

BMWED

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION
of the International Brotherhood of Teamsters

JOURNAL



Volume 125 ■ Number 3

www.bmwe.org

July-August-September, 2016

Burlington System Division re-elects GC Staci Moody-Gilbert

Brothers Loveland, Anderson, Barrette, and Varner also re-elected

The Burlington System Division held its 21st Quadrennial Convention on July 19-21, 2016 in Tulalip, Washington. BSD Officers and Convention Delegates held elections and conducted business on behalf of their membership, laying plans for the course of the Burlington System for the next four years.

BSD General Chairperson Staci Moody-Gilbert was re-elected by acclamation to a second four-year term. The full results of all elections are as follows:

All of the full time BSD officers were elected by acclamation and will continue to serve for the next four years.

Staci Moody-Gilbert
General Chairperson

George Loveland
Vice General Chairperson

Randy S. Anderson
Vice General Chairperson/Secretary-Treasurer

Terry A. Barrette
Vice General Chairperson

Jim Varner
Vice General Chairperson

Included in attendance with BSD Joint Protective Board members and System Officers were a

number of guests, including BMWED President Freddie Simpson, and Vice Presidents David Joynt, Bruce Glover, and Roger Sanchez. The National Division Officers offered information and an overview of the ongoing operations of the Brotherhood. A number of informational speakers were also on hand to share advice on healthcare and railroad retirement, amongst other topics.

BSD General Chairperson Staci Moody-Gilbert chaired the meeting and BSD Vice Chairpersons presented reports to the Joint Protective Board. The Board Members engaged in discussions and exchanged views with respect to the current state and future of the System Division.

Continued on Page 21



BSD officers re-elected (from L) VGC Terry Barrette, VGC Jim Varner, GC Staci Moody-Gilbert, VGC Randy Anderson, VGC George Loveland.



BSD officers, delegates and staff.

FRA Issues New Regulations for Maintenance of Way Employees *Drug and Alcohol Testing; Roadway Worker Protection*

MOW Drug and Alcohol Testing

In response to Congress' mandate in the Rail Safety Improvement Act of 2008 (RSIA), FRA issued a final rule on June 10, 2016, expanding the scope of federal drug and alcohol regulations to cover MOW employees. The final rule becomes effective June 12, 2017.

Under the final rule, MOW employees will be subject to all part 219 testing including random testing, post-accident toxicological testing, reasonable suspicion testing, reasonable cause testing, pre-employment testing, return-to-duty testing, and follow-up testing.

The final rule prescribes the roles and responsibilities of railroads with respect to employees who directly perform MOW activities. The final rule also prescribes coverage of contractors and subcontractors who provide

MOW services to railroads on a contract basis. Under the final rule, FRA will hold railroads, contractors, and subcontractors equally responsible for ensuring employees who perform MOW activities are in compliance with the requirements of this rule.

FRA has adopted the §214.7 definition of roadway worker to determine who is covered by the Drug and Alcohol final rule. The governing definition reads: "Roadway worker means any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electronic traction systems, roadway facilities or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and

watchmen/lookouts as defined...."

The final rule sets the initial minimum random testing rates for MOW employees at 50 percent for drugs and 25 percent for alcohol; the same initial testing rates first applied to HOS employees. FRA could lower these minimum random testing rates in the future if the data for MOW employees show consistently low overall random testing violation rates.

BMWED submitted extensive comment to the docket in response to the Notice of Proposed Rulemaking (NPRM). All comments to the docket, as well as the NPRM and final rule, can be viewed at: www.regulations.gov. Type docket number FRA-2009-0039 into the dialogue box and press enter. You will then be directed to the public docket where you can search for

Continued on Page 3





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Sign up for BMWED News Alerts and get the latest news sent directly to your email account. To sign up visit the BMWED webpage at www.bmwe.org, or send your name and email address to dyack@bmwe.org, along with a request to be added to the BMWED News Alert list.

Change of Address Request

Please remember to notify your System Office or the National Division of any change of address or telephone number. It is vital that this information be kept current. Railroad employers do not always provide this information to the BMWED. Phone numbers can be found at BMWE.org.

BMWED Division JOURNAL CONTENTS

July-August-September, 2016 ■ BMWED DIVISION JOURNAL ■ VOLUME 125 ■ NUMBER 3
The BMWED Journal is the official news publication of the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters

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The BMWED Journal (ISSN 1049-3921/USPS 067460) is published bi-monthly – 6 times annually at 41475 Gardenbrook Road, Novi, MI 48375-1328. Periodicals postage paid at Southfield, Michigan and additional mailing offices.

ATTENTION POSTMASTER

Send address changes to BMWED, 41475 Gardenbrook Road, Novi, Michigan 48375-1328.

Subscription Price: U.S. and Canada—\$20.00 (U.S.) per year, in advance.

www.bmwe.org

Burlington System Division re-elects	BMWED Directory	13 - 16
GC Staci Moody-Gilbert	Former USD General Chairman	
Maintenance of Way Employees	Wayne Morrow retires	12
Keep up with BMWED on Facebook	BMWED Executive Board member	
Melinda Murillo Receives Two Year	Roy Miller retires	17
2016 BMWED Scholarship Announcement;	Brother Loren Larson dies in	
Enrollment Now Open	Wisconsin plane crash	18
QR Codes	TEAMStar Medicare Part D Open Enrollment	
Secretary-Treasurer's Report	Period Begins October 15, 2016	18
NOTICE, Article XV, Section 8 - Transfer Refunds	BMWED members save woman's life after crash	19
I'm With Her	VOTE for the election of	
Important Announcement for BMWED	International Union Officers	20
Medicare Eligible Members and Retirees	Survey on Occupational Risk Reduction	21
Retirement Changes During	A Reminder on Holiday Rules	21
05/01/2016 to 06/30/2016	Death Benefit Department	24
Retirement Changes During	National Bargaining Update	24
07/01/2016 to 08/31/2016	Around the Brotherhood	25 - 26
Roll of Honor	Bargaining Update	26
Rail Workers Hazardous Materials	A VP Speaks	27
Training Program	Penn Fed Brothers Grimm, Kocher, and	
FAMES	Albright win NS award	28



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QR Codes

A QR code (Quick Response Code) is a two-dimensional code that can be scanned with a mobile phone to gain access to specific information via the mobile web.



How to Use QR Codes

To access the information, you will need to download one of several free QR Code reader apps on your smartphone. When you see a QR Code, focus your camera on the image and the application will recognize the code and automatically open up the link to display the web content.

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BMWED's comments to the NPRM, comments submitted by railroads and contractors, and a copy of the final rule.

A comprehensive summary of the final rule will be published in a future edition of the BMWED Journal prior to the June 12, 2017, effective date of the rule. Members with questions or concerns, and anyone possibly needing assistance with substance abuse or a positive test, should consult their General Chairman or another System Officer without delay.

Roadway Worker Protection; Miscellaneous Revisions

FRA has amended its Roadway Worker Protection (RWP) regulation to resolve interpretative issues that have arisen since the 1996 promulgation of that rule. In particular, the final rule adopts certain definitions, resolves miscellaneous interpretive issues, codifies several FRA Technical Bulletins, adopts new requirements governing redundant signal protections, includes new provisions governing

the movement of roadway maintenance machines over signalized non-controlled track, and amends certain training and qualification requirements for roadway workers.

In addition, the final rule also revises several provisions of FRA's Bridge Worker Safety Standards, and cross references the Occupational Safety and Health Administration's (OSHA) regulations on those same points.

BMWED submitted extensive comment to the docket in response to the Notice of Proposed Rulemaking (NPRM). The NPRM, comments to the docket, as well as the NPRM and final rule, can be viewed at: www.regulations.gov. Simply type the docket number, FRA-2008-0086, into the dialogue box and press enter. You will then be directed to the public docket where you can search for BMWED's comments to the NPRM, comments submitted by railroads and contractors, and the final rule.

The final rule on Roadway Worker Protection will become effective on April 1, 2017. A comprehensive summary of the final rule will be published in a future edition of the *BMWED Journal* prior to the effective date of the rule.

2016 BMWED SCHOLARSHIP ANNOUNCEMENT; ENROLLMENT NOW OPEN

BMWED members and their dependents encouraged to apply

Pursuant to BMWED Resolution #38, reaffirmed by the 2014 BMWED Convention, two annual scholarships in the amount of \$2,000.00 each will be awarded in November 2016 to BMWED members or eligible dependents, with preference given to applicants enrolled or scheduled to enroll in an accredited college or university in the pursuit of labor-related studies. The annual scholarship award is designed to encourage and recognize the achievements of BMWED members and their dependents, and assist them in obtaining a college education.

"This is an especially important benefit to BMWED families in light of the escalating cost of higher education," said BMWED President Freddie Simpson. "For many working families, the cost of a college education has become largely unaffordable. The BMWED scholarship is intended to help educate the future leaders of our nation and our unions, and will serve to strengthen Organized Labor's efforts to protect workers' rights and preserve the middle class."

ELIGIBILITY:

Applicant must be: (1) a dependent of a BMWED member in good standing who is a high school senior enrolled or planning to enroll in an accredited college or university, or a full-time undergraduate or graduate student enrolled at an accredited college or university; or, (2) a BMWED member in good standing enrolled as an undergraduate or graduate student at an accredited college or university.

Preference will be given to applicants pursuing the study of labor-related subjects or pursuing a degree in labor-related subjects.

APPLICATION PROCEDURE:

To apply for the BMWED scholarship, an applicant must meet all the eligibility requirements and submit via mail the following: (1) A completed application form (available on-line at www.bmwe.org); (2) Most recent academic transcript (if applicable); (3) College entrance examination, i.e., ACT and/or SAT scores (if applicable); (4) A list of extra-curricular, community service and/or union activities; (5) A statement of 300 words or less written by the applicant outlining his or her employment history and career goals; and, (6) A statement of 300 words or less written by the applicant explaining how the BMWED has impacted his or her life.

SELECTION CRITERIA:

Three (3) applications verified to meet all necessary criteria will be selected by random draw from the pool of applications received by the close of business on October 31, 2016. The selected applications will be copied and distributed to the BMWED Vice Presidents who will independently review and rank each application on a scale of 1 - 3, with 3 being the highest ranking and 1 being the lowest ranking. The two applicants garnering the highest aggregate rankings will receive notice of the scholarship award in November. Any tie in



LOCAL LODGES

Please notify the BMWED National Division of the passing of any retired BMWED member.

Call (248) 662-2660 extension 636.

ranking score will be decided by the National Division President based upon his final review of the tied applications.

The BMWED Scholarship award check will be made out directly to the college or university where the award recipients are enrolled or accepted for enrollment. Upon notification of the award, it will be necessary for each recipient to furnish the National Division President with information to facilitate the issuance of the award check payable to the accredited college or university where the applicant is accepted or enrolled.

Application materials must be submitted by mail* (USPS or UPS only) and be received by BMWED at the address below no later than the close of business **October 31, 2016**. Faxed or emailed applications will not be accepted. Please submit to:

BMWED Scholarship
Attn: Rick Inclima
International Brotherhood of Teamsters
25 Louisiana Ave., NW, 7th Floor
Washington, DC 20001

An application form and a complete description of the application procedures and eligibility requirements can be downloaded from the Brotherhood's website at www.bmwe.org. Any questions regarding the BMWED Scholarship or application process may be forwarded via e-mail to BMWED Director of Safety and Education Rick Inclima at Ricki@bmwe.org or by calling 202-508-6449.

*Note: Pursuant to Teamster policy, delivery of any package or mail by non-union carriers will not be accepted by the Teamster's shipping/receiving department. Therefore, to assure delivery please mail through the United States Postal Service [USPS] or United Parcel Service [UPS] only.

You can now visit the BMWED on Facebook at Brotherhood of Maintenance of Way Employes, and follow us on Twitter at BMWEDIBT.



Perry K. Geller, Sr.

SECRETARY-TREASURER'S REPORT

In early August, approximate 35,000 BMWED members and an additional 3,000 retirees received a letter from President Simpson asking for your participation in a confidential health and safety survey. The letter describes the purpose and confidentiality of the survey, an overview of the research project, and your options for taking the survey.

I strongly encourage you to take the survey "on-line" through our third-party secure website. However, all members and retirees will have the same 3 options available for taking the survey in either English or Spanish: (1) on-line, (2) on paper, or (3) in a confidential telephone interview with one of our researchers.

