

BMWED

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

JOURNAL



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April-May-June, 2015

BMWED Communication Action Team is on the move

The Brotherhood's Communication Action Team began to purr in an April meeting in Kansas City, where a collection of BMWED members joined with "CAT" internal organizers to strategize, rally and support the future of our Union.

The "CAT" is a rank-in-file outreach program that is targeted at each and every member. BMWED President Freddie Simpson has assembled an internal organizing team, with a goal of reaching every member and reigniting a flame of unity through open dialogue, engagement, and collective strength.

The "CAT" team is actively looking for worksite "communicators." Communicators are BMWED members willing to rally the Union cause on the worksite and anywhere our Broth-

ers and Sisters congregate. If you are a leader and committed Union advocate, we would love to hear from you. Contact BMWED Internal Organizer Jason Richert at jlr@bmwe.org or 248-662-2640 for more information.

In December 2014 President Simpson initiated a process of internal assessment, of the Brotherhood, geared toward improving communication within the union. An initial meeting in Novi, Mich. of approximately 25 mostly younger brothers and sisters from various railroads, System Divisions and Federations across the country was held. There, these selected members engaged in a candid discussion with BMWED officers and leaders concerning ways to strengthen the Brotherhood.

President Simpson assembled a group of

organizers from within the BMWED ranks to create a member communication and engagement program.

The organizers will engage members at their work reporting locations, hotels, worksites, lodge meetings, local headquarters points, and any other locations where members gather. The CAT program will also be explained and discussed at all gatherings of the BMWED, nationally and regionally, as well as at local lodge meetings.

The CAT will have as its goals:

1. Strengthening communications with members.
2. Promoting member involvement in union activities.
3. Building visible member support for national bargaining goals.

4. Building a culture of solidarity in the workplace to address worksite issues.

5. Creating a deeper identification among members with their union.

The CAT program will not be involved in the filing of claims or the interpretation of any particular contract and will, instead, defer and refer to the General Chairpersons and their Vice General Chairpersons on any questions about contract enforcement.

Once again, those members interested about learning more about the BMWED CAT program should contact Internal Organizer Jason Richert at the contact info listed above.



Brother Rashad Ray (BSD Lodge 1351, Denver, CO) and Brother Glen Hackman (BSD Lodge 2852, Edgemont, SD) discuss communication strategies with fellow members during a CAT Team meeting in Kansas City.





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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

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.

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IMPORTANT ANNOUNCEMENT 2015 LOCAL LODGE OFFICER TRAINING SEMINAR

BMWED National Division has set a date for the third Local Lodge Officer Training Seminar of 2015. The date and location is as follows:

September 15-16, Phoenix, AZ

The purpose of the training seminar is to assist Local Lodge Presidents, Secretary-Treasurers and Local Chairman in fulfilling their duties and responsibilities as Local Lodge Officers. The training is intended to enhance the knowledge and skills of Local Lodge Officers and strengthen representation and membership participation at the Local Lodge level.

A notice of the training seminar and an application form has been mailed to each Local Lodge President, Lodge Secretary-Treasurer and Local Chairman. Applications to attend will be accepted on a first come, first served basis. Space is limited and successful applicants will receive written confirmation from National Division.

Local Lodge Officers are a vital link in our Brotherhood's operation, having day-to-day contact with our membership at the local level. As such, Local Lodge Officers are of great importance to our Brotherhood and its members. BMWED National Division encourages Local Officers to take full advantage of this opportunity for training and we look forward to your active participation.

For additional information, Local Lodge Officers should refer to the recently mailed recruitment notice. Questions may be directed to Katie Fruzynski at Katie@bmwe.org in our Washington, DC office.



A Vice President Speaks

What does the Union do for Me?



David Joynt
Vice President
At Large

Life goes fast, especially — it seems — for a BMWED railroader. With each passing month, the days seem to blur together, and it's often easy to take some things for granted. Let's face it — it's easy to become distracted when you're busy.

I'm proud to be a 40-year member of the BMWED. This is a Union of all of us, brought together in a collective and unified way, to help fight for a more successful future and for an improved quality of life for all BMWED members. With Union membership regrettably down throughout the American workforce, the BMWED is among the last of the viable labor organizations in the United States. Our work lives — and sometimes, by extension — our personal lives, are improved in many ways by being a member of the Union and having the ability to collectively bargain. But once again with the hectic nature of life, we sometimes overlook just how much our lives are affected by being a member of the BMWED.

I often hear, at local or other meetings, a member who is frustrated at the moment ask what does the Union do for me? If you really stop and think about it, the answer is a tremendous amount and a whole lot more than one would think before really dwelling on it. We take for granted what we and those who preceded us have fought for and gained through sacrifice and dedication to the cause.

With this in mind, here is a "typical" day in the life of a BMWED railroader, and how that day's events are beneficially influenced by the Union. I like to think of it as a handy, "What does the Union do for Me?" timeline. After you think about it my list is probably not all-inclusive and you can probably add more items.

7:25 a.m. — You arrive at the yard office, where you gather with the other members of the section

gang. You make a quick trip to the bathroom, because you've had too much coffee. You wash your hands in the sink, and splash a little water in your face, just to help you wake up. **Your reporting location and starting time are negotiated in your Collective Bargaining Agreement (CBA). There are limits on changes that can be made to them. Restrooms are OSHA regulations, which were argued for and obtained through Union lobbying.**

7:30 a.m. — By 7:30, everyone has made it in. There's a service lane traveling tie team in this Monday morning, in town to put in switch ties in the yard. They are staying at the hotel down the street. You recognize three of them from the six months you spent out on an SPG curve patch team in 2013. **The traveling gang is being paid a per diem to cover out-of-town expenses, as prescribed by the CBA. Their hotel room is negotiated by the BMWED. They are working four, 10-hour days, as required by the CBA. They arrived to the reporting location in company transportation, also in the CBA. They are also paid a weekend travel allowance that helps pay for their travel home over their rest days.**

7:35 a.m. — The roadmaster begins the job briefing, where the work plan and the on-track protection that is going to be used is discussed. Safety rules are read and reiterated, and everyone is informed of what to do in the event of an emergency or a change in working conditions. Your foreman takes this opportunity to inform the roadmaster that the hydraulic spiking hammer has been "red tagged" out-of-service because the trigger is malfunctioning. The roadmaster says to load it into his truck and he will take it in to be repaired. **Job briefing and lock-outs of defective equipment are safety measures obtained through legislation of Roadway Worker Protection laws, successfully lobbied for by rail labor unions and spearheaded by the BMWED.**

7:45 a.m. — While you are at work, your spouse is on the way to the pediatrician's office with your 5-year-old daughter. She has the chicken pox. Just a few weeks ago, bless her heart, she was at the doctor with the flu bug. All-in-all, it's just a \$15 co-pay. **Insurance coverage negotiated by the union and agreed to in the CBA.**

8:30 a.m. — In talking with the guys on the mobile gang, they say they're going to be in the area for the next three months. They also say the current bid-in backhoe operator, is

Brother Martin "Main Line" Spikes retires

Congratulations are in order for BMWED Allied Federation Brother Martin Spikes, who retired from CSX Railroad June 5, 2015 after 40 years and two months of service.

Brother Spikes — how's that for a great railroad name? — is a member of Allied Fed Local Lodge 153 in Richmond, Va. and a good Union brother. Known as a "smooth operator," Brother Spikes was a burro crane specialist, a backhoe expert, and a master on the regulator. He worked most of his career between Richmond and Newport News, Va. on the old C&O Peninsula Subdivision, and he will be sincerely missed by his friends across that portion of the railroad.

"I know I speak for all of Spikey's friends on the railroad when I wish him a long, healthy, happy and well-deserved retirement," BMWED Director of Communications Clark Ballew said. "Like many of the guys on the Peninsula sub, Spikes is a good friend of mine and I — along with all his friends on the railroad — are excited for him. Enjoy your retirement, Martin. You heard me!"



bidding off to go back home. You begin to wonder, "if I bid on the backhoe job, I'll get mobile gang money and still work near the house..." With 16 years of seniority as a machine operator, you'd stand a pretty good chance of catching the bid. Plus, that machine operator job pays more than your current vehicle operator job on the section. Food for thought... **Rates of pay and seniority rules are negotiated by the BMWED and are included in the CBA. The seniority roster and bidding rules allow you to work any job in which you are the most-senior bidder, regardless of what the roadmaster prefers.**

11:30 a.m. — Lunch. The gang takes it in to the yard office to wash up and eat lunch. **Noon-time meal period and wash up time/ facilities are negotiated in your CBA. If not returned to a facility the Company must provide the time, soap and water to wash up before eating.**

Noon — Tommy Wilson stops into the yard office. He retired from

the railroad four months ago, and is just coming by to say hello to the guys. It is good to see him. He looks rested and happy. Five years ago, Tommy went off sick due to a heart attack. He had triple bypass, missed some time, but eventually came back to a flagging foreman job. Everyone likes Tommy — he's just a good, friendly guy. The guys are enjoying swapping old railroad memories over lunch. **Railroad Retirement is legislation lobbied for and obtained by rail labor. It is federal law, and is one of the strongest pensions in the world. Disability, sickness and unemployment benefits are also federal legislation won by rail unions.**

12:20 p.m. — You start day-dreaming about your upcoming vacation. Tied in with the Fourth of July, you're going to get a whole 10-days at the beach! That will be a nice break. **Paid holidays and paid vacations are negotiated by the BMWED and detailed in the CBA.**

1:00 p.m. — The yardmaster calls

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Perry K. Geller, Sr.

