

BLET AUXILIARY

Working to bring about safer working conditions for Locomotive Engineers and Trainmen, educate spouses, support each other, and enhance the lifestyles of railroad employees and their families



Brotherhood of Locomotive Engineers & Trainmen

Auxiliary

Since 1887

www.bletauxiliary.net

Mission

The mission of this organization is to support the interests and welfare of the BLET Auxiliary and railroad families, especially the Brotherhood of Locomotive Engineers and Trainmen, and the organizations of the International Brotherhood of Teamsters Rail Conference, our members, and their families throughout the United States.

Purpose

The overall purpose of this organization shall be to provide support and promote issues that affect the health, safety, welfare, and quality of life of railroaders and their families; to promote higher education within the families of its full members; to give assistance to widows, widowers, sisters, and brothers when needed, especially during times of duress; and to render assistance whenever and wherever needed to further our mission.

History

The BLET Auxiliary was established in 1887 by a committee of ladies assisting with BLE Convention arrangements who saw the need to establish an organization to bring cohesiveness to the groups of women already meeting in railroad towns all over the country. On October 16, 1887, Auxiliary One was organized in Chicago, Illinois, and the organization continued to grow with auxiliaries throughout the United States and Canada.

Over the past decade, the Auxiliary has undergone many changes. While still maintaining the importance of our social and support roles, we recognize the need to be involved in the issues affecting our spouses, our members, and our families. Membership is open to spouses and family members of BLET members who are interested in what we do. We have also created an Associate Membership for those who would not otherwise qualify for membership but want to be a part of our efforts. Our meetings have become a forum for education and information exchange, and a way to meet and talk with those who share common goals. Our members actively participate in rallies and informational protests, educating the public about the obstacles faced by our rail employees and how that, in turn, affects entire communities across the nation. There is much that we can do that our spouses cannot for fear of retaliation by their employers. We are an organization of proactive members striving to create a safer work environment for rail employees and a positive lifestyle for those employees and their families.

Prior to 2006, we were known as the Grand International Auxiliary to the Brotherhood of Locomotive Engineers. At the 2006 National Convention, we changed our name to the BLET Auxiliary in keeping with the changes that had occurred with the Brotherhood of Locomotive Engineers as a result of the 2004 merger with the International Brotherhood of Teamsters. As with the BLET, we too split off from our brothers and sisters in Canada and became a national rather than an international organization.

Although we are a nonprofit organization and a completely separate entity from the BLET, we work closely with the BLET officers on a local, regional, and national level. We stand ready to help in any way we can with their issues, concerns, and mobilization actions. The only exception we make in working with the BLET is that we do not interfere in contractual issues unless we are specifically asked.

WHAT WE DO and WHAT WE CAN DO

Just What Does the BLET Auxiliary Do?

In recent years our organization has evolved in many ways. The social and support aspects remain an integral part of who we are; however, we are now geared more toward action and increased involvement relating to the safety and well being of railroaders and preserving the rights and benefits that they deserve. Outlined below are just a few of the contributions we have made in recent years.

Education

An important function of the Auxiliary is to provide information to the spouses and families of BLET members, such as: (1) the difference between the Federal Employers Liability Act (FELA), which covers railroaders hurt on the job, and state-run worker's compensation programs; (2) what actions should be taken in the event of an accident or injury; (3) employees' rights; and (4) legislative issues that directly affect railroad employees' health and welfare. We accomplish our educational goals through our quarterly newsletter, legislative alerts, seminars, auxiliary meetings, and meetings at regional conventions.

Support

Working for the railroad is different in many ways from most jobs. Being a family member of a railroader also makes life different from that of friends and extended family. For that reason, part of our purpose is to support each other on everyday issues, and even more so, in times of need or crisis. The Auxiliary provides a central point to which families can turn in the event of an emergency or urgent need for assistance.