This Brotherhood-wide survey is part of a comprehensive research study commissioned by the National Division to address the long-standing absence of high quality data reflecting the nature, frequency, severity and socio-economic consequences of safety and health issues impacting Maintenance of Way (MOW) employees. Your input is absolutely vital to this important research and I encourage every member to participate.

This confidential research is being conducted

by a select team of highly-credentialed academic and medical researchers with significant experience working with unions in the areas of occupational safety and health. The research team will focus their studies on concerns identified in the survey by active and retired BMWED members. Once the survey data collection is complete, the data will be aggregated, analyzed, and turned over to the BMWED. BMWED will use the research data to support our risk reduction efforts and improve the safety and health conditions under which our members work.

The research is totally confidential and no one from the union or the railroad will have access to your survey responses. Each survey will be identified only by a coded number and you will not be asked to provide your name. Only our medical and academic researchers will see your survey responses under the strictest medical and ethical protocols. In addition, all data collected is legally protected from discovery by a Certificate of Confidentiality issued by the National Institutes of Health.

Only BMWED members and retirees will be allowed to take the survey. When you first log in

to take the survey, the site will verify your BMWED membership by asking for your birthday, zip code, and last four digits of your social security number. That information will be electronically confirmed through BMWED membership records. Once verified, you will be redirected to the private, secure, third-party survey site. Verification of membership is necessary to protect the integrity of the research and prevent unauthorized access. There will be absolutely no link between the verification process and your survey responses.

Due to difficulties in tracking retirees once they leave the railroad industry, not every BMWED retiree will receive notice of the survey. Therefore, if you have contact with BMWED retirees, please encourage them to take the survey.

If you have any questions, please contact a System Federation Officer or direct your inquiry to BMWED's Director of Safety at Ricki@bmwe.org. As a member of BMWED you alone are the best source of information regarding MOW working conditions and occupational risk. Please help us help you! Take the health and safety survey at www.bmwesurvey.com.

NOTICE

Article XV, Section 8 - Transfer Refunds

Sec. 8. Refunds of monthly dues, fees and assessments for those who transfer outside the jurisdiction of BMWED will only be allowed for the months following the month the applicable General Chairman involved receives a written request and/or a valid revocation of the Dues Deduction Agreement wage assignment authorization. A notice pertaining to the Brotherhood's dues refund Bylaws provision will be published semi-annually in the Secretary-Treasurer Report of the Journal or its successor publication.

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Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

As Union members, the candidates we elect matter

Hillary Clinton stands with Unionized workers

One of the most challenging aspects of representing a diverse, multi-faceted, and nationwide Labor Union — like the BMWED — is making a political endorsement. The process frequently leads to lively debate and, oftentimes, the testing of long-held opinions.

As President of the BMWED and Vice President with the IBT, I can ensure you that our Union's endorsement of Hillary Clinton for President of the United States was decided after careful consideration — not of long-held opinion — but of current realities.

Just like me, you — the rank-and-file BMWED member — are both informed and concerned enough to read the party platforms, parse voting records, and study history in order to make an enlightened election decision. You know all about the past 40 years of idealism (a lot of "trickle down") that got us — and all workers — to a place of angst and uncertainty. You understand that this really may be the election that saves the labor movement and benefits all workers in this country.

On Aug. 17, a presidential endorsement survey was sent to all Teamster locals. In the realm of the IBT, your BMWED System Federation is your local. When all surveys were returned to the IBT office in Washington, D.C. Aug. 24, just two recommended endorsing Donald Trump.

It is important, when you go to cast a vote — whether it be president, senate, congress, and the state and local level — to remember you are voting for all workers, their kids, and their grandkids. If you want a better community, state, and nation, with better pay, stronger pensions, and

quality health care, careful consideration matters. In the words of an old labor leader, "Yes, we want more and better roads, and schools, and churches, and parks. We want cleaner water and safe, non-toxic air. We want ensured leisure time with our family and friends, and a comfortable life in our older age. Yes, we want more — and I am damn proud to fight for the members to get more."

Donald Trump is no friend of the working man. He will shamelessly say whatever he thinks you want to hear, but truth is he's a silver spoon, typical clueless boss, who believes that union workers are overpaid. But occasionally, Trump reveals his true intentions, especially when it comes to his disdain for Union workers.

Last August, Trump told the *Detroit News* that United Autoworkers members "make too much money." He told the newspaper, in reference to U.S. car manufacturers moving production to Mexico: "You can go to different parts of the United States and then ultimately you'd do full-circle — you'll come back to Michigan because **those guys are going to want their jobs back even if it's less.** We can do the rotation in the United States — it doesn't have to be Mexico. (After Michigan) loses a couple of plants — all of a sudden you'll make good deals in your own area."

You see, the problem this country has with autoworkers is they make too much money. According to Trump, we need to bleed out all the workers, starve them until they are so desperate that they'll go back to work at lower wages and without collectively bargained contract protections.

Trump's plan to combat outsourcing of American jobs is to lower the wages of American workers so that companies can exploit labor as easily here as they do in Mexico and China.

One of Trump's paths to lowering American worker wages would be a national Right-to-Work law, which he has stated publically that he "likes better." Right-to-Work legislation cripples Unions by mandating "Free Riders" receive the same Union protections and benefits of dues paying members. In other words, under Right-to-Work, Unions recognized as designated bargaining units would be required to represent all employees of that unit, even if the employee opts out of paying dues. It would be akin to a citizen using highways, public schools, libraries and municipal parks and expecting fire, police and emergency services for protection, while completely opting out of paying taxes.

Of course, maybe that's what Trump has been doing all along?

Hillary Clinton supports organized labor. Her campaign website's section on labor and workers' rights is in stark contrast to her opponent's. Where Trump cannot even type the word Union or workers' rights on his webpage, Clinton's labor section is headlined: "Labor and workers' rights: When unions are strong, America is strong." She has a track record of supporting organized labor and a study of Clinton's tenure in the U.S. Senate by the AFL-CIO shows that she voted favorably on pro-Union legislation 95 percent of the time. That importantly includes opposition to wage-reducing, benefit-slashing Right-to-Work laws.

Sen. Clinton cosponsored legislation (S.2231 — Federal Mine Safety and Health Act of 2006) to strengthen protections for coal miners and she proposed expanding the Mine Safety and Health Administration's power to penalize companies that violate mine safety laws.

On pensions, Sen. Clinton is also strong. She again cosponsored legislation (S.1992 — Protecting America's Pensions Act of 2002) and cosponsored bills (S.1485 — Overtime Compensation Protection Act of 2003; S.Amdt.1580) to protect overtime pay for working Americans.

Where Donald Trump has bluster, Hillary Clinton has substance. She has fought to eliminate tax breaks for companies that outsource jobs and stood against unfair Chinese trade practices. She has fought for family and sick leave for workers. She's challenged Republican tax cuts to job and trade training programs and called for doubling the funding for workers exploited by unfair international competition.

The politicians we elect matter. For BMWED members and all rail workers, it may matter more than others — because from the time a BMWED member straps on his or her boots to the time he or she takes them off, they are covered by Federal safety laws, a Federally-protected pension, contractual rates of pay, work rules, leisure time, bereavement pay, vacation, sick benefits, health care, dental, vision, and the list goes on. A candidate for any office who supports a national right-to-work law undermines our ability to fight, ensure, and protect those vital benefits.

I'm With Her

By Brother Jeff Joines
BMWED/IBT Tennessee State
Legislative Director
Member, Allied Fed
Local Lodge 670

September 11th 2001 started out just like every other day on the railroad for me. At Radnor Yard in Nashville, Tenn., the work isn't far away, it's just outside the door. We had started putting ties in a switch when one of the track inspectors came by and said the World Trade Centers had been hit by two planes and were on fire. Terrorists had hit us where we lived and it changed my live forever.

There are many reasons why I support Hillary Clinton for President. Her support of Union workers and their families, healthcare, living wage, equal rights, and equal and fair pay are just a few — but for me, there is one that means the most. This is my story why **I'm With Her**.

My first deployment came in the spring of 2003 to Iraq with the 168th Military Police (MP) Battalion. Along with the 3rd BCT 82nd Airborne, we were stationed at FOB (Forward Operating Base) Falcon. The base was at the southernmost part of Baghdad; past us was the wild west! Falcon was located on Highway 8, which runs through the heart of Baghdad. It had the distinct title of being the World's Most

Dangerous Road. One of the reasons why it was so dangerous was the new weapon: IED. No one had ever heard of an IED (Improvised Explosive Device) but when it became the weapon of choice for the enemy, it was a game changer for the MPs. The MPs have several missions, one of them being Convoy Security. We were on the road a lot, so when we didn't have to be, we didn't want to be!

About a few months after the war started, politicians from all over the country started flying into BIOP (Baghdad International Airport). The airport was in the safe



Brother Jeff Joines, pictured at left.

zone, we called it the Green Zone. Day after day, a Senator from here or a Congressman from there would fly in and want to meet a soldier from his or her State, take a picture, fly back home and say, "I just

came from Iraq and met with some soldiers." To get those Soldiers to the meeting was where we came in. No one was thrilled about going back out, not even the Soldiers that were going to meet the politician. Why? Highway 8, that's why. It took five trucks and fifteen soldiers just to get one soldier to the airport, sixteen miles of badass road and IED's. To us, this wasn't mission critical. This was a photo op and that's not worth getting Soldiers hurt. Getting the soldier there was just half the mission, getting him or

her back was the other. Month-after-month, we would take soldiers to the airport to meet the next politician that had flown in. "Why won't they come see us?" That was always on our minds.

Thanksgiving Day 2003 was a big day for us — it meant good food and more threats. The days leading up to Thanksgiving, we were on high alert. The base had been mortared every day leading up to Thanksgiving. The threat level was high that day, but we were all looking forward to eating a good meal and relaxing for just a minute. Just as I walked into the mess hall, there was a crowd gathered in the back of the room. Hillary Clinton was here!

Never before had a politician come way out here to see us, not one! She didn't have the press with her, no one was taking pictures for the news, it was just her. She wanted to see how we were, how we lived and if there was anything she could do to help us!

I didn't get to meet her or get a picture with her, but I was proud to be in the same room she was in. That may not sound like a big deal to you but it was to us — she had come to us. She had put on a helmet same as me, put on a flack vest same as me, climbed in a truck same as me, and came down Highway 8 same as me. To all those who were there (even the ones that didn't see eye-to-eye with her politics), they respected her for that. She put her life on the line to come see us, and for that **I'm With Her**.

For me, actions always speak louder than words. I was in Iraq for fifteen months, and the only one that came to see us was Hillary! She was only at our base for a short time, but it spoke volumes about her courage and character to everyone there. She will be there for you and your family the same as she was for me as our next President! That's why **I'm With Her** and I hope you will be also.

Important Announcement for BMWED Medicare Eligible Members and Retirees

The TEAMStar Medicare Part D Prescription Drug Program is designed to help BMWED Medicare eligible members, retirees and their spouses **reduce their prescription drug costs and insure against high prescription drug expenses in the future**.

The open enrollment period for TEAMStar Medicare Part D Prescription Drug Program runs from October 15, 2016 until December 7, 2016. **The open enrollment period allows retirees who are already in a plan to switch plans**, if they desire.

Not all plans are the same. Not all plans cover the same drugs, charge the same monthly premium, the same deductible or co-pay, or offer coverage through the gap or 'donut hole.' **TEAMStar was designed to be competitive with other plans in all areas of coverage.**

The TEAMStar Prescription Drug program **offers \$2 co-pays for certain Preferred Generic drugs at participating Union Designated Pharmacies** and can provide cost savings on most brand name and generic prescription drugs at more than 65,000 pharmacies nationwide.

If you are an IBT retiree, spouse or dependent of an IBT member and entitled to Medicare Part A and/or enrolled in Medicare Part B, or in another plan, if you are eligible for the TEAMStar Medicare Part D Prescription Drug Program (PDP). **You are entitled to this**

program regardless of your health history or the drugs you are currently taking.

TEAMStar is a voluntary Medicare Part D Prescription Drug Program that meets the federal government requirements for creditable coverage. **It is not available to the general public.** Thousands of Teamster retirees have chosen to enroll because they know the union is looking out for them, holding costs down wherever possible.

When you consider these facts.....

