Vice President Lee Pruitt, National Secretary-Treasurer Steve Bruno, and National President Dennis Pierce.

is, Special Representative Matt Kronyak and Special Representative Jason Wright for their work in managing and organizing the regional meeting. President Pierce also recognized and thanked the regional meeting arrangements committee members who provided local support: Thomas A. Baker, Secretary-Treasurer of Division 430 (Trinidad, Colo.); Robert C. Grajeda, Vice Local Chairman of BLET Division 940 (Denver, Colo.); Jeff S. Lillo, Secretary-Treasurer of BLET Division 133 (Denver, Colo.); Levi Robinson, Local Chairman of BLET Division 256 (Denver, Colo.); and Brother Greg Lund, a retired member of Division 421 (Buffalo, New York).

Guest speakers included: State Representative Dr. Yira Caraveo (District 31); State Senator Brittany Pettersen (District 22); State Representative Tom Sullivan (District 37); Railroad Retirement Board Labor Member John Bragg; and BLET Auxiliary National President Kat Bisbikis. Also, FRA Administrator Amit Bose, Rep. Jason Crow (D-CO) and Rep. Joe Neguse (D-CO) submitted greetings by video.

President Pierce gave a brief presentation regarding the State of the Union. He provided an update on national negotiations, including the steps involving mediation before the actual members of the National Mediation Board. "The Railroads have refused to offer or agree to any serious contract proposals that BLET members would find acceptable. We are not alone in this fight," he said. "All of the Rail Unions involved in national negotiations with the Nation's freight carriers have received the same pathetic contract proposals that we have."

"Our members have earned a fair contract, and we stand together in our effort to move this dispute to the next steps of the Railway Labor Act. My hope is that the NMB proffers arbitration in the coming days so we can do just that," he said.

President Pierce also touched upon numerous other issues, including: CSX's acquisition of the Pan Am Railways; the Canadian National-Kansas City Southern merger; BNSF Railway's terminated lease of the Montana Rail Link; the BLET's Fifth National Convention coming up in Oc-

tober; the new BLET website; and the recent International Brotherhood of Teamsters election. Newly-elected IBT General President Sean O'Brien and General Secretary-Treasurer Fred Zuckerman attended the regional meeting welcome reception on the evening of June 13, where they met with BLET members for several hours in an informal setting. President Pierce also announced that the 2023 BLET regional meetings are scheduled for Milwaukee (the week of June 26) and Myrtle Beach (the week of August 14).

As part of the morning session, President Pierce led members in a moment of silence for Brother Paul Wingo, retired BLET National Vice President who passed away at the age of 78 on June 6, 2022. Members in attendance also observed a moment of silence in honor of all BLET members who have been killed in the line of duty since 1989, whose names were shown in a solemn video presentation.

The morning session concluded with a video presentation highlighting the union's recent efforts to bring attention to the struggles that railroad workers face. In essence, railroad workers have been without a contract pay raise since 2019, yet carriers continually brag about record profits. The BLET is letting the public know about this inequity through several outreach campaigns. A mobile billboard truck was on site at the BLET regional meeting in Denver, where the group en masse adjourned for a brief rally to send a message to rail carriers that they are off track, and that it's time to settle the national contract by investing in crews and safety.

Members took advantage of educational opportunities throughout the remainder of the week. Workshops featured specialized training for BLET Legislative Representatives, Secretary-Treasurers and Local Chairmen. The 2022 Denver regional meeting concluded with a banquet on the evening of June 16. @@





**Locomotive Engineers And Trainmen News**  
**Brotherhood Of Locomotive Engineers And Trainmen**

7061 East Pleasant Valley Road  
Independence, Ohio 44131-5543

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VOLUME 36 • NUMBER 2 • April-July 2022

**LOCOMOTIVE ENGINEERS & TRAINMEN NEWS**

is published monthly by the  
Brotherhood of Locomotive Engineers & Trainmen,  
7061 East Pleasant Valley Road  
Independence, Ohio 44131-5543