Workplace Issues

Since the inception of Remote Control Operations (RCOs) in the early 90s, Auxiliary members have stood with our BLET brothers and sisters participating in numerous informational protests with regard to the use of this technology, emphasizing both the safety and security issues involved, as well as the issue of inadequate training for remote control operators. As these devices continue to be in use throughout the country, we will continue to draw the attention of local media sources, as well as informing both state and federal legislators of the problems inherent with its use, and the safety risks it poses to railroad employees and the public. Some of our members have been instrumental in working with BLET Divisions and local government

agencies to pass resolutions to require the Federal Railroad Administration (FRA) to issue enforceable regulations governing the use of remote controlled locomotives.

In 2006, a campaign directed at the National Mediation Board (NMB) provided our members with the opportunity to help the BLET convince Board members not to grant the Carriers' request to be released from good faith contract negotiations. Our members joined with BLET members across the nation in sending faxes and making phone calls to the Board. The campaign was successful and the Carriers withdrew their request.

A local Auxiliary in Houston staged an informational protest regarding the excessive locomotive cab temperatures experienced during the hot summer months. The members involved, armed with the factual data provided by BLET members, wrote letters and made attempts to meet with company officials. When their efforts were ignored, they organized an informational protest across from one of the larger switching yards, invited all forms of media, and let the public know the types of conditions engineers faced. An immediate response was received from the company acknowledging the problems, and they began allowing engineers to take breaks to cool off, provided sports drinks on the engines, and issued a timetable for equipping engines with functioning air conditioning units. The Carrier had given lip service to the local chairmen in the area for several years, but with one organized effort by BLET members, spouses, and families, immediate improvements were seen.

A problem concerning housing which was brought about by the hub agreements on the Union Pacific forced new engineers to work hundreds of miles from their homes. Because they could not afford to have two residences, many of these men and women were sleeping in their cars and using the shower and bathroom facilities at the yard office. This type of situation led to excessive fatigue and posed a potential danger not only to the engineer and crew, but also to the public. A group of Auxiliary spouses, with the blessing and help of the BLET National and local division members, met with the Carrier and were able to resolve some of these issues, allowing engineers to avail themselves of unused hotel rooms that were already paid for by the Carrier. This compromise has gone a long way in abating the rest issues that were posing a serious problem.

A member-at-large was able to stop the CSX from housing crews in a facility previously abandoned because of black mold. By contacting the area health departments and elected representatives in the community, the CSX withdrew their plan.

When the BNSF first introduced the “no tolerance availability policy” in 2000, a group of spouses and families converged on their headquarters in Fort Worth to protest the unfairness of the policy. Because of the attention this event drew, the Carrier temporarily backed off the stringent policy. All of the railroads abuse their employees in this manner, and we can make a difference in letting them know their policies need to change.

Legislative Issues

The Auxiliary has been very involved for more than a decade with legislative issues affecting railroaders, both active and retired. We played a major role in the passage of Railroad Retirement Reform by having representatives lobby in Washington, D.C., and by keeping up the pressure via phone calls, letters, and e-mails to our legislators.

We have been long-time supporters of keeping Amtrak properly funded, both for the benefit of the traveling public and for the 19,000 employees who work for Amtrak and pay into our Railroad Retirement fund. With the continuing push of some members of Congress for privatization of passenger rail or simply defunding it, we must remain vigilant in order to protect our Amtrak employees and their families and keep our retirement system healthy for all.

Attacks on working people, and unions in particular, are coming at us from all directions and we must stay informed as to what is transpiring on local, state, and national levels. We continue our efforts to promote much-needed legislation, working in tandem with the BLET Legislative Department. Rail security, transport of radioactive materials, the Family Medical Leave Act, Positive Train Control technology, and protecting collective bargaining rights are just a few of the issues that we strive to keep our members informed about through monthly legislative updates on our website, e-mail alerts when something needs immediate action, and quarterly updates in our newsletter. Every single member makes a difference when our elected representatives are advised of our issues and our support of those issues.

Mobilization

When the BLET conducted the voting process for election of national officers following the 2010 National Convention, they activated their mobiliza-

tion networks for a Get Out the Vote Campaign. We too used our mobilization network to contact our members to urge them to help with this campaign by making sure that their spouses mailed in their ballots to the National BLET office by the December 15 deadline. The BLET reported an increase of 60% participation in the rate of return of ballots in this election over the last national membership vote.