SECRETARY-TREASURER'S REPORT

Let us stand proud as protectors of the Middle Class

I am proud to be a Union railroader, specifically a member of the Brotherhood of Maintenance of Way. It is a badge of honor and a point of pride. Union membership is something that identifies me.

Sadly, it is no secret that, since the labor heydays of mid-20th Century, American private sector unions have been systematically gutted out and killed off for decades. This terrible trend has become such a normality that we now have many American politicians proudly campaigning on the eradication of labor unions, often bragging about their efforts in eliminating hardworking, Middle Class Americans' abilities to bargain with their employers. This is essentially stating, "vote for me and I'll go to bat for Goliath!" Wisconsin Gov. Scott Walker most notably comes to mind in this regard, though he is certainly not alone.

People who often criticize unions like to say that they "no longer serve a purpose." These people usually concede that "sure, unions once had reason for existence, like when child-labor

was prevalent, or when thousands of people died at work due to horribly dangerous conditions, but those days are over." The gist of their argument is that unions are obsolete, mainly because there are no longer any strong, valid worker complaints left. This is a illogical argument.

I'm sure you are aware of the issues involving the United States economy. You have certainly noticed that despite the fact that corporate profits are at historic highs and are increasing at record rates, despite the fact that worker productivity has similarly increased at the same time, worker wages are continually stagnant, and have been for decades. Accounting for inflation, many wages have dropped off, meaning that thousands of American workers are currently working for less than the share of the pie their parents and grandparents received years ago.

While income inequality — where the income of workers is far and unjustly outpaced by the profits of the corporations — is not as immediately obvious as child labor or deadly

workplaces, it is still a strong justification for the validity of labor unions. Unions have made worker' lives better for over a century, but there is still work to be done. Unions are far from being obsolete.

In companies where workers cannot collectively bargain, where they are not permitted to negotiate with their employer for higher wages, better benefits, safer workplaces, and grievance procedures, their ability to prosper is severely negated. The primary reason labor unions are relentlessly attacked are because fair wages and workers' rights tend to cut into corporate profits. In other words, corporate greed.

Corporations and their lobbyists and trade associations have the most money, and when you have the most money, you can use it to shape public perception through relentless advertising and fear mongering. Eventually, if successful, this leads to the election of politicians that put the wants, needs, and desires of corporations and company CEOs ahead of those

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FOR YEARS, BIG BUSINESS HAS PUSHED FOR FAST-TRACT TRADE PROMOTION

Renewed Commitment To Infrastructure Essential

The U.S. has a long history as a beacon of economic opportunity for the world. This was achieved by investing in infrastructure that could sustain both citizens and businesses and allow them to grow and succeed.

That commitment has waned, however, in recent years. Government on all levels has not provided funding to keep pace with the nation's road, transit and public works needs. The result is a crumbling mess that hampers the ability of workers to get to their jobs and in many cases accomplish their duties as well as they could otherwise. It also affects the bottom line of many companies and hinders the hiring of new employees.

Many Teamsters would profit from a renewed commitment to infrastructure. For instance, members of the Brotherhood of Maintenance of Way would benefit from the additional work that would come from repairing and expanding railroad networks across the country.

There is a need to think big – real big. Sen. Bernie Sanders (I-Vt.) is trying to do just that, unveiling a proposal that would spend \$1 trillion



James P. Hoffa, General President, International Brotherhood of Teamsters

over the next five years to beef up the country's network of bridges, roads and mass transit that has fallen into disrepair. It's not an outrageous

request, given the American Society of Civil Engineers (ASCE) has estimated that \$3.6 trillion should be spent on infrastructure by 2020.

President Obama is also raising the ante on infrastructure, trotting out his own six-year, \$478 billion plan for transportation improvements. It's not as bold, but it's a start. Now Congress just needs to get with the program.

There can be no denying the U.S. is in need of greater investment. ASCE noted in its most recent report card that the current state of American infrastructure only rates a D+. That's no way to try and compete in today's global economy.

This should be a matter that transcends politics. When there is an issue that helps both workers and businesses, that is a win-win for lawmakers. But there still seems to be hemming and hawing coming from some on Capitol Hill.

Rebuilding America is an issue everyone should support. It's time for members of Congress to make a real investment that will benefit the American economy going forward.

Answer to affordable health care is the single-payer model

By Susan Reardon

Asst. to the General Chairman,
BMWED Penn. Fed.

As members of the BMWED-IBT, we enjoy some of the best healthcare benefits available in the United States. Many Americans have no health insurance at all, or pay more out-of-pocket for insurance plans that provide significantly less coverage. However, even though our Union has been able to negotiate good healthcare benefits for the membership, with less out-of-pocket expense, our employers have done everything possible to shift the costs of our healthcare from their bottom line to our pay checks.

Shifting the cost of healthcare from the employer to the workers, under our current profit-driven system, is an extremely painful and challenging aspect of virtually every set of contract negotiations these days. The entire labor movement faces this fight when they sit down at the bargaining table. Negotiations over health benefits can stall contract bargaining for years and prevent resources and attention from being given to other economic and non-economic issues.

In addition to workers taking on more and more of the costs of their employer-provided health insurance, the American people are dealing daily with a healthcare system that is badly broken. For example, at the end of 2014, 30 million Americans were still uninsured even with the implementation of the Affordable Care Act. In addition, 62 percent of personal bankruptcies in this country are linked to medical bills or illness and, on average, three-quarters of those bankrupted had health insurance when they got sick. High premiums, co-pays and deductibles, combined with uncovered expenses can prevent even insured people from accessing healthcare, or from being able to cover their bills when they do get medical care. Even though U.S. health spending is the highest in the world at \$8,649 per person in 2011, or 17.7 percent of the Gross Domestic Product, we rank 37th in the world in terms of the health care quality we provide. Approximately 45,000 deaths annually in America are associated with the

lack of health insurance. There are many more statistics like these and, in fact, we could all probably add our personal stories about how our broken healthcare system has impacted us as individuals. The point is, our for-profit, insurance industry run, healthcare system provides poor quality health care, at high costs, with limited access.

We are in the midst of a grave health care crisis in our country and we know that union contracts are no longer enough to stand between union members and this crisis. Our Union has joined the Labor Campaign for Single-Payer Health Care in order to help promote educating and organizing around the need to change our healthcare system, so we can continue to guarantee our members the health benefits they deserve. As employers seek to get out of the business of providing health insurance to their employees, through the cost-shifting process, it is the duty of the labor movement to educate our members about potential solutions to our healthcare crisis. The Labor Campaign for Single-Payer Health Care advocates for a single-payer healthcare system in the United States.

In the United States, healthcare is rationed by ability to pay. This is not true of any other industrialized country in the world. We alone treat healthcare as a commodity distributed by ability to pay, rather than as a social service to be distributed according to medical need. All other developed nations provide universal healthcare coverage to every citizen with no financial barriers to access. The United States needs to catch-up with the rest of the developed world and establish a healthcare system that is socially and economically just. Single-payer health care, or improved Medicare for all, would be such a system.

Single-payer is a term used to describe a type of financing system. It refers to one entity acting as administrator or "payer." In the case of health care, a single-payer system would be set-up such that one entity, a government-run organization, would collect all healthcare fees and pay out all healthcare costs. Currently, the U.S. has thousands of different healthcare organizations — HMO's, billing agencies, etc. With so many

different "payers" of healthcare fees, there is an enormous amount of administrative waste generated in the system. For example, imagine how complex billing must be in doctor's office, when each insurance company has different forms, different billing systems, different billing contacts, etc.