07/22

**Photo of the Month: April-July 2022**

**ON MAY 8, 2022, THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN (BLET) MARKED ITS 159TH ANNIVERSARY.** The BLET and its members are proud of our heritage as the oldest labor union in North America. The union was founded as the Brotherhood of the Footboard on May 8, 1863. In 1864, the union changed its name to Brotherhood of Locomotive Engineers (BLE), the name it retained for 140 years until merging with the International Brotherhood of Teamsters on January 1, 2004, when it became the BLET.



**Are you a photographer?** The National Division's Public Relations Department, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contribute their

images to the "Photo of the Month" section of the Newsletter. If you'd like to submit a photo for consideration, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email: Bentley@ble-t.org.

Please note only high resolution images can be used. Members are also encouraged to review their employer's policies regarding the use of cameras and other electronic devices while on duty.

**Advisory Board October/November/December 2021 Activity**

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

**NATIONAL PRESIDENT DENNIS R. PIERCE:** National Division Office, Independence, Ohio; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; Chairman, CRLO; BLET BNSF-ATSF GCA mtg., San Diego, Calif.; Coordinated Bargaining Coalition (CBC) bargaining mtgs., Washington, D.C. and Kansas City, Mo.; Vacation; BLET National Division 2022 convention site visit, Las Vegas; Monthly mtg. w/ all BLET State Legislative Board Chairmen via Zoom; LIRR BLET retirees dinner, New York City; BLET National Legislative Board mtg., Cleveland; BLET Advisory Board mtg., Cleveland; BLET UP Kansas City Division mtgs., Kansas City, Mo.; Teamsters Rail Conference Policy Cmte. mtgs.

**FIRST VICE PRESIDENT E.L. (LEE) PRUITT:** National Duties include but not limited to: Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; and PRAC; General office duties, telephone, email, correspondence communications, etc.; Holiday; BLET National Legislative Board mtg., Cleveland; BLET Advisory Board mtg., Cleveland.

**NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO:** General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database/Union Track; Pension, STD, 457 plan Trustee; Mtgs. with vendors and financial institutions; Union Track issues, development, testing, status updates; Merrill Lynch, BLET finance committee.

**VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE VINCENT G. VERNA:** Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications, Washington, D.C.; Teamsters weekly Zoom call; Zoom call with D.C. office staff; Weekly PAC zoom call w/ IBT; Monthly SLB/Washington DC office mtg.; OneRail mtg.; Office hours Washington DC office and home in accordance with COVID restrictions; Various receptions and fund raising events with members of Congress and the leadership of both the GOP and Democratic parties, everyone in the respective States working from home.

**VICE PRESIDENT MARCUS J. RUEF:** Chairman, National Railroad Adjustment Board (NRAB); National Mediation Board (NMB) Advisory Forum-Labor Member; Department Head, BLET Arbitration Department; Assigned to CN-Wisconsin Central, CN-Illinois Central, Indiana Harbor Belt, Metra (Chicago), CP Rail System/US (Soo); Vacation; Assist GC Semenek w/ Section 6, CP/Soo; Assist GC Burns w/ Section 6, IR; DL 514, Referee Charles; DL 523, Referee Phillips; Annotate 3rd Division Awards, NRAB; Section 6 mtgs. w/ GC Burns and Illinois Rwy.; Assist GC Semenek w/ discipline appeals, CP; Assist GC Hau w/ discipline appeals, WC; Assist VGC Wells w/ Part 219 & 40, IHB; DL 518 Vandagens; DL 522 Referee Frey; NRAB Rules Committee; Mediation case A-19343, Metra; Uniform Rules committee mtg., NRAB; BLET Advisory Board mtg.; Assist GC Hau w/ PLB 7236, WC; Assist GC Rhodes/ w/ arb. research, UP-C; CP/Soo Section 6 mtg.; Terri Brown, NMB Dir Arb. Svcs., discuss grievance mediation issues, NRAB; Holiday; Vacation; PLB 7666, CP; PLB 7236, WC; Assist 3rd Division Labor Member Elvey; Assist VGC Wells w/ engineer certification issues, IHB; DL 525 Referee Vandagens.