We were again asked by the BLET to participate in the mobilization effort in the last four months of 2011 when the possibility of a strike to attain the organization's bargaining goals became a reality. The mobilization networks were used to keep members apprised of the situation as it unfolded and to again urge members to participate in the voting process when a strike authorization vote was taken in September 2011. When the BLET announced that over 97 percent of the membership had voted in favor of a strike should it become necessary, they also reported that the level of voter turnout was higher than any referendum in decades. Once again, the mobilization networks of the BLET and the Auxiliary were cited as having had a positive impact on the voting process. The Auxiliary's Mobilization Coordinator and National Legislative Representative used e-mail alerts to keep our members and many BLET rank and file members apprised of the situation as the steps set forth in the Railway Labor Act were taken during the contract negotiation process.

What We Can Do

We can do so much to help our spouses and our families attain a better quality of life. Even something as small as keeping up with e-mail can be a valuable function. During the fight for Railroad Retirement Reform, the campaign on the National Mediation Board to retain craft autonomy, the Get Out the Vote Campaign during the National BLET election in 2010, and the Strike Authorization Vote in 2011, our nationwide network of Auxiliary members and the BLET members' lists were our best tools for informing the greatest number of people as to the status of these issues.

Our relationship with the BLET National has never been stronger, and we hope to enhance it even more. Because every area of the country has unique problems in addition to those that are experienced system-wide or nation-wide, having a local Auxiliary allows an established forum to address those issues, with the support from the National Auxiliary. There is strength in numbers, so it is increasingly important that we continue to grow and increase our solidarity for the benefit of our spouses, our families, and ourselves.

BLET Auxiliary Programs

Legislative Department

The Legislative Department of the BLET Auxiliary was established to address quality of life, legislative, safety, and security issues affecting locomotive engineers and trainmen, their spouses, their families, and our communities. The department has grown over the last decade thanks to our national, state and local legislative representatives who have worked tirelessly at the federal, state, and local levels to bring about many changes. The Auxiliary works closely with the BLET National Legislative Department and State Legislative Board Chairmen in lobbying our legislative bodies on issues that affect the workplace and quality of life. Individually, Auxiliaries work with their local BLET Divisions to support issues that may affect a particular area, such as cab temperatures, remote control, carry-all vans, rail security training, and labor issues in general.

Legislative updates are provided in each of our quarterly newsletters to keep member informed about the issues currently “on the radar,” providing background information and the status of those issues. The National Legislative Representative is also responsible for sending out legislative alerts whenever we are called upon to act on a particular issue. These alerts contain background information, the status of the issue, and the message our members need to convey to their elected representatives. Our legislative alerts have become an important tool by which we can help the BLET Legislative Department. In order to keep our members informed, we post monthly legislative updates on our website, www.bletauxiliary.net. Many of our local auxiliary legislative representatives and members download these updates to share with the auxiliary members at their monthly auxiliary meetings.

During the 2001 International Convention, the position of Auxiliary State Legislative Representative was established to provide additional support for state and local issues. We still have positions available and encourage anyone interested in the legislative aspect of our organization to contact the Auxiliary National Legislative Representative, Kathleen Bisbikis.

The Legislative Department depends on all of our membership to be an effective voice in Washington, D.C., and in each state. Politics and legislation may not sound exciting, but is amazingly interesting once you understand how it works and what is at stake, and often is the only way to truly make changes.

Scholarship Program

The BLET Auxiliary Scholarship program provides \$1,000.00 scholarships to the sons and daughters of both Auxiliary and BLET members, with at least one year of membership. An exception has been made for those children of single BLET members with at least one year of membership in the BLET and at least one year of membership

as a BLET Auxiliary Associate member. Established at the International Convention in 1981, this program was set up with a strong financial base, and with each passing year, the number of scholarships awarded continues to grow. Several of the regional conventions now donate one or more scholarships to the Auxiliary, in addition to donations from BLET State Legislative Boards, the National BLET Division, and other sources. Individual auxiliaries and members have also held fundraisers to help our youth, or donated gifts for the raffles we conduct at the regional conventions.