In a single payer-system, all hospitals, doctors and other health care providers would bill one entity for their services. This saves a great deal of administrative waste, which saves money that can be used to provide health care coverage for those who do not currently have it. Under this system, all Americans would receive comprehensive medical benefits which include all medically necessary services. Care would be based on need, not ability to pay. Hospital billing would be virtually eliminated. Instead, hospitals would receive an annual budget to cover operating expenses and separate budgets for hospital expansion and technology. Doctors would be paid in one of the three following ways: on a fee-for-service basis, as salaried employees in a hospital, or as salaried employees within a group practice or HMO. The government serves as administrator not employer in a single-payer system.

Financing a single-payer system of healthcare would be achieved through implementing a modest payroll tax on both the employer and the employee. However, because employers would no longer have to pay private insurance premiums for their employees, and working people would no longer have to buy individual premiums, or pay out co-pays, deductibles, or any kind of out-of-pocket expense, estimates indicate that under the proposed financing system, 95 percent of people will pay less than they are currently paying for health care. This type of financing for healthcare has been achieved successfully throughout the world, at lower costs to the citizens of the various countries with a higher quality of care provided.

In several states, most notably Vermont and California, and also on the federal level, legislation has been introduced to provide for a single-payer healthcare system. Vermont has passed the legislation into law, but has not yet been able



to work out a financing plan. In California, the legislation has not passed into law, but is still being pushed and supported by many people in the state. On the federal level, legislation to provide for a single-payer healthcare system has been introduced in both the House and the Senate. H.R. 676 was introduced in 2005, 2009, 2013, 2015 by U.S. Rep. John Conyers (Mich.). This legislation was designed to provide an expanded and improved "Medicare For All" universal health insurance program. It would create a publicly-financed, privately-delivered healthcare system that would, by law, furnish all U.S. residents access to the highest quality and most cost-effective health services, regardless of their employment, income or other healthcare status. This legislation has not yet been enacted and is pending in committee.

In 2009 and again in 2011, U.S. Senator and Presidential candidate Bernie Sanders (Vermont) introduced legislation designed to provide healthcare for all Americans and to control the costs and enhance the quality of our healthcare system. This legislation became S. 915 and is in the first stage of the legislative process. It was introduced to Congress on May 9, 2011 and would typically be considered by committee next. According to a government service that tracks congressional bills, this bill has a zero percent chance of being enacted.

The progressive groups involved in the single-payer movement would like to see H.R. 676 become law. The Union supports this bill and many other labor organizations have signed on as supporters of this legislation. However, with the passage of the Affordable Care Act, the momentum for moving single-payer legislation to Congress has died. The Affordable Care Act has provided modest benefits for many Americans, however, it has also created many challenges. The law promises to expand access to

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Brother Claude Henderson, WWII vet, represents the BMWED on Honor Flight to D.C.

There's a small, brick home on East Willow Street, tucked in amongst the rest in a quaint, quiet neighborhood in Elburn, Illinois. Brother Claude Henderson built it himself 44-years-ago, though you'd never know that if his wife of 67 years, Doris, weren't so quick to brag on him.

Brother Claude is not one to crow. A former railroader on the old Chicago and North Western, a BMWED Director of Arbitration, and — most notably — a World War II veteran, Brother Claude can't help but to humbly deflect his accomplishments.

"By the time I got to Germany, our day was very civilian-like," Brother Claude said of his deployment to Europe in 1945. "We did not even have to get up for Reveille in the morning. I came in at that right time."

Modesty is Brother Claude's calling card, but that doesn't mean his is a life not worthy of pride and adulation. That was notably proven last year, when Brother Claude was selected for an Honor Flight Chicago — a program designed to recognize Chicago-area WWII veterans. Honor Flight honorees are flown, all-expenses paid, to Washington, D.C. to visit the WWII memorial and several of the Smithsonian museums.



"My God, I couldn't believe it," Brother Claude said of his arrival to Midway Airport on July 30 of last year. "I've never shook so many hands in my life. A lot of children and adults were there. It was a wonderful day. I think about it every day."

Brother Claude is 88 years old, but he is nimble and spry. On a recent visit to his home, he ably handled walking up and down the stairs that led to his basement. But on July 30, at both the Chicago and D.C. airports, he elected to use a wheelchair, which was pushed by

Lt. Cmdr. Rachael Perry, a Navy nurse.

"I should've walked in. I would've got in more hugs," he said with a smile.

Brother Claude's day-long visit to the nation's capital, along with 90 other WWII veterans and over 200 volunteers, was "tremendous" and "a day I'll never forget."

"The air craft museum was real interesting, especially seeing the 'Enola Gay' that dropped the bomb. That was really something," he said.

TIME IN GERMANY

Brother Claude was drafted into the U.S. Army on Aug. 11, 1945, freshly out of high school. He was assigned to the 193rd Chemical Depot Company in Traunstein, Germany, which at one point — when Traunstein was still under Nazi control — was the site of barracks for elite SS troops. The Nazis had manufactured and stored mustard gas in Traunstein, but by the time Brother Claude and his fellow soldiers were there in late 1945 and 1946, the Yanks had control of the base and their task was "to dispose of this stuff."

By this juncture, the Nazis had surrendered, so Brother Claude did not see any combat time, which was just fine by him. Weighing only 115 pounds when he was drafted, he left for Europe on a boat out of New York City and eventually arrived in La Havre, France.

"I remember, in the harbor there, you could see the ships that had been sunken. They were all sticking up out of the water," Brother Claude said.

From La Havre, Brother Claude joined the hundreds of other GIs on a train bound for Germany. He can recall the French kids who smiled and waved at the soldiers as they passed by on the rail. He remem-

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Single-Payer, From Page 5

healthcare for millions of Americans and has resulted in many people being able to buy insurance who previously could not afford it. Nonetheless, it is important to distinguish between expanding access to health insurance and gaining access to healthcare. The reality is that the law will not fix the problems Americans face in regard to healthcare because insurance companies will still be at the center of our healthcare system and they will continue to control access by ability to pay. They are profit driven and not interested in whether people's healthcare needs are being met. Insurance companies make their profits by collecting

premiums and denying claims.

Although the ACA was created to guarantee that all Americans would have coverage under a health insurance plan, 30 million Americans remained uninsured at the end of 2014. Moreover, the most optimistic estimates predict that by 2018, it will still leave at least 26 million Americans uninsured. It will not control costs, leaving patients unable to access care due to high deductibles, co-pays, co-insurance and other out-of-pocket-expenses.

For-profit insurance companies, and other medical profiteers, will still be running the system, and healthcare costs will continue to go

up at significantly greater rates than our wages. Moreover, under the ACA, new pressures will be felt for unions at the bargaining table as union/management benefit funds are undermined and over 60 percent of employer-provided insurance plans will be subject to a "Cadillac Tax" by 2018. This tax punishes union workers for having fought for and won better health insurance plans over many years of struggle.

As part of the progressive single-payer movement, the Union believes that it is crucial, at this time, to be organizing and educating around the alternative concept of a single-payer healthcare system as a solution to the American

healthcare crisis. Although there have been some people who have improved their healthcare status under the ACA, the evidence indicates that the law is not, and will not, ultimately solve the problems our citizens are confronted with in our current healthcare system. We believe that the labor movement is a natural vehicle to move single-payer healthcare forward, since it was our movement that fought for, and won, health benefits for workers. Now that these benefits are being eroded, because of insurance industry greed and the bosses' profits-before-people mentality, the labor movement has a duty to step-up and lead the fight for an alternative method to guarantee our members the healthcare they deserve.

Sister Susan Reardon is the Assistant to the General Chairman of the BMWED Pennsylvania Federation and a Member of the Steering Committee for Labor for Single Payer.

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.



Improved track maintenance is the key to preventing oil train derailments



Director of Government Affairs
Charlie Hogue

As many of you may be aware, a big issue not only for the railroad industry, but also in our communities, are the recent number of train derailments, specifically oil train derailments. Transporting crude oil by rail has become increasingly prevalent in the United States over the past several years. Crude oil on U.S. railroads grew from just 9,500 carloads in 2008 to more than 400,000 carloads in 2013. The U.S. Department of Transportation predicts that total freight movements in the U.S. will rise from about 16.9 billion tons in 2010 to 27.1 billion tons by 2040, an increase of 61 percent. Unfortunately that growth also entails an increase in the possibility of a potentially disastrous derailment. Just this past March, a train carrying crude oil in Illinois derailed and shot a fireball in the sky, the fire burned for several days but luckily no one was hurt — this time. And that's what's scary. Trains carrying vola-

tile crude oil are rolling through neighborhoods and towns all across the United States. It would be a catastrophe should a crude oil train derail in a more densely-populated area.

So how do we avoid a potential calamity? Well, the rail companies have been supporting a push for stronger tank cars and the NTSB has issued a series of recommendations calling for retrofits to fuel-hauling tank cars.