90% of retirees rely on prescription medications on a daily basis (*Prescription Drug Trends, Kaiser Family Foundation*)

Prescription drug prices have grown 42.3% from 2000 to 2010 (*Bureau of Labor Statistics, Consumer Price Index*)

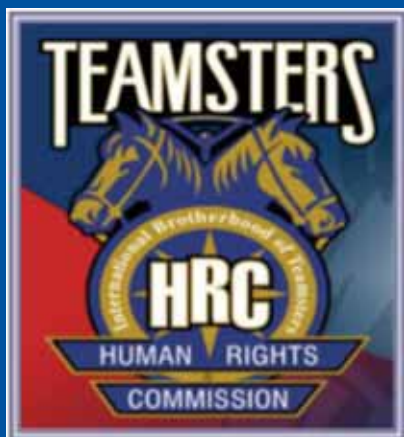
.....it is worth a few minutes to compare your current plan to TEAMStar. We hope you will take advantage of this affordable prescription drug plan during the open enrollment period. The program enables IBT members to **save as much money as possible.**

You can get more detailed information and also enroll in the program by visiting us online at www.teamstarpard.com/pdp or by calling 1-866-524-4173. A friendly, knowledgeable representative will answer any questions you may have.

Learn more about the
Teamsters Human Rights
Commission and how you
can participate.

Contact BMWED Vice
President Roger Sanchez

at (281) 354-4812 or by email at
lodge1507@aol.com.



RETIREMENT CHANGES DURING 05/01/2016 TO 06/30/2016

<p>*** February 2015 ***</p> <p>W C MERRILL ASF 2703 NS 02/2015</p> <p>*** August 2015 ***</p> <p>LAWRENCE JOHNSON JR AT&SFF 0493 BNSF 08/05/2015 DANIEL P WILLIAMS AT&SFF 2417 BNSF 08/10/2015 SAMUEL L LOPEZ AT&SFF 2414 BNSF 08/14/2015</p> <p>*** September 2015 ***</p> <p>SHANE H MILLER ASF 0301 NS 09/01/2015</p> <p>*** December 2015 ***</p> <p>JERRY D RATHGEBER AT&SFF 2407 BNSF 12/01/2015 CHRIS A ROZEWICZ PENN 3023 NS 12/31/2015</p> <p>*** January 2016 ***</p> <p>LOREN M BJERKE BURL 1552 SOO 01/01/2016</p> <p>*** February 2016 ***</p> <p>JOHN D HOOD USD 0437 UP 02/23/2016 MOISES S SANCHEZ USD 1002 CCT 02/29/2016 WAYNE D THOMAS USD 1788 UP 02/29/2016</p> <p>*** March 2016 ***</p> <p>FLOYD HIGGINBOTHAM ASF 0580 NS 03/01/2016 DUANE L FARLAND USD 0381 UP 03/01/2016 ROBERT D STRICKER USD 0686 UP 03/01/2016 LEON D CHAVEZ AT&SFF 2400 BNSF 03/09/2016 TERRY CAMPBELL AF 0139 CSXT 03/31/2016 KEITH A GRAHAM CRSF 1363 NS 03/31/2016 MICHAEL J KERWOOD USD 0899 UP 03/31/2016</p> <p>*** April 2016 ***</p> <p>EDWARD C BEDFORD ASF 0888 NS 04/01/2016 JAMES D MAMMEN BURL 1320 BNSF 04/01/2016 JAMES H GLIDDEN BURNOR 0706 BNSF 04/01/2016 JEWEL K STRANDE BURNOR 0364 BNSF 04/01/2016 E E PARKER SOU 0567 NS 04/01/2016 MARTIN J WALKER AT&SFF 2407 BNSF 04/02/2016</p>	<p>RICHARD D BOLL BURNOR 0249 BNSF 04/02/2016 PAUL T GIERSCHICK CRSF 2780 NS 04/02/2016 F PARHAM SOU 0536 NS 04/02/2016 RANDY K ABEL AT&SFF 2401 BNSF 04/03/2016 DAVID O CRISSMAN BURNOR 2825 BNSF 04/09/2016 FREDERICK M CALL ASF 0599 NS 04/12/2016 EDWARD KNOLL BURL 0961 BNSF 04/12/2016 KENNETH S KRETA BURL 1108 BNSF 04/16/2016 JOSEPH J MASHEK BURL 0961 BNSF 04/21/2016 JAMES J BUSENGA BURNOR 0249 BNSF 04/22/2016 MICHAEL S O DELL AT&SFF 2405 BNSF 04/25/2016 DERWIN COLEMAN CRSD 2910 SPTA 04/27/2016 THOMAS D GARMAN CRSD 2910 SPTA 04/27/2016 WILLIAM D CORNWELL USD 2854 UP 04/27/2016 RANDY E MINNIX ASF 0566 NS 04/30/2016 CRAIG O JOHNSON BURL 1142 BNSF 04/30/2016 FRANCIS H VOLK BURNOR 0706 BNSF 04/30/2016</p> <p>*** May 2016 ***</p> <p>MITCHELL E WHALEY AT&SFF 2418 BNSF 05/01/2016 WAYNE E MORROW USD 0918 BMWV 05/01/2016 CARL N GIPSON AF 0667 CSXT 05/02/2016 WILLIAM C BOLT II ASF 0594 NS 05/02/2016 DAVID R KEEVER BURL 0798 BNSF 05/03/2016 DANNY R UEHRAN BURNOR 0303 BNSF 05/05/2016 THOMAS J RAUNIO BURNOR 0706 BNSF 05/07/2016 TERRY BURGESS CRSF 2225 NRPC 05/12/2016 GENARO M VALENCIANO USD 1402 UP 05/12/2016 KEITH JANES USD 1148 UP 05/15/2016 RICHARD N SORN JR USD 0874 UP 05/16/2016 JAMES V MC GARRY BURNOR 1092 BNSF 05/21/2016 MARK S JOHNSON BURNOR 0320 BNSF 05/26/2016 DOUGLAS L CORDELL CRSF 0891 CSXT 05/27/2016 T R JAMES AF 2163 CSXT 05/31/2016 CHARLIE D SHIRLEY AF 0498 CSXT 05/31/2016 GEORGE A SWANSON III BURL 1489 LSI 05/31/2016 LYNN S TENDRUP BURL 1662 SOO 05/31/2016 LAWRENCE M ENZE JR BURNOR 0908 BNSF 05/31/2016 SCOTT R GRANGER BURNOR 1092 BNSF 05/31/2016</p>	<p>JEFFREY J BAINTER CRSF 1362 BMWV 05/31/2016 MICHAEL J SNYDER CRSF 0704 CSXT 05/31/2016 THOMAS D NEWTON PENN 0935 NS 05/31/2016 KENNY G BURTON USD 1133 UP 05/31/2016 ERNEST CHAVEZ USD 1517 UP 05/31/2016 SOSTENES C DIAZ USD 0941 UP 05/31/2016 JEFFREY L DORSETT USD 0757 UP 05/31/2016 LANE R GILLIS USD 0874 UP 05/31/2016 LUCIANO M HERRERA USD 0941 UP 05/31/2016 RICHARD S KARSTEN USD 0941 UP 05/31/2016</p> <p>*** June 2016 ***</p> <p>HERBERT HUDSON AF 1643 CSXT 06/01/2016 KENDALL G BORG BURNOR 0908 BNSF 06/01/2016 BRUCE H GAST BURNOR 1280 BNSF 06/01/2016 RUSSELL F NICOL BURNOR 0016 BNSF 06/01/2016 JOHN P COLEMAN CRSF 2225 NRPC 06/01/2016 MICHAEL D FAIR CRSF 2307 NS 06/01/2016 GEORGE E HOPSON JR CRSF 1997 NS 06/01/2016 GEORGE N WINDISCH CRSF 1037 NS 06/01/2016 MAURILIO C CHAVEZ USD 1517 UP 06/01/2016 SEBASTIAN A RANERI USD 0216 UP 06/01/2016 CURTIS A SCHUSTER USD 1133 UP 06/01/2016 DAVID J WEIGELT USD 1788 UP 06/01/2016 DANIEL R WITT USD 0343 UP 06/01/2016 RICARDO L ZAVALA USD 0591 BRC 06/02/2016 DON D CALLIER AF 1643 CSXT 06/03/2016 MARK A BRANTNER BURNOR 1453 BNSF 06/03/2016 ANITA M STEINER BURNOR 1092 BNSF 06/03/2016 JOSEPH V ARMIJO AT&SFF 2415 BNSF 06/04/2016 JERRY K GAUGER USD 1046 UP 06/04/2016 CURTIS A ROBINSON USD 1046 UP 06/04/2016 TERRY H RAMSEY AF 0056 CSXT 06/09/2016 MIKE TEMPLETON USD 0437 UP 06/09/2016 JOHN P BUGEL CRSF 0305 CR 06/10/2016 JEFFERY C HURD PENN 3089 NRPC 06/15/2016 JAMES E MC CULLOUGH USD 0922 UP 06/15/2016 JAMES A TEAGUE CRSF 0201 KEOL 06/27/2016 JIMMY W WIGINGTON USD 1402 UP 06/30/2016</p>
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RETIREMENT CHANGES DURING 07/01/2016 TO 08/31/2016