To qualify for a BLET Auxiliary scholarship, an applicant must be accepted by or enrolled at an accredited university, college, or institution of higher learning. Recipients are chosen on the basis of academic record, leadership, character, and personal achievement. To continue to be eligible for a scholarship beyond the first quarter/semester, the recipient must maintain a satisfactory academic status.

Mobilization Program

The effectiveness of an organization depends on its ability to speak with one voice for a common cause. Our Mobilization Program was established in 1997 as a way to address issues affecting BLET members and ultimately their spouses and families. This program is the most efficient way we have to communicate with each other on important issues. Because our organization is spread out across the United States, we need a way to contact one another quickly and efficiently when time is of the essence. The Mobilization Program meets that need through the use of telephone calls, e-mails, and correspondence. We have successfully activated our mobilization networks on numerous occasions to help pass the railroad retirement reform legislation, to prompt our members to educate the public and elected officials on the dangers of remote control operations and congressional attempts to sabotage Amtrak, and the campaign on the National Mediation Board to prevent the Carriers from shirking their duty to negotiate the national contract in good faith with rail labor. More recently, we have used our mobilization networks to assist the BLET with their Get Out the Vote campaign when their voting process changed from having the delegates elect the national officers to a "one man, one vote" process in 2010. We were again asked by the BLET to activate our mobilization networks to help disseminate information about the collective bargaining process that almost led to a strike in the last months of 2011. Our efforts, combined with those of the BLET, helped to substantially increase the BLET voting participation in both the 2010 election of national officers as well as the strike vote.

Care and Assistance Program (CAP)

Established in 1921, the Care and Assistance Program (CAP) is our organization's way of saying thank you to long-time members. These members are usually elderly, and their incomes are such that some of life's little pleasures are out of their reach. The CAP provides financial assistance to qualifying members and helps them to maintain a little bit more of the dignity they deserve. Our CAP recipients are grateful for what we do.

BLET AUXILIARY

Types of Membership

There are several types of membership in the BLET Auxiliary, as outlined below. The number of auxiliaries applying for Charters is growing, and in an ideal world, there would be an auxiliary in every town and every part of the country. We are working toward that goal and will continue growing until we attain it. The more auxiliaries that are established all over the country, the greater our ability to support not only the BLET Division members, but our fellow Auxiliary members. The larger our communication and mobilization networks, the greater our voice.

BENEFITS OF MEMBERSHIP

In addition to becoming part of a progressive and involved organization, members also receive a quarterly newsletter containing reports of activities from auxiliaries throughout the country, legislative updates, articles of interest to our members, and articles for our retired members.

Other benefits include eligibility for our Scholarship Program, Care and Assistance Program, and inclusion in our Mobilization Program.

MEMBERSHIP QUALIFICATIONS

The spouse, widow, widower, mother, father, daughter or son (18 years or older) of a member of the BLET or the BLET Auxiliary is eligible for full membership in the BLET Auxiliary. The person whose relationship to the applicant qualifies the applicant for membership is called the sponsor. Other types of membership for those who do not qualify for full membership are listed here also.

LOCAL AUXILIARY MEMBERSHIP

Anyone who meets the qualification for membership, as listed above, and is interested in joining our organization, may attend a regularly scheduled meeting of their local auxiliary. Each auxiliary meets at least eight (8) times per year. Annual dues are set by each auxiliary. At the beginning of each calendar year, the secretary of the local auxiliary will send to the National Auxiliary \$27 for each member who is a retiree, widow or widower, and \$55 each for those members not yet of retirement age. The National Dues is used to support the Auxiliary and our programs.

LOCAL AUXILIARY ASSOCIATE MEMBERSHIP

An Associate Membership is offered for those interested in participating in the work of the auxiliary, but who do not meet the requirements of membership. Associate members may become members of local auxiliaries or associate members-at-large. National Dues for associate members of a local auxiliary are the same as for full members, according to their status (retired or active).