But there are limits to what can be achieved through tank car standards. Though the BMWED supports stringent tank car standards, engineering an impervious tank car that can be used in regular revenue service is not possible or feasible. The BMWED strongly believes that the key to reducing the frequency of oil train derailments in North America is to improve track maintenance by maintaining the track to a higher standard. Here's the deal, what good are new tank cars if they are being run on older worn out or defective track? Something's got to keep those massive trains upright!

According to data published by the Federal Railroad Administration, track conditions are a leading cause of train derailments in the United States. They account for approximately one-third of all train accidents. FRA statistics confirm 1,220 reportable train derailments occurred in 2014, resulting in nearly \$200 million in repair/replacement costs for damaged track and equipment alone. This does not include the cost to human lives, private property, and the environ-

ment. Of these derailments, a full 39 percent were determined to be track-caused.

By every measure, track-caused accidents are the most prevalent and the most preventable. It's common sense; if we can maintain our tracks to the highest safety standard, then we will see a decrease in train derailments. The wear and tear on the track structure, coupled with the volatility of the commodities being transported, requires additional track maintenance. The goal is to stay ahead of the rate of track degradation. Unfortunately it's the railroad companies who solely determine the level of track maintenance they perform and not Brotherhood of Maintenance of Way. The BMWED has been actively pushing common sense track safety improvements for years; however the railroad industry arrogantly claims they cannot afford to maintain the tracks to a higher safety standard. And why the heck not? These railroad companies have been amassing record profits for years!

So what can be done? There are a number of short term fixes that can be accomplished immediately and other mitigations that should be considered, including but not limited to:

- Shorten the time frames for making certain repairs. For instance, repairs of certain types of internal rail defects don't currently have to be made for 7 or 8 days after internal rail defects are discovered.
- Implement a 10 MPH speed restriction (down from existing 30

MPH) until repairs to certain rail defects are made.

- Consider extending internal rail flow testing to FRA class 2 track carrying hazardous materials/crude oil or, in the alternative, operating HM/crude oil trains over FRA class 2 track at FRA class 1 speeds. BMWED has proposed in the past to include FRA Class 2 track under federal rail flow inspection rules. However, these attempts have been fiercely objected to; primarily by the short line railroads and their association (ALSRRRA).

- Consider requiring geometry vehicle testing on FRA classes 2-5 track. Unlike rail flow testing, geometry testing is generally less labor-intensive and geometry defects can most often be protected by appropriate slow orders until repairs are made.

- Consider running oil trains at speeds one track class below the maximum authorized speed allowed for each track class.

The BMWED will continue to actively pursue common sense track safety improvements. We have the knowledge, we have tools, and more importantly, we have the skilled man power to help implement these measures.

Therefore, we are lobbying Congress, the FRA and the rail safety advisory committee to implement these common sense improvements to track integrity to prevent as many track-caused derailments as possible. Keeping all railroad employees and our communities safe is our top priority with this effort.

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)



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ILLINOIS CENTRAL GULF FEDERATION

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bmweicgf@att.net

Amtrak (New Orleans Union Passenger Terminal)
Cedar Rapids & Iowa City Railway Company
Cedar River Railroad
Chicago, Central & Pacific Railroad Company
Columbus & Greenville Railway Company
Gateway Western Railway,
Illinois Central Railroad
Meridian & Bigbee Railroad Company
MidSouth Rail Corporation

Mississippi Export Railroad
Northeast Illinois Railroad Corporation
Paducah-Louisville Railway
Southern Pacific, Chicago, St. Louis Corporation
—Chicago, Missouri & Western Railway Company
SouthRail Corporation
Terminal Railway, Alabama State Docks

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NORTHEASTERN SYSTEM FEDERATION

Amtrak (Northeast Corridor)
Amtrak (South Station, Boston, Massachusetts)
CSX Transportation, Incorporation
—Consolidated Rail Corporation
—New York Connecting Railroad
Penn Central—New York, New haven and Hartford Railroad Company
Delaware & Hudson Railway Company
Gulfport Transportation Industries (Springfield Terminal Railway Company),
Main Central Railroad Company,
Portland Terminal Company
New York, Susquehanna and Western Railroad Corporation

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PENNSYLVANIA FEDERATION

(215) 574-3515
Fax: 215-574-1910
www.pennfedbmwe.org

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Amtrak
—Penn Central
Chicago Union Station Company
Washington Terminal Company
Canton Railroad Company
CSX Transportation, Inc.
—Consolidated Rail Corporation
Baltimore & Eastern Railroad Company
Buffalo Creek Railroad
Ironton Railroad Company, the
Lehigh Valley Railroad Company
Penn Central-Pennsylvania Railroad Company,
Pennsylvania-Reading Seashore Lines
Monongahela Railway Company
Maryland and Pennsylvania Railroad Company
Middle Fork Railroad Company
Norfolk Southern Railway Company
—Consolidated Rail Corporation (See CSX Transportation, Inc.)
Western Maryland Railway Company

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Greenville, OH 45331
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prapier@woh.rr.com

SOUTHERN SYSTEM DIVISION

(800) 537-2194
Fax: 865-671-1386

Norfolk Southern Corporation
Southern Railway Company
—Alabama Great Southern Railroad Company
Atlantic and East Carolina Railway Company

Central of Georgia Railroad Company
Chattanooga Traction Company
Cincinnati, New Orleans and Texas Pacific Railway Company
Georgia Northern Railway
Georgia Southern and Florida Railway Company
Kentucky & Indiana Terminal Railroad Company
Live Oak, Perry and South Georgia Railway Company
Louisiana Southern Railway Company
New Orleans Terminal Company
Norfolk, Franklin and Danville Railway Company
Tennessee, Alabama & Georgia Railway Company
Tennessee Railway Company
Valdosta Southern Railroad

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UNIFIED SYSTEM DIVISION

Lyman, Wyoming Office – USD Headquarters

P.O. Box 850
Lyman, WY 82937
(307) 787-7058 Fax: 307-787-3100

(800) 525-1833
(307) 787-7058
Fax: 307-787-3100

Amtrak
Former—Los Angeles Union Passenger Terminal
Amtrak (Mechanical Facility, Los Angeles, California)
Belt Railway Company of Chicago
Central California Traction Company
Chicago and North Western Transportation Company
Former—Chicago Great Western Railway Company
Chicago, St. Paul, Minneapolis & Omaha Railway Company
Dakota, Minnesota & Eastern Railroad
Fort Dodge, Des Moines & Southern Railway Company
Minneapolis & St. Louis Railway Company
Minneapolis Industrial Railway
Chicago and Western Indiana Railroad Company
Escanaba and Lake Superior Railroad Company
Harbor Belt Line Railroad
McCloud River Railroad
Northwestern Pacific Railroad Company
Ogden Union Railway and Depot Company
Peoria and Pekin Union Railway Company
Petaluma and Santa Rosa Railroad Company
Portland Terminal Railroad Company
Pueblo Union Depot & Railroad Company
San Diego & Arizona Eastern Transportation Company
Sierra Railroad Company
South Omaha Terminal Railway Company
Southern Pacific Transportation Company,
—Western Lines
—Pacific Lines
Stockton Terminal & Eastern Railroad
Tucson, Cornelia and Gila Bend Railroad
Union Pacific System
Former—Mount Hood Railway Company
Sacramento Northern Railway
Tidewater Southern Railway Company
Western Pacific Railroad Company
Yakima Valley Transportation Company
Utah Railway Company



DEATH BENEFIT DEPARTMENT

REPORT OF DEATH BENEFIT CLAIMS PAID DURING JANUARY AND FEBRUARY, 2015

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
LESTER F. AMBELANG	CHARITON, IA	1832 BURL/LIFE	10/14/14
EDWARD R. FOGAL	RUSHFORD, MN	0036 BURL/LIFE	12/05/14
LEROY HAWKINS	POCATELLO, ID	1402 USD/LIFE	11/14/14
JAMES E. KANARR	COMMODORE, PA	3030 PENN/LIFE	10/24/14
NIEVES M. MORQUECHO	PHOENIX, AZ	0508 USD/LIFE	12/02/14
JOSEPH A. PAIZ	LARAMIE, WY	0686 USD/LIFE	07/16/14
WILLIS F. RINEER	QUARRYVILLE, PA	3098 PENN/LIFE	09/04/14
WILLIAM T. SMITH	ANDERSON, SC	0562 AF/LIFE	04/19/13
WILLIAM A. TECCA	LIVINGSTON, MT	0158 BURNOR/LIFE	12/15/14

PAID JANUARY 1, 2015 TO FEBRUARY 28, 2015	\$ 4,500.00
AMOUNT PREVIOUSLY PAID	\$45,497,807.75
TOTAL AMOUNT PAID TO DATE	\$45,502,307.75
NUMBER OF CLAIMS PAID - 9	

REPORT OF DEATH NOTICES RECEIVED DURING JANUARY AND FEBRUARY 2015

WESLEY H. BISHOP	MYRTLE, MS	1600	ATSFF/BNSF	02/12/15
SHELDON H. HAYS	CAMERON, TX	2410	ATSFF/BNSF	01/12/15
ROBERT A. KRAMER	CLEVELAND, OH	1657	CRSF/NS	01/21/15
CHARLIE JUAREZ JR.	SAN ANGELO, TX	2412	ATSFF/BNSF	02/11/15
ANDREW P. VIGIL	LARAMIE, WY	0686	USD/UP	01/17/15

Brother Claude, From Page 6

bers them standing barefoot in the winter. He said that many of the American soldiers threw food from their sea rations to the French children as their train traveled by.