<p>*** March 2016 ***</p> <p>JAMES E GRAYSON AT&SFF 2410 BNSF 03/01/2016 JEFF S BUELT BURL 1105 BNSF 03/01/2016 MERLE R NARRAMORE BURL 1142 BNSF 03/01/2016 GARY L HARVEY AT&SFF 2405 BNSF 03/05/2016 KENNETH L RODRIGUEZ AT&SFF 2414 BNSF 03/30/2016</p> <p>*** May 2016 ***</p> <p>DAVID A BURTON BURL 1351 BNSF 05/04/2016 REX H HAYTER AT&SFF 0493 BNSF 05/11/2016 BRAD L FLESHER USD 0700 UP 05/25/2016 ERNEST L STENERSON BURL 1498 SOO 05/31/2016</p> <p>*** June 2016 ***</p> <p>MICHAEL A FRYMAN ASF 2725 NS 06/01/2016 DONALD F BROOKS AT&SFF 2418 BNSF 06/01/2016 STUART M NAKADA AT&SFF 2418 BNSF 06/01/2016 SIMON PUENTE JR AT&SFF 2419 BNSF 06/01/2016 HOMERO S ROBLES AT&SFF 2412 BNSF 06/01/2016 LEWIS J GETTERT BURL 1142 BNSF 06/01/2016 STEPHEN J KEHLER BURL 1320 BNSF 06/01/2016 PASCUAL MARTINEZ BURL 2857 NIR 06/01/2016 GARY W SEABAUGH BURL 2621 BNSF 06/01/2016 MARK D BURGETT BURNOR 1426 BNSF 06/01/2016 BERNARD E GORECKI BURNOR 0735 BNSF 06/01/2016 STEVEN R HOLM BURNOR 0908 BNSF 06/01/2016 STEVEN W MC CONAHY BURNOR 0104 BNSF 06/01/2016 MYRON R RAU BURNOR 0104 BNSF 06/01/2016 KENNETH J PARADIS CRSF 1900 NS 06/01/2016 FRANK F BURNS JR SOU 0627 NS 06/01/2016 OSCAR H DUNCAN SOU 0546 NS 06/01/2016 WAYNE E COCHRAN ASF 0551 NS 06/02/2016 ARTHUR C DAY ASF 0224 NS 06/02/2016 RICHARD A FRANK ASF 2703 NS 06/02/2016 STEPHEN D HARDY ASF 0662 NS 06/02/2016 DARRELL F FURAR BURL 1302 BNSF 06/02/2016 JAMES C GLEASON BURL 1214 BNSF 06/02/2016 LEROY G PAULSON BURL 2852 BNSF 06/02/2016 DANIEL J POTTER BURL 1105 BNSF 06/02/2016</p>	<p>LEONARD E STOCKDALE BURL 0798 BNSF 06/02/2016 ROBERT M WHITED BURNOR 1426 BNSF 06/02/2016 HOMER F BUSH CRSF 1664 NS 06/02/2016 JOSEPH D CINCOTTA JR CRSF 0987 KEOL 06/02/2016 RUSSELL V HODOM CRSF 0704 CSXT 06/02/2016 RICHARD C KNUDSEN CRSF 0882 CSXT 06/02/2016 DAVID A MOORE CRSF 0881 CSXT 06/02/2016 JOSEPH P TRIPI CRSF 0866 CSXT 06/02/2016 R C BOWMAN SOU 0537 NS 06/02/2016 F L JONES SOU 0536 NS 06/02/2016 CHARLES H DE VALL USD 0757 UP 06/02/2016 L H ERVIE AT&SFF 2402 BNSF 06/03/2016 ANTONIO D CARRANZA USD 1227 UP 06/03/2016 LOYAL F CRAFT BURNOR 0706 BNSF 06/04/2016 EDWARD M OBREGON BURNOR 1280 BNSF 06/04/2016 DONALD C WITTERS BURNOR 0309 BNSF 06/04/2016 KELVIN D DILWOOD USD 0216 UP 06/06/2016 GERALD L DAVID BURL 0961 BNSF 06/08/2016 GLENN E BARR AF 1155 CSXT 06/09/2016 JAMES M STEPHENS AF 0885 CSXT 06/09/2016 GARY R BARKER USD 1054 UP 06/09/2016 RICHARD A NEWBERRY BURL 0800 BNSF 06/11/2016 JESUS E TOVAR BURNOR 0159 BNSF 06/11/2016 JAMES L DAZLEY SR CRSF 1037 NS 06/11/2016 THOMAS P MAXFIELD PENN 3005 NRPC 06/13/2016 JAMES N ROZELL BURNOR 0320 BNSF 06/16/2016 TERRY D BAISDEN AT&SFF 2417 BNSF 06/17/2016 THOMAS W O CONNOR BURNOR 0144 BNSF 06/18/2016 SCOTT A MATTSON BURNOR 0158 MRL 06/22/2016 FRED W STARR AF 0112 CSXT 06/23/2016 JAMES R SLOAN USD 0343 UP 06/23/2016 GORDON L WINCHESTER USD 0410 UP 06/23/2016 JIMI ARMSTRONG USD 1020 UP 06/24/2016 EDWARD D MILLER USD 1381 UP 06/24/2016 BRIAN P CHATTEN BURL 0509 BNSF 06/25/2016 JAY A AVELSGAARD BURNOR 0364 BNSF 06/25/2016 EDGAR A PASCO PENN 3094 NS 06/25/2016 RANDY G MC LAWHON SOU 0523 NS 06/28/2016 JACK A MIETTINEN USD 0473 UP 06/29/2016</p>	<p>CHRIS A LANGER BURL 0928 SOO 06/30/2016 PETER LUBECK BURL 0331 SOO 06/30/2016 JAMES R NIEMI BURL 1489 LSI 06/30/2016 ESTANISLA G DIAZ USD 0407 UP 06/30/2016 MICHAEL T GRAHAM USD 0922 UP 06/30/2016 PHILLIP P HERRERA USD 0899 UP 06/30/2016 THOMAS W MORRISSEY USD 0922 UP 06/30/2016 HILARIO S RAMIREZ USD 1002 UP 06/30/2016 DENNIS G SIMPSON USD 0922 UP 06/30/2016</p> <p>*** July 2016 ***</p> <p>MICHAEL L BLAIR ASF 0566 NS 07/01/2016 ALVIN CHARLEY AT&SFF 2417 BNSF 07/01/2016 JERRY KEE AT&SFF 2400 BNSF 07/01/2016 A W NELSON AT&SFF 2419 BNSF 07/01/2016 ROBERT L ANDERSON BURL 1533 BNSF 07/01/2016 THOMAS J ARENTZ BURL 0509 BNSF 07/01/2016 GARY L GRIFFEE BURL 1108 BNSF 07/01/2016 VINCENT C HAVORKA BURL 0961 BNSF 07/01/2016 MARK D PETTY BURL 1351 BNSF 07/01/2016 RICK J RAMER BURL 1316 BNSF 07/01/2016 STAN J SUSINKA BURL 1302 BNSF 07/01/2016 PAUL E WALDRON BURL 1105 BNSF 07/01/2016 JAY R ARVIDSON BURNOR 1296 BNSF 07/01/2016 MARK A MYRVOLD BURNOR 0706 BNSF 07/01/2016 DAVID J SCHLICHTING BURNOR 1296 BNSF 07/01/2016 TIMOTHY J SWALBOSKI BURNOR 0706 BNSF 07/01/2016 DAVID TOLOMEO CRSF 0612 CR 07/01/2016 DALE E FRYE PENN 3008 NS 07/01/2016 DANIEL B MILLARD PENN 3099 NS 07/01/2016 SIDNEY E HORNE SOU 0808 NS 07/01/2016 JAMES J COULTER USD 0473 UP 07/01/2016 FRANCISCO MIGUEL USD 0134 UP 07/01/2016 ALLEN M STEFFEN USD 1879 UP 07/01/2016 EDDIE W TOM USD 1020 UP 07/01/2016 RAYMOND RANSOM ASF 2725 NS 07/02/2016 SALVADOR DURAN JR AT&SFF 2405 BNSF 07/02/2016 R A JONES AT&SFF 2405 BNSF 07/02/2016</p>
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Continued on Page 8



Roll of Honor, From Page 8

Table with 4 columns: Name, Agency, Points, Year. Includes names like JACOB E LEVERETT, MATTHEW C LEWIS, KEN J LEWIS, AARON C LEWIS, GABRIEL S LOPEZ, JUSTIN LORENZO, DARRYL C LOWELL, CLEOHA LOYD JR, TODD B LUDWIG, CRAIG LUSE, DUSTIN W MADISON, VINCENT D MAES, ROBERT L MANEY, ROMMIE L MARBLE, ANTHONY B MARION, CHARLES R MARTIN, BRADLEY E MARTIN, JOSE MARTINEZ, SHERARD L MARTINO, RICHARD MARVIN, TODD M MATHIEWS, ROBERT W MATTHEWS, THOMAS J MC COWAN, MICHAEL MC COY, AARON J MC COY, ADAM C MC GEHEE, MICHAEL R MC GILL, PETER A MC GOWN, SEAN T MC MAHON, RYAN C MC SPAREN, JERRY L MEINBURG, MILTON O MENDENHALL, VICTOR L MERCADO, TYSON W MEYER, TRAVIS J MEYER, STEVEN B MICHALEK, HEATH E MILLER, CHUCKEY L MINCY, JEREMY N MITCHELL, JAMES K MOORE, JEREMY L MOORE, CHADWICK J MOORE, JOHN T MORGAN, TROY W MORRIS, DANIEL B MOSLEY, JOHN A MOZINSKI JR, ROBERT W MURPHY, DAVID J MUSCH, STEVEN J NACCARATO, ERIC D NELSON, SALVATORE NESTICO JR, CHRISTOPHER R NEU, JOSHUA P NOLLMEYER, J R OAKES, BRADLEY W OESTMANN, CHRIS A OGLE, DANIEL W OLSON, JEFFERY E ORRICK, CHRISTOPHER E OTERO, ERIC L OWENS, KELSEY J PALMER, JACOB S PARKER, JOSEPH R PARTRIDGE, ERIC Z PAVLACK, JAMES A PAYNE, JOSHUA V PENCE, BRAD D PETERS, MORGAN K PETERSEN, ETHAN M PETERSON, MACI PETROV, JARRETT A PETTIS, NICOLAS P PFEIFFER, DARRELL W PIERCE, DAVID K PLUMMER, JAMIE POELKER, JUAN R PONCE, BRADLEY T PORATH, STACY R PORTER SR, TAYLOR QUEEN, JEFF C REASER, RICHARD P REASON, ANDREW T REED, GEORGE E REEVES, TREVOR L REID, CHRISTOPHER P RICE, CHAD M RICKABY, ANTHONY M RIOS, DOUGLAS N ROBERTS

Table with 4 columns: Name, Agency, Points, Year. Includes names like JOHN W ROBISON, JAMES J ROCKOW, DOUGLAS R ROETHEMEYER, BRENT G ROSE, GENE L ROSS, RICHARD D ROSTAD, KEITH E ROYER, CHARLIE S ROZAS, ROBERT C RUCKER, RYAN RUDER, GARY L RUETH, SALVADOR J RUIZ, JOHN W RYAN, LAANTHONY SAFFOLD, GABRIEL SALAZAR, ERVIN SALAZAR JR, MICHAEL SALVATERRA, IGNACIO S SANCHEZ, QUENTIN T SANDERS, BEN M SANDIFER, TIMOTHY S SANTELLANO, JAMES W SAUM, VERNON A SCARROW, TRAVIS S SCHUMM, JAMES R SCHWECHLER, LESLIE D SEBBY, THOMAS J SELIGER, MARK R SHAFER, LUKAS W SHEPARD, CARL R SHINNICK, JAMES F SILK, JOSEPH A SIX, ROGER D SMITH, LORNE M SMITH, MATTHEW W SMITH, RICK A SMITH, SCOTT E SMITH, TED M SMITH, SCOTT L SMITH, ROSS A SMITH, BRIAN F SOPER, LUIS M SOTO, JOSEPH D SPRAY, TRAVIS S STAWINSKI, JOE E STEFFENS, MATT A STEINEGER, KEVIN N STEWART, JEFFREY D STEWART, CHARLES L STEWART, AARON S STIDHAM, KIRK D SUMMERS, RYAN N SWAN, GARRETT L SWENSON, SETH R SZYMANSKI, ROBERT T TAGGETT, CHRIS A TAYLOR, RYAN M TAYLOR, JODIE L TEETER, DANIEL S TENTIS, RAYMOND L THOMAS, SAMUEL R THOMPSON, MICHAEL W THOMPSON, CHARLES M THORBURN, LARRY THORNSBURY, TIMOTHY A TRANBY, CHRISTOPHER TRESKO, JONATHAN E TRUJEQUE, COREY W TUCKER, MATT R TUCKER, JIMMY L TUCKER, ERIC J VANSOY, BRYANT VIEW, LANDY E WALKER, BRIC C WALL, NICK A WALLACE, JEFF L WALSINGER, RANDY M WALTER, JERRY M WARD, CHARLES J WARE, JUSTIN M WARNICK, CASSIE M WATTS, LARRY S WEBB, PRESTON W WESCOAT, JOSEPH J WESTENBERGER, PETER J WEYENBERG, BLAKE I WHEELER, JOHN R WHITAKER, JOHN M WHITCOMB, JUSTIN L WHITE

Table with 4 columns: Name, Agency, Points, Year. Includes names like JEFFREY J WIBBELS, TODD R WILKERSON, MIKE J WILLIAMS, TERRY J WILLIAMSON, JEFFREY D WILLIS, SEAN C WILSON, THOMAS L WOLFORD, WILLIAM M WOOLRIDGE, DOUGLAS P YOUNG, CONRAD D ZELLMER



Table with 4 columns: Name, Agency, Points, Year. Includes names like ROBERTO ALMANZA, WALTER J AREND, RICHARD A ARMSTRONG, AARON C ARNETT, ALBERTO ARREDONDO, MARTIN M BAHENA, ROBERT E BARTLINSKI, GEORGE F BARTON, JOHN E BEDWELL, CHRIS B BOYD, JASON B BOYD, ROBERT R BROOKS, JOHN R BROWNING, CHRIS A BRUCHHAUSER, JEFF A BRYAN, ANDRES CAMPUZANO, JOHN G CARABAJAL, GEORGE B CHANEY, MICHAEL D COBURN, DAVID C COCHRAN, LEON DANIELS, CHRISTOPHER T DAVIS, GARY A DIXON, BRIAN K DOBBINS, JAMES R DOTSON, MIRAN E ENGLISH, PETER FINN, JESSIE D FOX, MELVIN FULWILEY, KARISSA S GALUSZEK, GABRIEL GARCIA, LARRY GARZA, WILLIAM A GEARY, CLAUDIS D GLASS, HECTOR I GONZALEZ, RAUL GONZALEZ, MARK A GOODSON, STEVE K GOWAN, ERIC S GRIFFIN, JOSE M GUERRERO, DENNIS K HADERLIE, BRIAN N HALLOCK, LARRY T HARMON, CHRISTOPHER S HARRIS, JEFFREY E HEIDEN, DWAYNE E HEUERTZ, DAVID L HILL, RAYMOND H HINDMAN JR, SID A HOBBS, LANCE G JACKSON, GERALD R JACKSON, ERNEST JAKE, STEPHEN D JAMES, SHANE JOEST, DOUGLAS W JOHNSON, CHRISTOPHER J JORDAN, JUSTIN B KEMP, JERRY A KESSLER, MARTIN J KUNTZ, EDWARD L LENARD, FERNANDO LICEA, DAVID F LONGO, WILLIAM D LORD, N K MASON, DARREN J MC GEE, ROGER E MC NELEY, FRED J MOODRY, STEVE V MOREHOUSE, ANTHONY MORRONE, S P MUNCY