MEMBER-AT-LARGE

For those who wish to join the Auxiliary, but do not yet have a local auxiliary formed in their area, they may join as a member-at-large. Members-at-large are entitled to all programs available to BLET Auxiliary members, as set forth throughout the BLET Auxiliary Constitution and Bylaws. To be granted member-at-large status, one must either be the spouse of a member of the Brotherhood of Locomotive Engineers (BLET), or the mother, father, daughter, or son (18 years or older) of a member of the BLET or the BLET Auxiliary. The widow of a deceased BLET member is also eligible, unless remarried.

National dues for members-at-large are paid annually:

Retirees (over 60), widows, widowers:	\$32.00/year
For those who are not yet of retirement age:	\$60.00/year

For an applicant who joins after the first quarter of a given year, dues are prorated for that year (see table on application form). After membership has been established, dues are payable on January 1 of each year and are considered delinquent after March 1 of the current year. The National Secretary sends dues notices to all members-at-large at the end of each calendar year.

ASSOCIATE MEMBER-AT-LARGE:

Any person interested in promoting the mission and goals of the Auxiliary through their attendance at meetings during regional conventions, working with other auxiliary members, or who has a desire to stay informed on issues affecting members of the BLET and the Teamsters Rail Conference, shall be eligible for associate membership in the Auxiliary. Applicant's sponsor must be a member of the BLET, the BLET Auxiliary, or the Teamsters Rail Conference to be considered for membership.

Associate members-at-large are not eligible to run for or hold a national office; however, if an associate member-at-large expresses an interest to perform specific duties on behalf of the National Auxiliary, the National President may call upon these individuals for assistance.

Because associate members-at-large do not meet the requirements for full membership, they are not eligible to participate in the programs of the BLET Auxiliary, including the Scholarship and Care and Assistance programs. (Some exceptions may apply.)

Once completed, the application and associated fees and dues should be forwarded to the BLET Auxiliary National Secretary at:

Lawana Poss, National Secretary
1394 Bywood Court
Suwanee, GA 30024

All checks are to be made payable to BLET AUXILIARY.

For any questions or concerns regarding membership, please contact National Secretary Lawana Poss, 770-497-8898, or lewp2007@bellsouth.net.

When tragedy strikes, what can you do?

By Kathie Bailey, BLET Auxiliary Member-at-Large

Kathie Bailey is the widow of G.Y. Bailey, who was killed in a head-on collision in dark territory in Shepherd, Texas, on September 15, 2005.

It's the middle of the night - you're sound asleep. Your husband is at work, just like every other normal day. The doorbell rings several times. Startled, you roll over, look at the clock - it's 3:21a.m. You get out of bed and start down the hallway to answer the door. Quickly you check the children's rooms on your way, just to make sure they're in bed asleep and safe. They are, and you breathe a quick sigh of relief. Then you realize, you have a grown child that doesn't live at home. Your heart skips a beat as you ask who's at the door. They answer you, but it's mumbled, and you can't understand. Did they say "sheriff"? You ask again, and you still can't understand clearly. Your heart skips another beat. You take a deep breath, and crack the door. It's not a sheriff; it's your husband's friend from work, his union buddy. You're groggy and confused, thinking, "What is he doing here at this hour?" He stands in the doorway just looking at you while you keep asking him, "What's going on, why are you here?" while he just stands there, not saying anything. He finally tells you, "You need to listen to me. There was an accident, two trains in a head-on collision." All of a sudden you get this surge of adrenaline. Your heart begins to pound like it's going to pop out of your chest. Your hands begin to shake and you feel like you are either going to pass out or be sick. You tell him, "You're scaring me. Where is my husband? How bad is he hurt?" His friend and union brother just keeps shaking his head and telling you that you need to listen to him, as he sits you down, kneels in front of you and holds your hands while hanging his head. The next words that come out of his mouth are words that you NEVER want to hear. "G.Y. didn't make it." Your whole world spins out of control and crashes down around you in a million pieces at that very second. I know they were the hardest words this man has ever had to say to a friend and union brother's wife, and I pray that I NEVER have to hear those words again.