Another memory of the cold train ride to Traunstein was the wood stove in his box car. The soldiers were traveling by box car, and in one end of the car, they kept a wood stove stoked to stay warm.

"The dang stove burnt a hole in the floor and fell into the tracks," Brother Claude said with a chuckle. "It's funny how I can remember all these things from all these years ago."

By the time he reached base in Traunstein, Brother Claude had reached rank of Technician 5th Class (T/5), one step above Private First Class. "I was not very ambitious about earning stripes. About all I wanted to do was get home," Brother Claude said, in his trademark modest style.

On base, Brother Claude filled

several different roles at various times, including company clerk, mail collector and running the Post Exchange. His unit was there to replace about 120 soldiers who had, by Brother Claude's admission, "done most of the work."

RETURNING HOME

Before long, Brother Claude was home, his Army career behind him. He married Doris in December 1947, and settled back in Elburn. In 1949, a railroad foreman stopped for gas at a station where Brother Claude was working. The foreman saw something in young Brother Claude and offered him a job as a timekeeper in an extra gang on the old Chicago & North Western Railroad.

"The extra gang had camp cars in Elburn and they needed a timekeeper," Brother Claude said. "He offered me more money than I was making, so I took the job."

He worked as a section laborer and foreman on the Spring Valley

Line, in places like Elburn, Belvidere, DeKalb and West Chicago. During this time, he also got involved with his Local Lodge 1046, holding the position of Lodge Secretary-Treasurer for 14 years.

"I wasn't a bit bashful about talking back to the roadmaster," Brother Claude said proudly. "I always liked to do my own thing. I think the roadmaster knew when someone was scared of him and he'd take advantage of that. I didn't think he was so scary."

After close to 19 years on his tools, Brother Claude was appointed to the Brotherhood's Arbitration Office in Chicago by President Harold Crotty. He was first assigned with reviewing all files that came in and assigning merit to each case. Before long, he had graduated to writing submissions. Then, about 10 years into his tenure, he was appointed to Assistant to then President Ole Burge, and put in charge of the Arbitration Office.

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.bmwed.org, or send your name and email address to dyack@bmwed.org, along with a request to be added to the BMWED News Alert list.



Lt. Cmdr. Rachael Perry, a Navy nurse and Brother Claude Henderson

Recently retired BMWED Arbitration Director Steve Powers and current Director Mark Schappaugh were both hired by Brother Claude. "They're both a lot smarter than me. I'm just proud to have hired them. I never thought I'd live long enough to see Steve retire," he said.

Brother Claude retired in 1987, but, along with family (he and Doris have two sons and two daughters), the BMWED retains a special place in his life.

"This Brotherhood has been so good to me," he said. "I'm really, really proud to be a part of it."

LOCAL LODGES

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

Call (248) 662-2660
extension 636.

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



Around the Brotherhood

BMWED Brothers pay respect to Johnny Cash

While in Hendersonville, Tenn. for BMWED Advanced Officer training, Brothers Troy Gasaway, Brian Gross, Matt Burdette, Justin Blankenship, Donn Sanford, Brad Wardas, and Heath Veza visited the grave site of legendary musician and strong Union advocate, Johnny Cash. The Man in Black and his wife, June Carter Cash, are buried in Hendersonville, just a short distance from where the BMWED training takes place.



BMWED NESF Local Lodge 1743 elects Lodge officers

Northeastern System Federation Local Lodge 1743 held a quarterly meeting on Feb. 7, 2015 to elect Local Lodge Officers. The Lodge re-elected some of the incumbent in current positions, as well as elected new officers to handle the business of the Lodge. Those in attendance discussed local and current issues on the Canadian Pacific's D&H Property with General Chairman D. Bogart, who was on hand for the meeting.



BSD Lodge 1888 meets, elects officers

Members of BMWED Burlington System Division Local Lodge 1888 met on April 7 in Creston, Iowa to elect local lodge officers.

From the left are: Scott Jordan, Wade Culver (President), Josh Pence, Mike Mellott (Local Chairman), Jon Miller, Scott Herrmann (Sec/Treas).



BMWED CRSF Lodge 895 a hit with local softball team

When funds for the Friendship (N.Y.) Lil' Punishers 9 through 12-year-old girls' softball team were a bit short, BMWED Consolidated Rail System Federation Local Lodge 895 stepped up to bat.

Local 895 purchased uniforms for the brand new team, located in the Town of Friendship (southwest New York state). The Lil' Punishers hats and shirts are emblazoned with an 895, and from all accounts, the team swings the bat hard enough to make even the strongest track worker proud.

Good luck to the Lil' Punishers, and good work to CRSF Local 895! Play ball!



COMING AUGUST 22nd OF 2015

BEAVER-LAWRENCE RAILWAY HISTORICAL SOCIETY PRESENTS
END OF SUMMER RAIL BLAST AT 100 YEAR OLD
WEST PITTSBURG STATION.

THE TRAIN SHOW, RAIL MEMORABILIA, RAIL- FAN, FAMILY ORIENTATED EVENT FOR THE END OF SUMMER 2015.

THE TRAIN SHOW WILL BE HELD OUTDOORS, UNDER TENT CANOPIES, BETWEEN 2 CSX MAIN LINES (xP&LE and xB&O) THAT BORDER OUR STATION GROUNDS. (4 PLUS ACRES) HUGE G SCALE, O SCALE, HO SCALE LAYOUTS ON HAND. PLENTY OF PARKING.

PLUS
MUCH, MUCH, MORE
HUGE RAIL MEMORIBILIA AUCTION

ALL PROCEEDS TO WEST PITTSBURG STATION RESTORATION
VENDORS WANTED
CONTACT INFO:
WWW.BLRHS.ORG GALBERTI990@GMAIL.COM 724-775-4607

ATB, Continued on Page 17





Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

Let us lead the charge for improved track maintenance



Virtually every month we hear of an oil train derailing somewhere in North America. In fact, the Department of Transportation (DOT) recently published a report predicting a minimum of 10 oil train derailments per year for the foreseeable future under the current U.S. regulatory scheme. These oil train derailments — which pose a potential threat to rail workers, the public and the environment — are often accompanied by fire, explosion, property damage, and evacuation.

So far we have been very lucky that oil train disasters in the U.S. have occurred primarily in rural areas away from population centers. Thankfully, no U.S. citizen has lost his or her life due to the numerous oil train derailments which have occurred over the past year; but the industry cannot rely on luck alone to prevent catastrophic loss of life and property. In 2013, an oil train derailment and massive fire in Quebec, Canada wiped out the town of Lac Megantic, killing 47 citizens and causing an estimated \$1 billion in liability damages for the railroad. For the sake and safety of the American public, the railroad industry can and must do better.

According to data published by the Federal Railroad Administration, track conditions are a leading cause of train derailments in the United States, accounting for approximately one-third of all train accidents. FRA statistics confirm 1,220 reportable train derailments occurred in 2014, resulting in nearly \$200 million in repair/replacement costs for damaged track and equipment alone, not including the cost to human lives, private property, and the environment. Of these derailments, a full 39 percent (475) were determined to be track caused.

Although we cannot prevent every railroad accident from every conceivable cause, a key to reducing the frequency of oil train derailments is improved track quality through higher maintenance and inspection standards. Railroad companies determine the level of track maintenance they perform and FRA regulates maximum allowable train speed based upon those track conditions. As such, railroads have the ability to reduce track caused derailments significantly by increasing the level and timeliness of track maintenance and assuring there are sufficient BMWED-represented

track forces available to keep ahead of the rate of track degradation.

The solution to reducing track-caused derailments is clear; however, the willingness of the industry to take the necessary steps is not as clear. For the sake of rail workers and the American public, BMWED will continue to promote improved track quality as a cornerstone of railroad and oil train safety.