Table with 4 columns: Name, Agency, Points, Year. Includes names like JOSE S MUNOZ, SCOTT M MURPHY, MICHAEL G MUSICK, JAMES O MAHONEY, TIMOTHY R OGLE, ALFONSO ORTEGA JR, MICHAEL A PAZ, RAUL PIZANO JR, JOHN L RAY, RYAN J RIDDLE, LALO RODRIGUEZ, CHAD D ROLAND, ARTHUR B ROMERO, R B ROSS, JOSE A RUEDA, MICHAEL A RYDER, HECTOR J SANCHEZ, JOSE L SANGUINO, LESLIE G SARMAN, EDWARD G SCOTT, DENNY J SMITH, CALVIN R SMITH, JESSE E SMITH III, KEVIN L SORAH, SCOTT M SPRAY, REX A STAUFFER, HANK J SWANSON, MENHAL F TASHMAN, BRUCE L THREATT, WARREN D TILLMON, ISRAEL TORRES, THADDEUS T TRACY, JOSE TREVINO III, PETE M VALLEJO, DANIEL L VAN DYNE, LUIS A VASQUEZ, DEAN E VICKREY, DWAYNE D WALSTON, DUROMY S WILLIAMS, PHILLIP WILLIE, JEFFREY S WRIGHT, IRVIN W YAZZIE, BRENT E YOUNGBERG, JOHN J ZAMORA JR, JAMES M ZULKOSKI



Table with 4 columns: Name, Agency, Points, Year. Includes names like JOSEPH J ACCONZO, STEVE J ALLEN, L D ALLMAN, TIMOTHY R ALVES, DENET T BLACKS JR, G A BLACK, L D BUSLER, BARRY D BYERS, BRIAN S CALZONI, ROBERT L CANADA, S CHAPMAN JR, STAN E COELHO, JESUS CRUZ, R B FARRIS, BRUCE C HOLTZE, JASPER JIM, RUBIN JOHNSON, KENNETH R KNOX II, BRYAN S LINNA, JOSEPH A LOVATO, MONTGOMERY J MC CARTHY, S G MULLIS, ALFRED NELSON, RUBEN M OLAI, LAWRENCE J PORADA, JOSE H PORRAS, GERARDO F RAMIREZ, KEVIN S RILEY, ROLAND RIVERA, ERIC A SPIELMAN, BRUCE A THOMAS, BOYD TSOSIE, WILLIAM D WHITE, RAYMOND W WILLIAMS

Continued on Page 22





Rail Workers Hazardous Materials Training Program

Peer trainers dedicated to providing quality education & awareness of hazardous materials, empowering rail workers & communities.



Rail Hazmat Chemical/Emergency Response Training Programs

The Rail Workers Hazardous Materials Training Program is funded by a federal grant from the National Institute of Environmental Health Sciences (NIEHS) to provide hazmat training to rail workers. This five-day hazmat training course will provide rail workers the essential knowledge, skills, and response actions in the case of an unintentional release. These tools will allow rail workers to protect themselves, their co-workers and their communities.

This training addresses OSHA and DOT required training in addition to procedures, different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness and the incident command system. The training also provides completion of the OSHA 10-Hour General Industry Outreach requirements. The programs are delivered using interactive classroom instruction, small group activities, hands-on drills and a simulated hazmat response in full safety gear.



The funding provides the following student expenses: travel, lodging and meals. In addition, an incentive of \$175.00 per day is available to all training participants of these programs, except those who are able to secure regular pay through their employer, or are paid union officers. Training will be conducted at the Houston Fire Academy's Val Jahnke Training Facility, 8030 Braniff Street, Houston, TX 77061.

To meet this training need, the Rail Program will conduct the following classes:

Sunday 5:30 p.m. orientation, Friday departure

November 13-18, 2016

January 15-20, 2017

February 19-24, 2017

March 19-24, 2017

- Register now at the Rail Hazmat website: <http://railworkertrainingprogram.org> or www.rwhmtp.org
- Contact Rail Workers Hazmat Training Program, (202) 624-6963 (M-F, 9:00 am – 5:00 pm EST)

Apple Setup Instructions

From your Apple device, open the App Store, single click the Search button that is in the bottom, right corner. At the top of the screen, type "rss" in the search field and click Search. Scroll down the results until you get to XFeed RSS Reader and click it. You will be presented with more info on the application. Single click the Free button so it changes to say Install. Single click the Install button so the app is added to your phone. Once finished, click the icon to start the app. Single click the Plus button at the bottom of the screen and type <http://www.bmwe.org/rss.xml> in the feed URL box. Single click Search so the feed can be found.

Android Setup Instructions

Open the Market. Single click the Search button in the upper, right hand corner. At the top of the screen, type rss in the search field and click Search. Scroll down until you get to "gReader (Google Reader / RSS)" and click it. Single click the Download button. Single click the "Accept & download" button. Once downloaded click the "Open" button. Select your Google account and click "Allow." Single click the + in the upper right-hand corner and type <http://www.bmwe.org/rss.xml> in the feed URL box. Select Search. Once the feed is found click the + sign to add the feed.



Scan me for instructions to download the app for BMWED news





Fatality Analysis of Maintenance-of-Way
Employees and Signalmen

FAMES

August 29, 2016

Dedication:

The FAMES Committee dedicates its efforts to all roadway workers who have lost their lives in the performance of duty and to the families, loved ones, and coworkers they have left behind.

Worker Safety at Highway-Rail Grade Crossings

Mission Statement:

The Mission of the Fatality Analysis of Maintenance-of-way Employees and Signalmen (FAMES) Committee is to analyze all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers.

Continued on Page 12

Former USD General Chairman Wayne Morrow retires

Brother Wayne Morrow, co-founder of the Unified System Division and most recently an assistant in the BMWED Organizing Department, retired May 1, 2016 after 42 combined years with the railroad and the BMWED.

Brother Morrow began his railroading career with Union Pacific in July 1974. He worked in various positions on the tracks, including Section Foreman, Sectionman, and Track Inspector. Brother Morrow comes from a proud railroad family and had a true adoration for the work.

"Back in the old days it was fun," said Brother Morrow. "The work was backbreaking but it was also fun. The comradery with your fellow brothers was fantastic." From the very beginning of his railroading career, Brother Morrow recognized the importance of the union, and he was eager to get involved.

Brother Morrow would go on to become the first Local Chairman for his local lodge 0918. From there, he'd continue to serve in many positions within the BMWED. Wayne served as Wyoming State Legislative Director and held multiple positions within the Union Pacific System Division, including Executive Board Member, Assistant Chairman, Secretary-Treasurer, and ultimately

FAMES . . . from Page 11

Worker Safety at Highway-Rail Grade Crossings

There are no Federal Railroad Administration (FRA) regulations to protect roadway workers from vehicular traffic when working on or near highway-rail grade crossings (grade crossings). FRA does not have authority to regulate highway traffic.

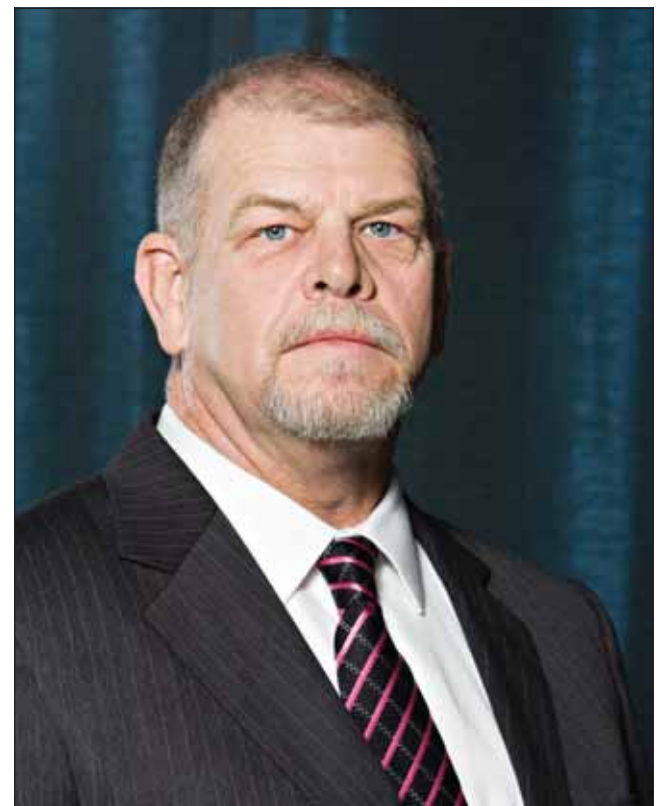
Findings:

- Reviewing the available data back to the year 2000, the FAMES Committee found 85 incidents where highway vehicles struck roadway workers performing maintenance at grade crossings, resulting in 4 railroad employee fatalities and at least 90 injuries.
- Signalmen performing maintenance, inspection, testing, and repair at grade crossings face added risk from highway traffic. Working alone, adverse weather, and poor lighting may present additional challenges.
- All roadway workers face similar risks when working at grade crossings.

Recommendations:

- Employer's safety training and procedures for employees working on or near grade crossings should include the following:
 - Placement of advance signage, traffic cones, properly equipped highway flagmen, lights/beacons, etc. (as allowed by state/local law) and how to determine if coordination with local or state agencies is necessary.
 - How and when help is needed to control or reroute traffic (e.g., police, Department of Transportation) and how to contact them.
 - How and when it is appropriate to use a vehicle as a barrier to temporarily block a lane.
- When working in or near a traffic lane, the work plan should always include an exit strategy in the event of a vehicle incursion.
 - Self-protection is not appropriate if the employee is unable to monitor approaching highway traffic. A spotter ("second set of eyes"), flagger, or other safety measures should then be used.
- The safety of highway users and roadway workers must be taken into consideration in job planning and the job briefing.

Continued on Page 17



General Chairman in July 2006. In 2006, Brother Morrow and Brother Kent Bushman co-founded the system division now known as the Unified System Division (USD). Brother Morrow served as General Chairman of USD until 2013.

Brother Morrow's favorite position with the Brotherhood didn't begin until 2014, when he was assigned to be an Assistant Organizer. Wayne revealed he did a lot of research on BMWED founder John T. Wilson to prepare for his new role.

"My favorite time, and the most respect I got in the organization, happened this past year and a half when I became assistant organizer," he said. "Organizing is the hardest work but it is so gratifying. It's beyond words when you can get out there and talk to the people and help them really understand what the union is and what it's doing." In September of 2015, Brother Tim McCall (BMWED Director of Organizing) and Brother Morrow successfully organized 24 new Maintenance of Way workers in the Indiana Railroad Company.

"Every day is a Saturday now and it's not bad when you wake up that way," Brother Morrow said of his retirement. Wayne was excited to share his bucket list endeavor to visit all 59 National Parks in America, from Yellowstone all the way to America Samoa. Wayne also made sure to reiterate the importance of preserving our Railroad Retirement.

"I just love railroad retirement and everybody needs to do their best to protect that, and keep earning it for themselves, because it's second to none. It takes care of you very well." Brother Wayne Morrow proudly purchased his BMWED Lifelong Membership upon his retirement.

"Brother Wayne has been an important and valued part of this Brotherhood for many years. We are going to miss his steady leadership and relentless work ethic. I wish my friend and brother a very long and happy retirement," BMWED President Freddie Simpson said.

BMWED

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BMWED Executive Board member Roy Miller retires



Brother Roy Miller, an accomplished BMWED Officer and Internal Organizer, retired on August 1, 2016 after 40 combined years with the railroad and BMWED.

Brother Miller started his career with the Burlington Northern Railroad, later known as BNSF, on April 20, 1976. He hired out of Alliance, Neb. and worked throughout the Northwest Region in areas such as Nebraska, Wyoming, and South Dakota. Roy worked in various positions with BN including Sectionman, Trucker Driver, Foreman, Track Inspector, and ultimately his main trade, operator on Surfacing Equipment.

Brother Miller thanks his wife for initiating his start in the Union. One evening during a Christmas party, she learned of an open position as the Legislative Representative for Local 1142. She volunteered Roy for the job and the rest is history. Not long thereafter, the Local Chairman resigned and the lodge requested Roy take over. He graciously accepted. Roy was the Local Chairman for Local 1442 from 1992 until 2007.