If you're like me, you think that happens to "someone else." Now you become that "someone else." Emotions run raw in a tragic situation; all hell breaks loose in your life and you have to deal with things you never dreamed you'd ever be dealing with. Too many spouses are not involved enough in the railroad worker's work and union

What to do when a railroad official or claims agent contacts you to inform you of an injury to or death of your spouse:

- 1) *Make the railroad official contacting you in person identify themselves; make certain they are who they say they are.*
- 2) *Find out exactly where your spouse is located and what his/her condition is.*
- 3) *DO NOT allow any railroad representatives into your home.*
- 4) *Get the pertinent information and DO NOT volunteer any information. Make NO statements—verbal, written, or recorded.*
- 5) *If in public, get the needed information and walk away. Again make NO statements.*
- 6) *If a railroad official calls you on the phone, get the needed information and hang up. Again, make NO statements. From this time forward, monitor all calls if you have Caller ID and an answering machine.*
- 7) *DO NOT sign anything.*
- 8) *DO NOT accept anything from them.*
- 9) *After initial contact, and after you have the needed information, have no further contact with any railroad official or claims agent until after you have contacted Legal Counsel. Make certain that the railroad official is informed that they are not to contact you or any member of your family from this time forward until you want to make contact with them.*
- 10) *At the hospital, DO NOT allow any railroad official or claims agent into the hospital room or treatment area.*
- 11) *Instruct any railroad official or claims agent that they are to have NO contact with the patient, family, or any medical personnel treating your spouse. Inform them that you have notified Legal Counsel. This will back them off very quickly.*
- 12) *DO NOT allow any railroad official or claims agent to make ANY decisions concerning medical treatment or arrangement for your spouse.*
- 13) *Sign ONLY necessary medical forms for the treatment of your spouse that are from the hospital. DO NOT make statements to any medical personnel except in regard to the medical treatment for your spouse.*
- 14) *Make certain that all medical personnel, including doctors, know of these instructions and abide by them. Insist that the Doctor/Patient confidentiality be observed.*
- 15) *When and where you can, especially if your spouse has been medicated, make certain that your spouse gives a consistent history of the accident to each medical provider who may inquire. Consistency of the explanation of the event is very important as these medical providers will be questioned by the railroad officials.*

REMEMBER...Anything you say to a railroad official and/or claims agent will be used against you and your spouse in order to protect the railroad's interest. Call an experienced FELA attorney as soon as possible and be governed by their advice and instructions.

— Kathie Bailey

that he belongs to. If you are one of those spouses, you won't have the slightest idea as to what you should and shouldn't do at a time when panic sets in and your brain and body go into "auto pilot" to get through what is happening, and your spouse isn't there to help you through this mess that is now called your life.

Two and a half years before my husband was killed, one of his best friends dropped dead of a massive heart attack in the parking lot at the yard office about 10 minutes after getting off of a train and tying up. It was February of 2003 and his friend was only 56 years old, happy, healthy, and had never had any type of heart or health problems. His friend left behind a 37-year old widow – with whom he was getting ready to celebrate his 3rd wedding anniversary - and two grown children in their early to mid twenties. It was a real wake up call for us. We have four children between us - two of them grown, two in their early teens and one precious grandson. My husband and I both then decided to make out our wills and get our affairs in order "just in case." Now, you are probably thinking, "I'm too young to have a will or have life insurance." Well, we thought that too, but we did it anyway, and thank God we did. If you and your spouse are lucky, you won't have to use wills, life insurance, etc. until you are very old. But in our case, the "just in case" came much sooner than any of us ever imagined.

At the time my husband was killed, he was the Local Chairman of BLET Division 62, a primary member on the BLET National Safety Task Force, the Safety Captain of the Houston Service Unit Safety Committee and, in 2003, he was nominated by Union Pacific as a finalist for the John C. Kenefick Safety Award. He ate, lived, slept, and breathed for his family, the BLET, and the railroad. When his friend died suddenly in 2003, he and I sat down – with the help of our close friend and experienced FELA attorney Bob Tramuto of Jones and Granger - and gathered information that a railroad worker's spouse would need to know if they were ever involved in an accident, whether injured or worse yet, killed.