BMWED is the only strong and independent voice pushing these issues in rulemaking proceedings and on Capitol Hill. As president, I believe the Brotherhood has a moral obligation to be the voice of the American people on track safety issues. If we don't do it, it will not get done. If we don't do it, the accountants and bean counters will continue to roll the dice and hope that luck will prevail over sound track maintenance practices and procedures.

In 2014, there were 649 main line train accidents in the U.S. Of these main line accidents, 329 were classified as derailments and an astounding 47 percent (155) of these were reported by the railroads themselves to be track-caused. BMWED has presented specific, common-sense proposals

to FRA and the industry for improving track and rail integrity through a combination of integrated track inspection methods and improvements in the timeliness of track repairs and other remedial actions. We have also proposed track speed and track class modifications to improve railroad safety and reduce both the occurrence and magnitude of oil train derailments.

Transporting crude oil on U.S. railroads grew from just 9,500 carloads in 2008 to more than 400,000 carloads in 2013. The railroads have been amassing record profits and we want them to continue to be exceptionally profitable. Safety and profitability go hand-in-hand.

We can significantly improve railroad safety — and the railroad's bottom line — by improving the quality of the track. The technology, the highly-skilled BMWED workforce, and our common sense proposals to improve track safety already exist. The only question is, does the industry have the will and the foresight to address these issues head-on, or will the accountants and bean counters continue to prevail over sound railroad engineering and maintenance practices?

Sec-Treas, From Page 4

of the workers and the shrinking Middle Class. Some would call this corporate propaganda.

Anti-union, corporate propagandists have several goals, but high among them is to shame union workers. I am proud to belong to the BMWED and I will confidently show my union card to anyone. There is no shame in joining together with your fellow workers to strengthen your rights and viability on the job. Writer Hamilton Nolan put it succinctly: "A union does not throw off the balance of power in the workplace

— a lack of a union does."

I am proud to be a member of the BMWED. Workers in all fields receive the benefits that union organizers of yesteryear fought and occasionally died for. Paid vacations, safer work environments, time and a half for overtime, health insurance benefits, and the list goes on and on. These are boastful issues. They are success for which we should always remain proud. Don't let the corporate political machine drag us down. Let us stand up and champion the American Middle Class.

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.



ROLL OF HONOR

10 year MERIT AWARD

SAMUEL AGUIRRE	CRSNP	1363	2005
JASON B ALLEN	AF-SE	2426	2005
JOSEPH R ALLEY	SOU	0627	2005
GLADE L ANDERSEN	USD	1227	2005
KENNARD L ARD	ICGF	1165	2005
SCOTT ARNESON	WCSD	2931	2005
GILBERT B ARREDONDO JR	AF-SW	0203	2005
MICHAEL S BANKS	CRSF	0991	2005
DANIEL C BARFIELD	SOU	0808	2005
PATRICK L BARNES	SOU	0546	2005
LYNMEI I BELL	CRSD	2905	2005
SCOTT C BENDA	USD	0473	2005
RYAN BENNETT	CRSF	1259	2005
DAVID W BENNETT	CRSF	0507	2005
DAVID A BENTLEJEWski	PENN	3094	2005
GLEN A BERRY	ASF	2725	2005
CHARLES W BERTANI	AF-SE	0695	2005
JUSTIN B BISHOP	AF-SW	1175	2005
CODY BOONE	PENN	3041	2005
RANDY L BORDERS	ASF	0580	2005
DANNY L BOURNE	AF-SE	0112	2005
D L BRACKEN	USD	0968	2005
DARRELL P BREEDEN	AF-SW	2717	2005
MATTHEW BRONNER JR	SOU	0808	2005
JEWELL A BROWN JR	ASF	0568	2005
DARYL L BRUNELLE	CRSF	0347	2005
ARTHUR L BUTTS	ASF	0594	2005
ROBERT C BYNUM	AF-SW	0522	2005
ANDREW G CAHUANA	USD	1381	2005
DON D CALDWELL	USD	0914	2005
BOBBY L CANNIDA	SOU	0627	2005
JERRY L CASTILLO	USD	1227	2005
STEVEN CASTONGUAY	AF-SE	0562	2005
J J CIELOHA	USD	0473	2005
JONATHAN R CLARK	CRSF	0201	2005
MICHAEL R CLEARY	AF-SW	2286	2005
JAMES F CLEMONS	SOU	0645	2005
JASON E COLE	PENN	0935	2005
AGUSTIN CORDOVA	PENN	3063	2005
DANIEL C CORLEY	USD	1196	2005
CASEY P COWART	SOU	0627	2005
DEREK S CREASEY	ASF	0599	2005
TIMOTHY J CROSSLAND	AF-SW	1365	2005
ALVIN B CURRY	AT&SFF	0745	2005
SHANE A DAVIS	ASF	0580	2005
ELTON G DELP JR	PENN	3005	2005
BRIAN S DINGUS	ASF	0580	2005
GEORGE F DITZHASY	CRSF	0427	2005
STEPHEN T DONCYSON	CRSNP	2307	2005
TYSON V DOOLITTLE	USD	1054	2005
BARRY J DOWDY	ASF	0580	2005
ROBERT L DUNSTON	ASF	0594	2005
JASON L EDWARDS	SOU	0636	2005
DANIEL B EHRENFELD	PENN	3047	2005
MICHAEL J EISENHOWER	PENN	3091	2005
KENNETH S ELLIFRITT	ASF	0580	2005
TROY L ELSEA	SOU	0546	2005
JEFFREY P EMBICK	PENN	3084	2005
NICHOLAS G ESKRIDGE	ASF	0580	2005
CRAIG P FERRARA	PENN	3095	2005
LEVI J FEUERBORN	AF-SW	0376	2005
OATY A FRYE	N E	0090	2005
ERICA F GODINEZ	USD	0325	2005
BILLY J GOEWEY	ICGF	1067	2005
FABIAN GONZALEZ	EJ&E	0358	2005
JOSEPH K GRAY	AF-SW	2717	2005
CHRIS D GRIGSBY	AF-SW	1549	2005
RAY HARRIS JR	AF-SW	0203	2005
DEMARIO L HART	SOU	0808	2005
BRYAN K HEFFNER	SOU	0524	2005
ISIDRO HERNANDEZ	USD	0216	2005
BRYAN J HIGGS	USD	1227	2005
SHANE D HILL	SOU	0808	2005
WILLIAM HOLLOWAY	PENN	3011	2005
GARETT J HOWELL	SOU	0536	2005
BRIAN J HUGHES	WCSD	2926	2005
JEFFERY R HUMPHREY	USD	1402	2005