**VICE PRESIDENT MIKE TWOMBLY:** NVP assigned to: CN-Grand Trunk Western; Springfield Terminal; Delaware & Hudson; St. Lawrence & Atlantic; New York Susquehanna & Western; Connecticut Southern; New England Central; Louisville & Indiana; Huron & Eastern; Wheeling & Lake Erie; Tacoma Municipal Belt Line Railroad; Department Head and designated representative of the BLET National Short Line Division (NSLD) and Organizing Department with responsibility for hearings, conferences, appeals, First Division Appeals and all other daily business involving the NSLD assigned railroads in conjunction with Carrier Officers and advancement of BLET organizing strategies and opportunities; National Short Line Division (Local Division 16) short line railroads, Union Railroad, Belt Railway of Chicago, South Buffalo Railway, Western New York & Pennsylvania and Gary Railway; General office duties, telephone, email, correspondence communications, etc.; On duty at home office,

NVB and NSLB Department Head combined daily responsibilities; Local Division 16 monthly mtgs. (Oct., Nov. and Dec. 2021); BLET Advisory Board mtg., Cleveland; Connecticut Southern RR contract ratification mtg., Springfield, Mass.; Rail Conference Policy Committee mtgs.; Belt Rwy. of Chicago COVID-19 update conference call.

**VICE PRESIDENT MICHAEL D. PRIESTER:** Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Great Western Railway of Colorado; Missouri & North Arkansas, Montana Rail Link, Otter Tail; General office duties, telephone, email, correspondence communications, etc.; BNSF-ATSF GCA mtg., assist GC Cunningham, San Diego, Calif.; PLB 7985, assist GC Cunningham, Great Western Rwy., Crowley, Texas; Retirement party for GC Brown, Amarillo, Texas; BLET Advisory Board mtg., Cleveland.

**VICE PRESIDENT R.C. (RICK) GIBBONS:** Assigned to: All Norfolk Southern General Committees (Northern, Eastern and Southern Lines); Chicago, Ft. Wayne & Eastern; Indiana & Ohio (G&W); General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; Mtgs. w/ NS GCs Dehart, Fannon and Sturdivant, Florence, Ky.; BLET Advisory Board mtg., Cleveland; Mtgs. w/ NS and BLET GCs Dehart, Fannon and Sturdivant, Florence, Ky. and Las Vegas, Nevada; Holiday.

**VICE PRESIDENT JAMES P. LOUIS:** National Division Department Head, BLET Education & Training Dept.; Department Head of the BLET Internal Organizing, Mobilizing & Strategic Planning Dept.; Department Head, BLET Passenger Dept.; Assigned Amtrak; Keolis Commuter Services; Keolis Rail Services of Virginia, LLC; TransitAmerica Services, Inc.; Long Island Rail Road; New York & Atlantic; Metro-North; New Jersey Transit; PATH; National Division technology group mtgs.; E&T issues; Regional meeting and convention hotel planning and related issues; Assist GC Sexton w/ contract issues, LIRR and NY&A; BLET website mtgs. and issues; Convention planning, Las Vegas; Assist GC Brown w/ contract issues, NJT; Assist GC Kenny w/ contract issues, Amtrak; NJT contract talks, assist TC Grown; Legislative training; LIRR retirement Dinner, New York City; BLET Advisory Board mtg., Cleveland; ND website mtgs.; Holiday; Vacation; NY&A contract negotiations, assist GC Sexton, Long Island; S-T Class.