I can honestly say that if it weren't for me being interested enough in my husband's work and his BLET union, I wouldn't have made it through the last 14 months. His BLET union brothers and sisters were there for me and our family, hundreds of them. They had my back when I needed them the most, and for that alone I will be eternally grateful to our union family. My husband would be so very proud of them for stepping up and taking care of our family. I feel it is imperative to share with you some things a railroad worker's spouse should know, "just in case" something happens to you. God knows, I hope none of you will ever need it, but if you do become that "someone else," I hope some of these things will help your family, just as they helped ours.

Just for the record, my husband's accident happened around midnight and the railroad never called me. A claims agent showed up at 4:38 a.m. and was asked to leave our property immediately. The claims agent was informed that we wanted no contact with the railroad unless it was through our attorney, Bob Tramuto.

As I have said before, you just never know. I hope none of your families will

ever have to go through such chaos and devastation. But if they do, having as much information available at all times will help them know what to do and not do. Please feel free to contact me at any time. I can be contacted via e-mail at kathiebailey@att.net.

Stay safe out there on the rails!

Things your spouse should always have on hand in the case of an injury or death:

- 1) Names and phone numbers to your local division's union officers: Local Chairman, President, Secretary/Treasurer, Vice President, Chaplain.**
- 2) Names and phone numbers of the FELA attorneys in your area. It is a good idea to get to know some of them "just in case."**
- 3) All insurance policies: Health, Disability, Job Insurance, Life Insurance**
- 4) Your current will. Whether we want to believe it or not, everyone needs to have one.**
- 5) Any other important paperwork, such as a living will, DNR, power of attorney, or organ donor information.**
- 6) Names and phone numbers of the BLET National Auxiliary Officers at www.bletauxiliary.net.**

BLET Auxiliary National Officers

National President

Kathleen "Kat" Bisbikis
7367 Stabulis Rd
Valley Springs, CA 95252
(209) 559-2251
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National 1st Vice President/
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National Legislative Representative

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National Past President

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BLET AUXILIARY MEMBER-AT-LARGE APPLICATION

Date: _____

A \$10 application fee and dues are due at time of application. Please check the appropriate selection to indicate the type of membership for which you are applying:

<i>Dues prorated according to date of application:</i>	<u>1/31 – 3/3</u>	<u>4/1 – 6/30</u>	<u>7/1 – 9/30</u>	<u>9/30 – 12/31</u>
	<i>(please circle appropriate amount)</i>			
___ Member-at-Large	\$60.00	\$45.00	\$30.00	\$15.00
___ Member-at-Large, retired	\$32.00	\$24.00	\$16.00	\$ 8.00
___ Associate Member-at-Large	\$60.00	\$45.00	\$30.00	\$15.00
___ Associate Member-at-large, retired	\$32.00	\$24.00	\$16.00	\$ 8.00

I, the undersigned, hereby present myself as a candidate for admission to the BLET Auxiliary. If accepted, I promise to abide by all laws, rules and regulations of the organization that are now in effect or may hereafter be enacted.

Applicant: Printed Name: _____
 Address: _____
 City/State/Zip: _____
 Phone No. (_____) _____
 E-mail Address: _____
 Date of Birth: _____
 Signature: _____

Name & address of sponsor: _____

Sponsor is a member of Div./Aux. _____, City _____, State _____

My sponsor is my:

___ Husband ___ Wife ___ Father ___ Mother ___ Son ___ Daughter ___ Other

Please submit completed application form, fee, and dues to your local auxiliary. For member-at-large applicants, submit application, etc., with check or money order **payable to BLET Auxiliary**, to: Lawana Poss, National Secretary, 1394 Bywood Court, Suwanee, GA 30024. She can be reached at 770-497-8898 or lewp2007@bellsouth.net.