WESLEY T HUSTED	USD	1096	2005
DAVID E JAMES	SOU	0546	2005
JULIUS J JOHNSON	AT&SFF	1600	2005
DAVID JOHNSON JR	AF-SE	0112	2005
LANCE A JOLLY	AF-SW	0514	2005
C L JONES	USD	0686	2005
FREDRICK D JONES	USD	1096	2005
ANDREW K JORDAN	AT&SFF	1600	2005
ROBERT W JORDAN	N E	0090	2005
EDDIE D JUSTICE	ASF	0571	2005
J D KELLER	USD	0686	2005
THOMAS L KELLEY	PENN	3084	2005
BRIAN H KIMBALL	USD	1227	2005
GARY S KIRK	SOU	0524	2005
KEITH R KOLKMAN	USD	0686	2005
KRAIG L KRAKOW	USD	0686	2005
JAMES E LAPLANT JR	SOU	0302	2005
ANTHONY R LARA	AF-SW	1338	2005
STEVEN L LARKIN	AT&SFF	2600	2005
ROBERT H LAYMAN	USD	0686	2005
WILLIAM J LEISCHNER	N E	0090	2005
KENNETH B LEONARD	AF-SE	0695	2005
JERICO L LINDEMAN	AF-SW	1175	2005
DAVID T LOCKE	AF-SW	2762	2005
JOSE J LOPEZ	USD	1862	2005
JOHN LUBANSKI	PENN	3082	2005
MICHAEL R LYNCH	CRSF	0427	2005
BRIAN W MAHAN	AF-SW	1175	2005
MICHAEL E MANBECK	AF-SW	0345	2005
SAMUEL MATHIS JR	AF-SE	2426	2005
BILLY J MC CONNELL	ASF	0571	2005
JOBY C MC CORMICK	SOU	0523	2005
THOMAS N MC DONOUGH	PENN	3041	2005
BRANDON S MC GRAW	ASF	0580	2005
RONALD L MEANS	SOU	0524	2005
RUBEN F MENDEZ	AF-SW	0644	2005
REYNALDO A MENDEZ	USD	0941	2005
HOWARD E MINTON JR	ASF	0580	2005
DEREK J MIRACLE	SOU	0636	2005
DAVID L MITCHELL	ASF	0613	2005
MICHAEL R MITCHELL	USD	0216	2005
MIGUEL MONDRAGON	BURL	2857	2005
MARIO A MONTOYA	USD	0216	2005
BRADLEY J MORGAN	AF-SW	0514	2005
NATHAN W MORRISON	CRSF	1396	2005
KENNETH C MURRAY	PENN	3047	2005
BRUCE G MURRAY	AF-SW	2729	2005
M C NELSON	USD	1517	2005
COREY T NOEL	PENN	3047	2005
JOSHUA D OFFUTT	AF-SW	1549	2005
MARION E OLSON III	AF-SW	0644	2005
M R OSBORN	USD	0779	2005
SCOTT B PADGETT	CRSF	1657	2005
JUSTIN G PARMENTER	USD	0473	2005
BRANDON S PATTERSON	USD	1862	2005
MICHAEL E PAULEY	ASF	0580	2005
JESSIE W PERKINS	ASF	0571	2005
JEFFREY PERRY	PENN	3095	2005
LEWIS POLLARD JR	AF-SE	0338	2005
RONNIE E PURVIS II	SOU	0660	2005
EDWARD E RAGLAND	AF-SE	0562	2005
JOSE L RAMIREZ JR	BURL	2857	2005
PERRY A RAPIER	PENN	3017	2005
JASON S RAYDER	SOU	0567	2005
KEVIN M RIVELL	PENN	3063	2005
JONATHAN D ROACH	AF-SW	2762	2005
JOE RODRIGUEZ	BURL	2857	2005
GEORGE RODRIGUEZ III	EJ&E	0358	2005
DUSTIN V ROGERS	SOU	0523	2005
LLOYD J ROGERS	AF-SE	2426	2005
JAMES P RYAN	PENN	3095	2005
BRIAN D SALTER	PENN	3014	2005
CARLOS X SAMPSON	SOU	0808	2005
JOEY W SANDLIN	AT&SFF	2033	2005
JAPHETH P SANDOVAL	USD	1020	2005
SHAWN T SANDUSKY	SOU	0636	2005
EDDIE R SEAL JR	USD	1402	2005
RICKY L SHARPE	SOU	0627	2005
KEVIN E SHEPPARD	USD	0508	2005
E L SILAS	AF-SW	1100	2005
SHANE J SLOAN	CRSF	0201	2005
MATTHEW P SMITH	USD	1862	2005
RYAN T SMITH	ASF	0599	2005
JUSTIN D SOCIA	AF-SW	0601	2005
STEVEN N SOFONIA	USD	1227	2005

ROBERT W STEELY	USD	0686	2005
MICHAEL A STEPHENS	SOU	0627	2005
James E Stogsdill	USD	1517	2005
DAVID L THOMPSON	AF-SW	0345	2005
DERICK W TOBIAS	USD	0968	2005
MARCO A VALENZUELA	USD	0473	2005
SAUL VASQUEZ	USD	0686	2005
RODNEY D WADDELL	ASF	0580	2005
B C WALKER	AF-SW	0450	2005
JOHN K WALKER	ICGF	1165	2005
JOSHUA G WALTER	CRSF	0991	2005
MICHAEL E WARNER II	PENN	3041	2005
THOMAS L WARNER JR	CRSF	1657	2005
DEREK W WILLIAMS	AF-SW	0675	2005
ROBERT D WILLIAMS	AF-SW	0675	2005
TR'VALE J WRIGHT	SOU	1618	2005
R J YORK	USD	0473	2005
MICHAEL J YOUNG	PENN	3043	2005
MAURICE R YOUNG	N E	0633	2005
ALFRED ZAMORA	AF-SW	0345	2005
ZACH L ZIEGLER	USD	0700	2005
GREGGOREY R ZINK	USD	0899	2005

20 year MERIT AWARD

KENT A ANDERSON	BURNOR	0706	1992
C V ASHLEY	AT&SFF	2413	1995
LOREN M BJRKE	BURL	1552	1995
CHRISTOPHER L BURNHAM	AF-SE	0916	1995
T D CARROLL	AF-SE	2162	1995
ROBERT J CAVES	USD	0686	1995
WILLIAM CERRATO	CRSF	0987	1995
JOHN R DAUGHERTY	AT&SFF	0518	1995
STANLEY C DIERKS	BURNOR	1763	1995
JOHN J ELLIOTT	AT&SFF	2433	1995
JAMES M ELROD	AF-SW	0675	1995
FRED A FINCH	AT&SFF	2419	1995
KENNETH W FORD	AF-SE	2655	1995
TIM W FREEMAN	BURL	2852	1995
JOSEPH A GRAHAM	CRSD	2910	1995
RYAN D GUSMAN	USD	0899	1995
MARK D GUSTAFSON	USD	0686	1995
JOHN H HALUZAK JR	USD	1227	1995
ERIC J HATCH	USD	1227	1995
RANDY A HENSLEY	AT&SFF	2433	1995
STEVEN D HILL	USD	0686	1995
TODD E HOLDINGHAUSEN	AT&SFF	0493	1995
DONALD D HOLMES	AF-SW	1193	1995
SHERWIN D LEE	AT&SFF	1600	1995
LARRY F LEWIS JR	AF-SW	0514	1995
BRANDON J LOUIS	USD	1216	1995
D L LOWE JR	ICGF	0017	1995
JOSEPH J LYNN	CRSD	2910	1995
JOHN H MARTIN	CRSD	2910	1995
CHRIS C MELLETTE	AF-SW	0675	1995
RANDY L METIVIER	CRSF	0201	1995
C S MILES	ASF	0551	1995
RUSSELL R MONTAMBO JR	BURNOR	0159	1995
KEITH B MOSBY	AF-SW	0514	1995
LOUIS MURRAY	BURNOR	0389	1995
DALE F NICKERSON	CRSF	0201	1995
JEREMY G NUGENT	AF-SW	1176	1995
SHAWN A OWENS	AT&SFF	2433	1995
B E PARKER	AF-SE	2067	1995
GREGORY L PHILLIPS	CRSD	2910	1995
RONALD A POPP	AF-SW	0376	1995
JEWEL A RAINEY	AF-SE	2162	1995
DAVID E RICHARDS	AT&SFF	2433	1995
PHILLIP A RICHARDSON	AT&SFF	1600	1995
BRIAN A RUSSELL	ICGF	0652	1995
ANTHONY M SASSER	AF-SW	1193	1995
MICHAEL D SCOTT	BURL	2621	1995
FERNANDO R SILVA	CRSF	0201	1995
ROGER K STANDLEY	BURNOR	1092	1995
CARL R STEWART	AT&SFF	2600	1995
BRADLEY C STOLBA	AT&SFF	2433	1995
BOWDY W STOWERS	BURL	0014	1995
DWIGHT E SWISHER	AF-SE	0698	1995
MICHAEL E TAYLOR JR	AT&SFF	2433	1995
GAYLE H TJADEN	BURL	1320	1995
R YOUNG	AF-SE	2912	1995

30 year MERIT AWARD

SHERROUSE BERRY JR	AF-SW	0944	1985
RANDY L BONNARENS	AF-SW	0996	1985
BILLY J BUCKLEY	AF-SW	1127	1985
THOMAS B COOPER	AF-SW	0996	1985
TODD L DELAMATER	N E	1632	1985
DUSTY L EASLEY	AF-SW	1127	1985
ROY L GILYARD	AF-SW	1193	1985
MERVIN T GOODALL	AF-SE	0338	1985
ALFREDO J HERNANDEZ	USD	1381	1985
AARON JONES	AF-SW	1176	1985
JOHNNY R KINDER	AF-SW	1127	1985
JAMES LAMB	AF-SW	0675	1985
DANIEL G MILLER	AF-SW	1365	1985
WILLIAM MISTRETTA	AF-SW	2762	1985
KEVIN J NIE	ICGF	1393	1981
MONTY W OATES	AF-SW	0675	1985
GUADALUPE OBREGON	AF-SW	0366	1985
MICHAEL S PAGE	AF-SW	0450	1985
STEPHEN PENA	AF-SW	1021	1985
PATRICK H PICKENS	AF-SW	0450	1985
RUDY D RIOS	AT&SFF	2418	1985
CRESENSIO V RODRIQUEZ	AF-SW	0366	1985
DENNIS P SANDIFER	AF-SW	0564	1985
DONALD H SLOVAK	AF-SW	2286	1985
DAVID E SMITH	SOU	0529	1985
KENDALL W SMITH	AF-SW	0601	1985
RONALD D SPEER	AF-SW	1193	1985
LONNIE D TAYLOR	AF-SW	0450	1985
BERNARDO TREVINO III	AF-SW	1021	1985
RICARDO V VALDEZ	AF-SW	1021	1985
MICHAEL W WINGATE	AF-SW	1011	1985