During his tenure with the BMWED, Roy Miller served as both an Assistant and State Legislative Director for the state of Wyoming. He would also serve as an Executive Board Member and Vice General Chairman for the Burlington System Division. Brother Miller later became an Executive Board Member for the National Division and the first North West Internal Organizer for the newly constructed Communication Action Team (C.A.T).

When asked about his favorite aspect of his career, Brother Miller had this to say. "As weird as it might sound, I loved working on the tracks. The comradery of all the guys and gals, Brothers and Sisters. But probably the most satisfying aspect of working with the union was representing members in dismissal cases. There was no greater feeling than getting a dismissed Brother or Sister successfully returned back to work."

"I would like thank Roy for all of his years of dedicated service to the members and BSD. His knowledge and experience were invaluable and essential in training our Local and System Officers and System Executive Board Members. We wish him well in his much deserved retirement!" said BSD General Chairperson Staci Moody-Gilbert.

Brother Miller intends to fully enjoy his retirement. "Well, I played golf three

times this week," Brother Miller laughed. "It's a blessing to be able to spend more quality time with my family." Roy and his wife plan to start a small business in real estate, remodeling and selling homes.

"My best wishes go out to Brother Roy Miller for a long and happy retirement. Brother Roy has been a good friend and a great advocate of our Brotherhood for many years. He's as good a Union brother as you will ever meet," BMWED President Freddie Simpson said.

FAMES . . . from Page 12

- Before a grade crossing warning system is interfered with manually, by either activating or deactivating the warning system, measures must be in place to provide safety for the highway users and train traffic.¹
- Always wear high-visibility clothing (e.g., reflective outerwear) when working on or near a grade crossing.²
- Job planning should consider the job duration and purpose to determine the appropriate level of protection, considering:
 - On-track safety,
 - Highway speed and density,
 - Grade crossing configuration,
 - Sight distance for both rail and highway traffic,
 - Traffic patterns and changes due to rerouting,
 - Environmental conditions (e.g., weather, noise, and lighting).
- Move work away from the highway where practicable (e.g., it may be safer for a signalman to remove a crossing gate to make gate arm repairs and then rehang, instead of making repairs in the highway).
- Store equipment and material where it will not be struck by highway vehicles.
- While working on or near grade crossings, roadway workers must remain conscious of train traffic and on-track safety protection.
- Never use a grade crossing warning device as a substitute for roadway worker protection.

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

The views, opinions, and recommendations contained in this report are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency.

¹ CFR 49 Part 234.209: The normal functioning of any system shall not be interfered with in testing or otherwise without first taking measures to provide for safety of highway traffic that depends on normal functioning of such system.

² Part VI of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) addresses standards and guides for flaggers and flagging equipment for highway traffic control.





Brother Loren Larson dies in Wisconsin plane crash

The Brotherhood of Maintenance of Way is sad to report the passing of Brother Loren Larson. Brother Larson lost his life on July 28, 2016 after crashing the airplane he was piloting en route to

an airshow in Wisconsin.

According to the NTSB, Brother Larson was making an instrumental landing system approach to a runway at the La Crosse (Wisc.) Regional Airport when his single

engine Mooney M20P airplane crashed. Brother Larson was a known flying enthusiast and had more than 20 years' experience as a pilot.

Brother Larson was a



TEAMStar MEDICARE PART D

Prescription Drug Program (PDP)



Open Enrollment Period Begins October 15, 2016!



The International Brotherhood of Teamsters is proud to announce the open enrollment period for the TEAMStar Medicare Part D Program. This annual open enrollment period will begin on October 15, 2016 and end on December 7, 2016.

Teamster retirees and spouses who are currently enrolled in Medicare Parts A and/or B qualify for TEAMStar Medicare Part D coverage. Enrollment packets will be arriving in the mail soon. If you didn't receive an enrollment packet or need another one, please call us and we will send you one. Don't wait! The open enrollment period is for a limited time.

Enjoy the following TEAMStar Part D Program benefits:

- **Competitive union group rates** – TEAMStar Medicare Part D is not available to the general public. The rates and benefits are set by your union.
- **Union Preferred Pricing** – certain Preferred Generic drugs are available for as low as \$2 at a Union Preferred Pharmacy.
- **Coverage Options** – three unique plans that offer different levels of security to Teamsters.
- **Coverage through the donut hole** – if you select the Platinum Plan you can get coverage for most generics at a low copay after you get to the Coverage Gap.

To get additional information or an enrollment packet, visit our website at www.teamstarpartd.com or call 1-866-524-4173.

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member of the Burlington Northern System Federation Local Lodge 1055. He worked for the Burlington Northern Santa Fe Railroad as a foreman for the past 36 years. He was popular in the flying community of Minnesota and was renowned by many for his good humor and love of friends.

"On the job he was known as 'Uffda.' He started every response with "Ya" or "Oh ya" or "Ah ha," and he never responded to anything without a smile and a soft chuckle," BMWED Vice President Bruce Glover said in remembrance of Brother Loren. "His laugh was infectious, there was no way you couldn't like him. He was a hard worker and a good railroader. When I was assigned Lodge 1055 as a Vice Chairman, Brother Loren was always there at the meetings, and he took many Local Lodge positions when no one else would. When you saw him in the room you always had to—and wanted to—stop and visit, just so you could share some of that smile and a chuckle. Miss him already!"

The BMWED extends our heartfelt sympathies to Brother Larson's family and would like to thank him for his service and friendship to the members of our Brotherhood. He will be missed.

Sign up for BMWED News Alerts and get the latest news sent directly to your email account. To sign up visit the BMWED webpage at www.bmwe.org, or send your name and email address to dyack@bmwe.org, along with a request to be added to the BMWED News Alert list.



BMWED members save woman's life after crash

In June, three of our BMWED Brothers in Mead, Neb. saved a woman's life. Brothers Mike Hubbell (BMWED Burlington System Division Lodge 1105), Tony Henderson (BSD Lodge 1320) and Ricardo Aldana (BSD Lodge 1320) pulled Mrs. Connie Willis from her burning car following an accident with a dump truck.

Mike, Tony and Ricardo are heroes. We are PROUD to call them BROTHERS!

Below is the newspaper story that appeared first in the local Fremont Tribune, written by Tammy Real-McKeighan. The newspaper graciously allowed it to be reprinted in the Journal for all Brothers and Sisters.

**By Tammy Real-McKeighan
Fremont Tribune**

Even before they reached the accident scene, Mike Hubbell and his co-workers knew what they would do.

The employees of the Burlington Northern Santa Fe Railway were eastbound on Nebraska Highway 64 headed toward Leshara when they saw smoke in the distance.

"We didn't know what it was," said Hubbell, a former Fremont.

As they got closer, they saw a car on its side in the ditch. The car was on fire. A man on the highway flagged down the three.

"We pulled over on the other side of the road," Hubbell said.

"The other guys and I had a plan before we hopped out."

With quick action, the three would save an area woman's life. And for one of those men, it would be an opportunity to help someone like he'd been helped years ago.

The accident occurred after 10:20 a.m. Monday at the intersection of Nebraska Highway 64 and County Road 9, said Saunders County Deputy Tim Hannan.

Connie Willis, 50, of Valley was southbound on County Road 9 and failed to yield to a dump truck

driven by Chad Springborg, 42, of Fort Calhoun, Hannan said.

Springborg's truck, which was eastbound on Nebraska Highway 64, impacted Willis' Ford Explorer and both vehicles went into a ditch.

Willis' vehicle caught fire and she was trapped inside, Hannan said.

BNSF Railway workers were headed toward the scene.

"We saw that the car was on fire and we just made a game plan of what we were going to do in the few seconds we had," said Hubbell's co-worker Ricardo Aldana.

Aldana and fellow BNSF employee Tony Henderson grabbed fire extinguishers that the men routinely carry in their vehicle, Hubbell said.

Hubbell reached Willis' vehicle first and said he could hear her hollering for help.

"Her seatbelt was still on and she couldn't get out. Her car was rolled over on the driver's side with the passenger side up in the air," he said.

The hood area was on fire.

Henderson and Aldana sprayed the vehicle with the fire extinguishers' chemicals.

"We tried to knock down the flames a little bit to make sure we could safely get her out," said Aldana of Omaha.

Hubbell crawled atop Willis' vehicle where the passenger side window had been broken out. He tried to reach down through there to help her get off the seatbelt, but she couldn't get it loose.

Henderson ran back to the BNSF truck to find something with which the men could cut the belt.

In the meantime, Willis was able to get the seatbelt loose.

"I helped pull her up and out of the car, out of the passenger window," Hubbell said. "By that time, Tony was back and he helped me get her out of the car and onto the ground."

The three men carried Willis to a field away from the vehicle – not

knowing if it would explode.

"She told us there was a full tank of gas in there," Aldana said.

"We were trying to get as far away from that as we could," Hubbell said. "We set her down and turned around and the whole thing was up in flames. It wasn't just the engine anymore."

Mead Fire Chief Nick Raver said he and other crew members were just returning to the fire hall after a mutual aid medical call at Ashland when they were dispatched to the accident scene.

There was a guy there before us and he was the one who called 911.

"They said the car was on fire so I took the weed truck, which is the fastest vehicle we've got, and got down there as fast as I could," Raver said. "I was on-scene in nine minutes."

"When I got there the vehicle was already fully involved," Raver added. "It actually exploded when I got on scene."

Raver went to see Willis.

"I had a (medical) helicopter on standby. I told them to send it," Raver said.

Willis was transported to Nebraska Medicine hospital in Omaha, where she is listed in fair condition.

Raver said the truck driver wasn't injured. He said this was the second accident at the Highway 64 and County Road 9 intersection. In both cases, a car caught on fire.

Five firefighters from Mead and five from Yutan responded to the scene.

Raver learned how the BNSF workers had rescued Willis.

"I thought, 'Holy cow,' that's amazing," Raver said. "If they wouldn't have responded, she wouldn't be alive today. There's no way, because she wasn't getting out of there with the injuries she had. They (the BNSF workers) are the life savers."

Raver posted information about the accident on the Mead Fire Department's Facebook page.

"I want people to know what they did, because you don't hear stories like that very often," Raver said.

For Henderson, however, a situation like this brought with it some familiarity.

The BNSF worker was about 7 years old when he and his family, then from Valley, were in a car accident near Ceresco.

It happened on his dad's birthday. Henderson and his father were pinned in the car.

"He was lying on top of me," Henderson said. "I can remember it like it was yesterday. I woke up (after the accident) and this lady and couple of guys were next to the car and she had a towel over my face. They were there, helping me, talking to me, trying to keep me calm."

"Mom got thrown out of the car and there were people helping her."

Rescuers brought the Jaws of Life and freed Henderson and his father from the car. The little boy, whose face had hit the dashboard, had a broken nose and cheekbones and would require surgery.

"I was in a body cast for quite a while," he said.

His father died 30 days later. His mother had broken vertebrae in her back, Henderson said.

Those memories came back as Henderson helped carry Willis away from her burning vehicle.

Now 49 and living in Wahoo, Henderson believes he was given an opportunity.

"I just felt that God gave me the opportunity to help somebody else out, because I've been in the same situation," Henderson said. "I remember people helping me."

Aldana said there was no choice other than to help Willis.

"You're not going to sit there and just watch," he said. "We tried to do whatever we could to help."

"It feels good to help somebody," Hubbell said. "I'm really glad the three of us were there. We all work well together."

**WE
WANT TO
HEAR
FROM
YOU**

If you have a special hobby or talent, hold public office, or have a story you would like to share, we would like to hear from you. Share your story with our BMWED Brothers and Sisters in the *BMWED Journal*.

Please send us your pictures and brief details along with a name, address and telephone number.

You may email cballew@bmwe.org or send by U.S. Mail to:

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VOTE

FOR THE ELECTION OF INTERNATIONAL UNION OFFICERS

Your Right

Your Responsibility

Ballots Mailed October 2016





Burlington System, From Page 1

The Convention Committees included the Bylaws Committee, Resolution Committee, Finance Committee, and Rules Committee. Each of these Committees met and reported their featured topics and figures to the delegates.

A few retiring members in the delegation were honored with a resounding round of applause. Displays of solidarity and a shared respect for the work BMWED members do, both in the field and

within the union, were prominent features throughout the entire convention.

"I enjoyed the opportunity to meet with the Burlington System Division Officers and the rest of the Joint Protective Board," said President Freddie Simpson. "Sister Staci did an excellent job chairing the meeting in a smooth and instructive fashion. I congratulate all of the Officers on their elections and to all the Joint Protective Board Members in attendance for a very successful Convention."