**VICE PRESIDENT MARK L. WALLACE:** Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western RR), Central Region, and Southern Region); Utah RR; Longview Portland & Northern and Longview Switching, and Portland Terminal; General office duties, telephone, emails, correspondence, communications, etc.; On duty at home office; Assist UP GC's with various on-property issues; PLB 7721, GC Carr, Omaha, Neb. and Portland, Ore.; SBA 1201, GC Logan and GC Lambert, Omaha, Neb.; Assist GC Barton, Utah RR; Assist GC Rhodes w/ mediation; UP GC mtgs., Omaha, Neb.; PLB 7721 prep w/ GC Carr; weekly COVID update w/ UP & GCs; BLET Advisory Board mtg., Cleveland; Assist GC Leyshon w/ PNWR; Assist GC Logan and GC Lambert w/ SBA 1201; PLB 7721, GC Carr; PLB 6659, GC Carr; PLB 7228, GC Leyshon; NMB mediation, UP-Western Lines, GC Carr; Mtg. w/ all UP General Chairman.

**VICE PRESIDENT J. ALAN HOLDCRAFT:** Assigned to all CSX Transportation GCAs (Eastern Lines, Western Lines, Northern Lines (Bombardier Transportation Services), Conrail Shared Assets/CSX Northern District); KCS-Kansas City Southern/Louisiana & Ark. RR.; KCS-Texas Mexican Railway; KCS-Mid South Rail, South Rail, Gateway Western RR, Illinois Midland (G&W); General office duties, telephone, email, correspondence communications, etc.; CBC national contract negotiations, Washington, D.C., Fort Worth, Texas, and Kansas City, Mo.; PLB 7265, CSXT; Mtgs. w/ all CSXT General Chairmen, re: on-property bargaining updates; Virtual Town Hall mtg. w/ CP CEO Creel, re: CP-KCS merger; Retirement dinner for GC Bobby Brown, Amarillo, Texas; CP-KCS merger mtgs. w/ GC Spradlin, GC Evans and GC Ball, Kansas City, Mo.; BLET Advisory Board mtg., Cleveland; SBA 894, assist GC Pat Driscoll; Vacation; Virtual bargaining and dispute resolution mtgs. w/ all CSXT GCs and CSXT management.

**BLET members ratify new contract with DM&E; Wages to increase 27%**

By a nearly 5-to-1 ratio, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new on-property agreement with the Dakota, Minnesota and Eastern Railroad (DM&E) on June 13, 2022.

The agreement provides General Wage Increases (GWIs) of 24.75% (27% compounded) for the life of the contract (January 1, 2020 to January 1, 2024). There are no major work rule changes and no health care concessions contained in the contract.

"The pay increases in this contract reflect that our members are essential to the railroad's success," BLET National Presi-

dent Dennis R. Pierce said. "I thank our DM&E members for staying the course and for their solidarity in support of the negotiating team throughout the process."

The negotiating team consisted of CP Rail-U.S./Metra Northern District/Indiana Southern/Dakota Minnesota & Eastern General Committee of Adjustment Chairman Pete Semenek, First Vice General Chairman Nick Mugavero, and assigned Vice President Marcus Ruef.

"I would like to thank Brothers Semenek, Mugavero and Ruef for their work in bringing these negotiations to a successful conclusion," President Pierce said.

BLET members who work for the DM&E belong to four BLET Divisions: Division 117 in Mason City, Iowa; Division 200 in Davenport, Iowa; Division 266 in Savana, Illinois; and Division 393 in Kansas City, Missouri. For collective bargaining purposes they are represented by the CP Rail System/ U.S. General Committee of Adjustment.

The DM&E is a Class II railroad and a subsidiary of the Canadian Pacific Railway. It operates from Marquette, Iowa, to Kansas City, Missouri, and Mason City, Iowa; from Davenport to Chicago; and also to St. Paul out of Marquette over trackage rights on Soo. ©