40 year MERIT AWARD

WILLIAM AVERITT	AF-SE	0702	1975
JOSH R BEHM	CRSF	1042	1975
CHARLES E BENNETT	AF-SE	0682	1975
DOUGLAS T BENNETT	AF-SE	0682	1975
WILLIE M BROWN	AT&SFF	2600	1975
GARY L BURDICK	AT&SFF	0361	1975
JAMES R BURNETT	AF-SE	0992	1975
BOBBY W CAGLE	AF-SE	0992	1975
RANDALL L CAIN	AF-SW	2717	1975
ROEL F CANTU	AF-SW	1021	1975
TONY A CARDENAS	AT&SFF	2412	1975
EDWARD G CHAVEZ	USD	1096	1975
GREGG E CLASEN	WCSD	0472	1975
RICHARD D COGGINS	SOU	0586	1975
DOUGLAS L CORDELL	CRSF	0891	1975
ERIC K CRUMMEL	PENN	3098	1975
DAVID A DELLO	CRSNP	1997	1975
JIMMY D EDWARDS	SOU	0586	1975
CARLOS FERNANDEZ	AT&SFF	0204	1975
GARY D FRIS			



ATB, From Page 10

Allied Fed Lodge 2921 recognizes four retirees

BMWED Allied Federation Local Lodge 2921 recently congratulated four Brothers upon their retirements. They are Roger Yazzie (37 years service), George Benally (40 years), Walker Benally (36 years), and Thomas Lee (32 years). Pictured with the respective retirees are Lodge Secretary-Treasurer Barney Parker and Vice Chairman Pete Amaro.



BSD Local Lodge 1552 holds meeting

Members of BMWED Burlington System Division Local Lodge 1552 gathered for a regular meeting on April 24 in Fargo, N.D.



BMWED ASF Lodge 594 elects Lodge officers

Affiliated System Federation Local Lodge 594 in Norfolk, Va. gathered for a regular meeting and elected Local Lodge officers.



BMWED NESF Local Lodge 1323 elects Lodge officers

Northeastern System Federation Local Lodge 1323 in Willsboro, NY held a quarterly meeting on Jan. 9, 2015 to elect Local Lodge Officers. The Lodge re-elected some of the incumbent in current positions, as well as elected new officers to handle the business of the Lodge. Those in attendance discussed local and current issues on the Canadian Pacific's D&H Property with NESF Vice General Chairman John Miller and General Chairman Dale Bogart, who were both on hand for the meeting.



ATB, Continued on Page 18





ATB, Continued on Page 17

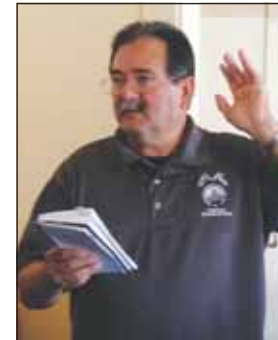
WCSD Brother Jordan Klingbeil takes 7th place at musky fishing tourney

BMWED Wisconsin Central System Division Brother Jordan Klingbeil (left) and a friend took 7th place at the Professional Musky Tournament Trail in Cave Run Lake in Kentucky earlier this year. Brother Klingbeil is a member of WCSD Local Lodge 2929.



USD Local Lodge 922 elects Lodge officers

BMWED Unified System Division Local Lodge 922 recently elected Lodge officers. Pictured from left are the newly elected, President Ron Chand, Vice President Mario Puppo, Recording Secretary Greg Martinez, Secretary-Treasurer Marc Niccum. USD Vice Chairman Ricardo Canchola handled the initiation into office duties.



BMWED BSD Lodge 1481 holds regular meeting

Members and retirees gathered May 1 for a Burlington System Division Local Lodge 1481 meeting in Minot, N.D.



BMWED Allied Lodge 75 recognizes Brother Downey upon retirement

BMWED Allied Eastern Federation Local Lodge 75 of Clifton Forge, Virginia held their annual Christmas dinner on Dec. 13, 2014 at the Mountain View Restaurant in Covington, Va. Friends and family enjoyed fellowship with one another and a prime rib dinner followed. Brother Zeke Downey was recognized for 34 years of service and was given best wishes for the enjoyment of his retirement. Zeke served as secretary-treasurer of this local for six years and will truly be missed.



ATB, Continued on Page 20





Fatality Analysis of Maintenance-of-Way Employees and Signalmen

FAMES

June 1, 2015

Safety Alert: Use of Electronic Devices

The inappropriate use of electronic devices has been linked to accidents and fatalities, both on railroads and highways.

Electronic devices such as cellular telephones, notebook computers, electronic notepads, etc. are widely used in today's culture. These devices can enhance railroad safety, operational efficiency, and communication when used appropriately, but may also introduce an element of distraction. Any distraction while performing a safety-critical task can be hazardous.

The FAMES Committee makes the following recommendations with regard to electronic devices:

- Employers should establish policies that clearly identify where, when, and under what conditions electronic devices can be used safely.
- Except as provided by employer's rules and policies, employees should not text, type, or communicate using a cellular telephone, notebook computer, electronic notepad, or similar device:
 - While driving a motor vehicle;
 - While operating on-track/off-track equipment;
 - When standing or walking foul of any track or when in close proximity to men or equipment working on or off track;
 - While performing RWP Watchman/Lookout or Flagman duties; or
 - During job/on-track safety briefings.
- When the use of electronic devices is permitted by railroad rules, their use should be addressed in the job briefing.

All distractions, electronic or otherwise, reduce your focus on safety and can be fatal. This is true whether you are on or near the track or highway.
Remember: "One text or call can wreck it all."

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.

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.

Roll of Honor, From Page 16

DENNIS R LONG	AF-SE	0682	1975	LARRY D REYNOLDS	AF-SE	1745	1975	KEITH A STOCKS	ICGF	1393	1975	VICTOR C SERAFINE SR	B&LE	1115	1965
PAUL J MARZILLI JR	CRSF	0160	1975	JAMES P RIPLEY	ASF	1701	1975	L J STREETER	AT&SFF	0518	1975				
RICHARD M MC GUIRE	SOU	0529	1975	MICHAEL E ROBINSON	AT&SFF	2418	1975	RANDY E TUCKER	AF-SE	1993	1975				
RAYMOND L MC NEESE	USD	0874	1975	PETER A ROMERO	USD	0407	1975	JERRY TULLY	AT&SFF	2417	1975				
JOSEPH S MITCHELL JR	ASF	0599	1975	MARVIN K ROSS	AF-SE	1509	1975	GARY D WAKEFIELD	AT&SFF	1547	1975				
GERALD L MOHN	BURNOR	0320	1975	DAVID A SHANNON III	AF-SE	0992	1975	LARRY L WANZO	PENN	0362	1975				
DOUGLAS A MOHNIKE	BURL	1320	1975	FREDRICK J SHIRLEY	AF-SE	1355	1975	JERRY L WATKINS	AF-SE	0682	1975				
GREGORY A NICHOLS	BURL	1832	1975	JAMES E SHRIEVE	CRSF	1657	1975	DUANE WATKINS	CRSF	1629	1975				
CARL NOMM	USD	2853	1975	CALVIN T SKEET	USD	0508	1975	ROLAND S WELDEN	AF-SE	0667	1975				
HARRY V PIPKIN	AF-SE	0682	1975	KELVIN SMITH	ICGF	0652	1975	WILLIAM K WHITE	AF-SE	2102	1975				
BOB D POWER	BURL	0230	1975	ROBERT E SMITH	AF-SE	1509	1975	ROBERT J WILLIAMS	SOU	0523	1975	GASPARE MALTESE	CRSF	0176	1955
MICHAEL E PRICE	AF-SE	0992	1975	LAMAR G SMITH	CRSD	2910	1975	MICHAEL A WILLIAMS	USD	0914	1975	NICK MALTESE	CRSF	0176	1955
DARYL K PUDNEY	CRSF	0891	1975	ROBERT F SNYDER JR	PENN	3098	1975	JOHN R WINTHER	PENN	3012	1975	HARRY W WURZBURGER	BURL	1552	1955
												THOMAS A. KRUM	CRSF	1466	1940

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





Simpson, Marquart meet with BNSF BMWED welders in Newton, Kansas

On June 2, 2015, BMWED President Freddie Simpson and AT&SFF General Chairman Gary Marquart were in Newton, Kansas with BNSF BMWED welders during their re-certification class. Management left the room for approximately 25 minutes so our Brothers could meet with Pres. Simpson and GC Marquart and discuss and collaborate on various issues looming large.



Brotherhood of Maintenance of Way Employees Division
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Novi, MI 48375-1328



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