"I would like to thank the officers and delegates for their hard work and great overall participation in making the convention a success," said Burlington General Chairperson Staci Moody-Gilbert.

You can now visit the BMWED on *Facebook* at **Brotherhood of Maintenance of Way Employes**, and follow us on *Twitter* at **BMWEDIBT**.


A Reminder on Holiday Rules

If you are a furloughed employee of a railroad covered by the U.S. National Agreement with at least 60 days of seniority or 60 calendar days of continuous service preceding a covered holiday, and if you had compensation paid by the carrier credited to 11 or more of the 30 calendar days immediately preceding the holiday, you may be entitled to pay for that holiday even though you are furloughed.

For detailed information contact your General Chairperson.

The complete list of holidays are:

- New Year's Day
- President's Day
- Good Friday
- Memorial Day
- Fourth of July
- Labor Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Eve (the day before Christmas is observed)
- Christmas Day
- New Year's Eve (the day before New Year's Day is observed)



Survey on Occupational Risk Reduction Now Available

BMWED is currently conducting a Brotherhood-wide research study to address the long-standing absence of high quality data reflecting the nature, frequency, severity and socio-economic consequences of occupational risk and its impact on BMWED members.

Every BMWED member and several thousand retirees have been mailed a letter from President Simpson with important information about this study and the membership Health and Safety Survey. The survey is available to take anonymously on-line at www.bmwesurvey.com. Members can also request a paper copy, in English or Spanish, or take the survey anonymously over the phone by calling 802-485-4554 (English) or 240-855-2237 (Spanish).

Your participation in the comprehensive survey is absolutely vital, so please take the time to complete it. After that, a select team of highly-credentialed academic and medical researchers will thoroughly study the issues identified by BMWED respondents.

The survey is totally confidential. We will not ask for your name so your responses will contain no identifiable personal information. Neither the union nor railroads will see your survey responses. Only our researchers will see them under the strictest medical and ethical protocols. As an additional layer of protection, the survey and study has been granted a Certificate of Confidentiality from the National Institutes of Health (NIH).

Only BMWED members and retirees will be allowed to take the survey. When you first log on, you will be prompted to verify your BMWED membership. Once verified, you will be redirected to our private and secure survey site. There will be absolutely no link between the membership verification process and your confidential survey responses.

The information derived from the study will be used by BMWED in the regulatory, legislative and collective bargaining arenas to improve safety and health conditions and reduce occupational risk. Please fill out and return your survey; it is vitally important to you, your family and your fellow Brothers and Sisters. If you have any questions, please consult your General Chairman or contact BMWED's Director of Safety at Ricki@bmwe.org. Thank you!





NATIONAL BARGAINING UPDATE

The BMWED/SMART-Mechanical coalition resumed negotiations with the National Carriers' Conference Committee (NCCC) on September 14, 2016, Crystal City, Virginia.

After over two years of negotiations, the carriers presented a full proposal regarding wages, work rules, and design changes to the healthcare plan. The carriers' proposal is provided here. The BMWED/SMART-Mechanical coalition and the NCCC mutually agreed to create a Small Bargaining Committee (SBC); the SBC is charged with working through the parties' respective proposals, to focus discussions on key issues in an effort to reach a voluntary settlement without going to mediation or a Presidential Emergency Board.

The carriers' healthcare expert consultant also finally responded to the SWG's healthcare analysis at the September 14th session. The carriers' expert confirmed that the SWG's efforts of fact finding will be of significant value for the bargainers: The SWG's findings, as driven by the bargainers and as confirmed by both the BMWED/SMART-Mechanical coalition and the carriers' expert consultant, appears to offer a viable path to reaching a voluntary agreement. However, more work needs to be completed by the SWG to further refine facts and information for the bargainers to consider. Again, the SBC will help drive the SWG's future efforts and developments.

Following the September 14th bargaining session, BMWED President Simpson noted that, "It appears that the BMWED/SMART-Mechanical Coalition, along with the TCU, has found a very viable solution to the elephant in the room [healthcare] for this round of bargaining. There is still work to be done to ensure that it is indeed a viable solution, but I am confident that the SWG and SBC will get the necessary work done so that the bargainers can continue to make educated decisions."

The SBC and the SWG are scheduled to reconvene in October and November of this year.

DEATH BENEFIT DEPARTMENT

REPORT OF DEATH BENEFIT CLAIMS PAID DURING APRIL AND MAY, 2016

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
THEODORE CAVADEAS	GREEN BAY, WI	0425 USD/LIFE	03/09/16
JACK B. GIBBS	SAN ANTONIO, TX	2409 AT&SFF/LIFE	05/06/16
MANUEL B. HERNANDEZ	RANGER, TX	2286 AF/LIFE	03/23/16
GRADY JESSEE JR.	LEBANON, VA	0551 ASF/LIFE	04/07/16
SAMUEL J. RAMICCIO	ELMWOOD PK, NJ	2905 CRS/LIFE	03/26/16
ALFRED P. RONSETH	WHITEFISH, MT	1092 BURNOR/LIFE	04/20/16

PAID APRIL 1, 2016 TO MAY 31, 2016	\$ 3,000.00
AMOUNT PREVIOUSLY PAID	\$45,528,807.75
TOTAL AMOUNT PAID TO DATE	\$45,531,807.75
NUMBER OF CLAIMS PAID - 6	

REPORT OF DEATH NOTICES RECEIVED DURING APRIL AND MAY 2016

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
BENNY D. CROSS	PIONEER, TN	0546 SOU/NS	04/13/16
CHARLES F. DOLL	LA PORTE, IN	1903 BURL/NICT	05/12/16
ERNEST W. UTTER	ALTURAS, CA	1196 USD/UP	05/16/16
HARRY E. WENGLER	HOLSTEIN, NE	1133 USD/UP	05/03/16
WAYNE C. WHITLOCK	DELAWARE, OH	0532 ASF/NS	05/28/16

DEATH BENEFIT DEPARTMENT

REPORT OF DEATH BENEFIT CLAIMS PAID DURING JUNE, JULY, AND AUGUST, 2016

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
MELVIN L. RATLIFF	ELLISTON, VA	0075 AF/LIFE	04/28/16
JAMES J. RENELLA	WARRWICK, NY	0695 AF/LIFE	07/05/16
GEORGE SOLIZ	DALLAS, TX	2410 AT&SFF/LIFE	04/04/15
LEWIS STINSON	ALBANY, GA	2163 AF/LIFE	08/03/16

PAID APRIL 1, 2016 TO MAY 31, 2016	\$ 2,000.00
AMOUNT PREVIOUSLY PAID	\$45,531,807.75
TOTAL AMOUNT PAID TO DATE	\$45,533,807.75
NUMBER OF CLAIMS PAID - 4	

REPORT OF DEATH NOTICES RECEIVED DURING JUNE, JULY, AND AUGUST, 2016

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
RAYMOND D. CATTON	SHERIDAN, IL	1302 BURL/BNSF	08/11/16
JOHN M. CARPENTER	CENTRALIA, IL	0788 BURL/BNSF	08/07/16
WILLIAM ZICKGRAF	PERRYVILLE, MD	3005 PENN/NRPC	08/11/16
RONALD G. OWENS	NEWMAN LAKE, WA	0104 BURNOR/BNSF	05/01/16
M L. WILLIAMS	MARTINSVILLE, VA	0523 SOU/NS	07/12/16
CASEY O. PUSKARICH	DENVER, CO	1351 BURL/BNSF	07/01/16
MICHAEL H. HILL	STITES, ID	1381 USD/UP	06/27/16

Roll of Honor, From Page 23

RICHARD L PAYNE	USD	1381	1976
BOBBY L PENDILL	USD	0779	1976
PEDRO J PEREZ	AF-SW	1563	1976
DAVID R PETERSON	BURNOR	1453	1976
MICHAEL R PETERSON	AF-SE	0993	1976
GEORGE R PETZOLD	BURL	1662	1976
ANTHONY M PHARR	PENN	3094	1976
ALLEN F PIPPIN	BURNOR	0364	1976
GERALD RADER	AF-SE	0671	1976
DENNIS W RAGER	AF-SE	1155	1976
KEITH D RASMUSSEN	BURNOR	0320	1976
BRIAN E REESER	ASF	0888	1976
JEFFREY A RENCH	CRSFNP	1362	1976
JOHN W REYNOLDS	BURL	1533	1976
RANDY C ROMPEL	BURNOR	0104	1976
KEITH ROTHERMEL	PENN	0935	1976
LOUIS J SACHER	PENN	3061	1976
GENE R SCHAECHTERLE	USD	0918	1976
PEARY J SCHMOKE	PENN	3030	1976
MIKE K SCOTT	SOU	0034	1976
JACK SEGAY	AT&SFF	2417	1976

LARRY S SHAFFER	PENN	3084	1976
HAROLD E SHAFFER JR	PENN	3080	1976
EDWARD J SHANLEY	CRSF	0201	1976
PATRICK J SHERLOCK	BURL	1108	1976
STEVEN W SILVER	AF-SE	0993	1976
DENNIS G SIMPSON	USD	0922	1976
GEORGE J SINOPOLI JR	PENN	3011	1976
G M SIRMANS	SOU	0619	1976
STEPHEN D SLOAN	BURL	0788	1976
BRAULIO SOTELO JR	BURL	1302	1976
EARL L STEWART	BURL	0230	1976
GARLAND E STEWART	USD	0700	1976
KYLE J STRAABE	BURNOR	1654	1976
MARK SULLIVAN	BURNOR	0364	1976
HANK E SULZBACH	BURL	0961	1976
STEPHEN L TAKACS	PENN	0935	1976
THOMAS A TERNES	BURL	1488	1976
JUDSON C THOMAS	CRSF	0866	1976
WILLIAM K TORGE	CRSF	0866	1976
GREGORY L TRAYLOR	AT&SFF	0493	1976
HOWARD W UMNICK	CRSF	1350	1976
KEITH E VAN OVERBEKE	BURNOR	1055	1976
TRACY L VANDERPOOL	NE	1632	1976
GENE D VILETA	USD	1847	1976
JEFF L WAGNER	BURL	0509	1976
LEONARD A WALLACE JR	BURNOR	0320	1976
GARY WASSSELL	ASF	1107	1976
HENRY WATERS	PENN	3095	1976
SAMUEL H WILSON	PENN	3014	1976
BRADLEY A WINTER	CRSF	0987	1976
DANIEL R WITT U	SD	0343	1976
MICHAEL C WOODYARD	USD	1133	1976
DAN R ZINN	BURNOR	0016	1976
ROGER L BOBBY	BURNOR	2825	1966
HORACE J EZZELL JR	AF-SE	0563	1966
JOHN D PHILLIPS	BURNOR	0104	1966
JOAQUIN SALCIDO JR	USD	0922	1966

BILL R TIPTON	ASF	0558	1966
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SAM L MILLER	AT&SFF	2413	1956
OCTAVIANO RAMIREZ	AT&SFF	2418	1956
CHARLES R STELLON	BURNOR	0249	1956
LEO VOLK	BURNOR	0309	1956



You can now visit the BMWED on Facebook at **Brotherhood of Maintenance of Way Employees**, and follow us on Twitter at **BMWEDIBT**.



Around the Brotherhood

BMWED Allied Fed Lodge 153 Brother Herbie Wiseman retires

Brother Herbie Wiseman, member of Allied Federation Local Lodge 153, retired from CSX in July. Brother Herbie is a 36-year member of the Brotherhood. Members passed a motion at the meeting to have Lodge 153 pay for Brother Herbie's lifetime membership to the BMWED. Congrats, Brother Wiseman, and here's to a long and happy retirement.



BMWED members gather for LABOR Convention

Members of the BMWED gathered at the Labor Alliance for Brotherhood of Rail Inc. (LABOR) convention in New Orleans on July 15. At the convention, BMWED Vice President Roger Sanchez provided an update on ongoing contract negotiations, while Brothers Mike Gekas, Jeff Joines, and Jack Meyers spoke on recent FRA rulings and the importance of political education.



Allied Fed Local Lodge 2163 honors four retirees

BMWED Allied Federation Local Lodge 2163 Brothers (from left) Joe Sapp, Tommy Mason, Tommy James, and Stanley Spivey all recently retired this summer, prompting the Local to recognize them all at its regular meeting in August.



Pictured with the four new retirees is Allied Fed Vice Chairman Russell Farmer (center). Congratulations to Brothers Sapp, Mason, James, and Spivey. We wish you all long and healthy retirements.

BSD Local Lodge 798 marches in Galesburg Labor Day parade

Members from BMWED Burlington System Division Local Lodge 798 represented our Brotherhood in the Galesburg, Ill. Labor Day parade. The Galesburg parade is the nation's second longest running Labor Day parade, behind only New York City.



BSD Local Lodge 509 held its annual Family Picnic this summer.

BSD Vice General Chairman George Loveland reports that it was again a great success. Lodge 509 has held its Family Picnic meeting for eight years running. Union is family!



ATB . . .
Continued on
Page 26



BARGAINING UPDATE

On July 26 and 27, 2016, the BMWED/SMART-Mechanical coalition engaged in further national negotiations with the National Carriers' Conference Committee (NCCC) in Minneapolis, Minnesota.

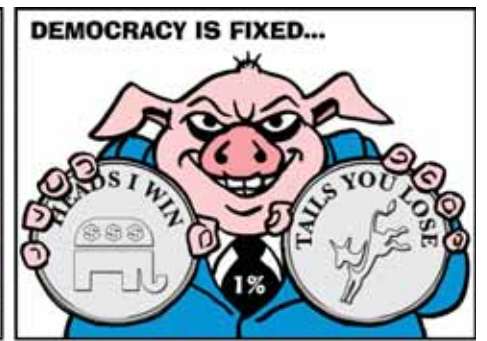
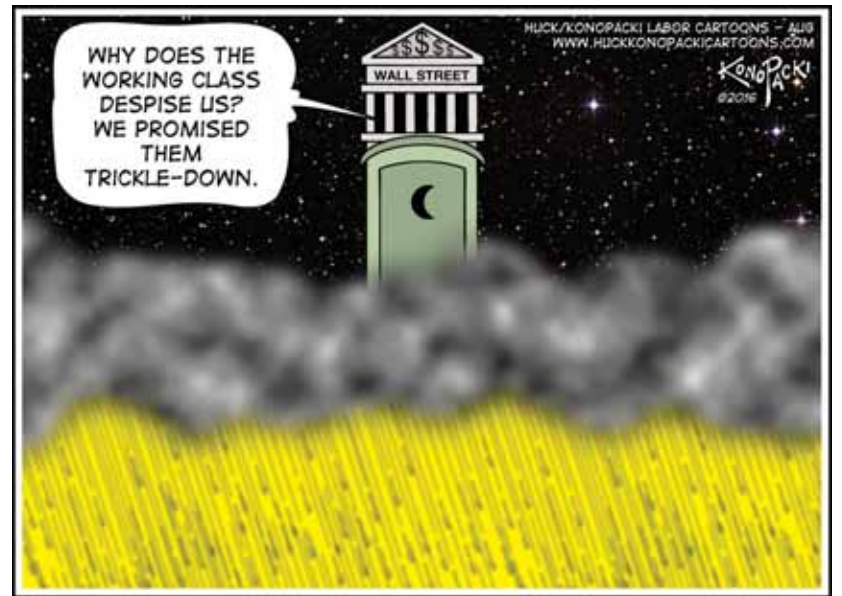
During the negotiation sessions, the NCCC presented a very brief and generic presentation of the U.S. Class 1 freight railroads' financial status. In short, the NCCC alleged that immediate and long-term changes in coal utilization require them to transition their current business model towards intermodal transportation. They further contended that intermodal is highly sensitive, and that in order to flourish under such a purportedly sensitive business model, the railroads would require extreme flexibility in the management of their resources (i.e., workforce) and materials. The NCCC then presented three very general work rule changes regarding contracting out, the performance of incidental work and simple tasks, and the utilization of qualified employees in technical and/or safety-sensitive positions. The NCCC further noted that in order for the Class 1 freight railroads to flourish under this new business model, they would need to bring health and welfare benefits to a "mainstream" level.

BMWED/SMART-Mechanical coalition responded to the NCCC, first noting that their financial status presentation was rather one-dimensional and excluded the many areas where the railroads have also re-directed their business model to do rather financially well, despite losses in coal transportation. The BMWED/SMART-Mechanical coalition next pointed out that the NCCC's proposed work rules were very general in nature so that a detailed response would come after the NCCC presented specific proposals couched in contract language. Lastly, the coalition reminded the NCCC that during the March 30 and 31, 2016 bargaining sessions, the railroads committed to performing an analysis of the Small Working Group's (SWG) National Health and Welfare Plan findings, and that such analysis would take approximately two months to complete; however, it has been nearly four months since the railroads made that commitment.

The NCCC committed to having a complete financial presentation coupled with wage proposals, as well as a more detailed work rules proposal and a comprehensive response to the SWG's analysis, for the scheduled September 14 and 15, 2016 negotiation sessions. Additional negotiation sessions are scheduled for October and November of this year.

When asked about the status of national bargaining, BMWED President Freddie Simpson said, "National negotiations take longer

than anyone desires. But in order for us to engage in meaningful discussions with the railroads, we need to have all the facts and information made available to us and we need to thoroughly examine it. We will not bargain blindly over anything. All points of concern will be fully-investigated, regardless of the amount of time that is necessary to make informed decisions. Our coalition will continue to engage with the railroads for as long as it takes to reach a fair agreement."



ATB, From Page 25

Brother Jesse Walker, Lodge 1058, retires

Allied Fed Lodge 1058 Brother Jesse Walker retired from UPRR in June. He was recognized for his 42 years of service with plaques from Lodge 1058 and the Allied Federation at a lodge meeting on August 13. Congrats, Brother Walker. Enjoy a long and happy retirement.



A Vice President Speaks

Lessons from Labor's history can help show us the way forward



David D. Joynt
Vice President At Large

As we approach another United States Presidential Election and consider all the consequences that arrive with its result, I think it is important to remember what happened in Aliquippa, Pa. almost 80 years ago. If it were not for a U.S. Supreme Court case that unfolded in that small town in 1937, workers' rights might not even exist today.

It's a lesson we should review and keep in mind as we head to the polls in November, and beyond. Organized labor rights did not materialize out of thin air; they were formed through struggle and hard work. Case in point, *the NLRB vs. Jones & Laughlin Steel Corporation*:

In 1935, Congress narrowly passed the National Labor Relations Act, commonly referred to as the Wagner Act, named after Robert F. Wagner, the progressive U.S. Senator from New York. The legislation guaranteed workers the right to organize and bargain collectively, and set-up the National Labor Relations Board, which Wagner, the law's architect, hoped would promote labor-management cooperation, economic recovery, and industrial peace.

But obtaining those goals required cooperation with big business leadership, and — just as is the case today — America's corporate brass was not about to meekly roll over. That brings us to 10 brave men in Aliquippa, Pa. and Jones & Laughlin Corp., a large steel company located along the

Ohio River in the tiny, Pennsylvania town, and, ultimately, the Supreme Court case that ensued.

Following the passage of the Wagner Act in 1935, a group of 10 courageous employees at J&L Steel decided to join the newly-formed Steel Workers Organizing Committee, an organized group of Pittsburgh-area steel workers. This stance took great bravery.

To say the least, working conditions for laborers at J&L were far from ideal. Injuries related to the work were severe and frequent. Hours were long and back-breaking. In some cases, workers had died due to horrendous working conditions and procedures. Options for recourse were extremely limited. J&L held a virtual rule over the workers, and, by extension, the entire town. With that power, came the political favors. For decades, the state of Pennsylvania had reliably dispatched its militias and police whenever the steel companies requested, in order to squash employee uprisings. For decades more, the federal government had followed lockstep.

But with the election of President Franklin Roosevelt and a more emboldened progressive Congress, legislators like Sen. Wagner helped reform government towards a pro-labor mindset, and install unprecedented protections for working men and women.

The 10 workers at J&L decided to utilize this favorable political landscape and joined the SWOC. Naturally, J&L management was dismayed. It refused to recognize the organization as legitimate, officially stated that it found the Wagner Act unconstitutional, and — most notably — fired the 10 men who joined the union.

The 10 men sued, court battles resulted, and soon it was before the United States Supreme Court. In a narrow 5-4 decision, the court ruled in favor of the employees, upheld their right to collective organize, validated the constitutionality of the Wagner Act, while also instructing the steel company to award the workers backpay for time lost. Most labor historians pinpoint the decision as the birth of the American Labor movement, as it legitimized unionism and the rights of workers.

It is important to note that while the Railway Labor Act, the

legislation that outlines our collective bargaining and dispute resolution, excludes us from the Wagner Act, our rights as unionized labor are rooted in the same language and ideals. The Wagner Act may not be our prescribed legislation, but it is kindred to the RLA inasmuch as it protects workers. Which is why conservative, capitalistic politicians have — for 80 years now — continued to hammer away at the Wagner Act and other progressive, labor-friendly legislation.

And they've certainly had their successes. Despite a veto from President Harry S. Truman in 1947, Republicans in the House and Senate were able to push through the disastrous Taft-Hartley amendments to the Wagner Act. The Taft-Hartley Act was seen as a legislative avenue toward demobilizing a growing labor movement by imposing limits on labor's ability to strike and by making it more difficult for organizers to form unions. Not surprisingly, the law was promoted and advocated by large business lobbies.

Since that time, conservative lawmakers have continued their aim at diminishing worker rights, collective bargaining and union protections. You are no doubt familiar with the recent, so-called "Right-to-Work" laws, which is really "Right-to-be-Greedy" legislation. As recently as this year, *Friedrichs vs. California Teachers Assoc.* would have likely dealt a heavy blow to public-sector unions, if not for the passing of conservative Justice Antonin Scalia, a President Reagan appointee.

You can be sure there will be another case like *Friedrichs* to come before future Courts and, eventually, it will not be limited to public sector workers. Those who want to eliminate unions will not stop their attacks and having the politicians and judges in place to protect the rights of workers is paramount to our existence.

Many have stated there could be as many as three to four Supreme Court justices appointed by the next President, and they could be in place for decades to come. So when deciding how to cast your vote, please remember the effects of that vote go far beyond the next four years and far beyond just the one person in which casting your vote. We have not even mentioned all of the appointments made by the President, like the Federal Railroad Administration, the National Mediation Board, the Department

of Transportation, and of course any Presidential Emergency Board we may be forced to utilize in hopes of obtaining a fair contract.

I bring up this history and the long list of political battles that have and are ensuing as a reminder. We will elect a president this November, and we will continue to elect legislators each Election Day to follow. As Brotherhood members, we have better wages, pensions and healthcare than the typical American worker. There are many lawmakers — both current and prospective — that begrudge us for that. A basic understanding of where we came from, how we got here, and what we must do in the future to preserve and strengthen our rights, is paramount. I ask you that you consider these factors as you cast your vote.

Do you have an interesting hobby or a great story to tell? Pictures from a recent lodge meeting or event? We want to hear and see them.

Contact the Journal at:

cballew@bmwe.org

You can now visit the BMWED on

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Brotherhood of

Maintenance of Way

Employes,

and follow us on *Twitter* at

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Penn Fed Brothers Grimm, Kocher, and Albright win NS award

It took BMWED Penn Fed Brothers Mike Grimm, Eric Kocher and Luke Albright about half an hour to think up their idea for a better rail stabilizer carrier. When that idea became reality, it quickly became a useful tool across the Norfolk Southern system.

For their invention, the three Brothers from Local Lodge 3006 received Norfolk Southern's Ergo Cup Award for Engineering. The railroad awards its Ergo Cup to employees who enhance workplace safety and make the job safer and more efficient.

Brother Albright says that the stabilizer carrier was built in the railroad fabrication shop, using the plans that the three Brothers drew up. Used with a log loader truck or a forklift, it allows the bridge team to more easily and safely transport the stabilizer.

Congratulations to the three Brothers on the award and recognition. You all deserve it.



Brothers Grimm, Kocher, and Albright stand next to their award-winning stabilizer carrier.

The Ergo Cup Engineering Champion!
B&B - Brownsville, PA



The Rail Stabilizer Carrier

Rail stabilizers were difficult to carry, hard to lift out of the truck bed and could be damaged in transport, increasing time & expense on the job. **Mike Grimm, Luke Albright & Eric Kocher** designed and built a custom Rail Stabilizer Carrier that was approved for use

Ergonomic Benefits

The carrier protects the bridge stabilizers & reduces manual lifting by employees. It ensures the safe transport and storage of up to 10 stabilizers and can be unloaded with a boom truck or forklift, reducing work time on tracks.





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