

PRESIDENT PIERCE'S MESSAGE: PROUD TO BUY UNION MADE PG. 2

LOCOMOTIVE ENGINEERS & TRAINMEN *Journal*

VOLUME 115 | No. 3 | FALL 2012

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Extreme Flight

BLET member takes to the air to fight cancer

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Update**

**Analyzing the 2012
national elections**

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gear available for winter**
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Make-A-Wish foundation**
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BLET President's Message

BY DENNIS R. PIERCE, BLET NATIONAL PRESIDENT

Proud to Buy Union Made

As this edition of the Journal goes to press, we approach the end of what has been a very busy year for the union movement. 2012 has been a mixed bag for union members; although anti-worker/anti-union politicians were held at bay in Washington D.C., anti-worker initiatives pushed at the State level have put many working class Americans in a position where they are certain to work for less. Statistics prove that right to work legislation, such as was recently adopted in Michigan under the guise of "worker choice," leads to lower wages and inferior benefits for working class Americans. Those statistics aren't based upon philosophy; they are driven by the hard cold math of right to work laws.

What should concern us even more about these state initiatives is that they are part of a bigger movement to dismantle the union movement in this country. That anti-union movement — funded by corporate benefactors and implemented by politicians beholden to these corporate benefactors — has one goal in mind: increasing their own personal wealth at the expense of the workers who produce a company's revenue. Less for workers and more for CEOs is what the right to work movement should really be called. Labor Unions are the only thing standing in the



UNION MADE TIRES

How to identify union-made tires for your car or truck

www.usw.org/media_center/news_articles?id=0409

Printable discount coupons for union members

www.unionplus.org/autos-cars/goodyear-tire-discounts-car-services

way of this money grab, yet many working class Americans have fallen for the shiny slogans like "worker choice" and, in doing so, have fallen for what must be called 2012's biggest con job.

I don't share these disturbing facts to wallow in misery. To the contrary, I share them so that we are all aware of what we are confronted with as working class union members. The only way we will stop these attacks is to know exactly who the attackers are, what their motives are, and then understand just how hard they are working to turn Americans against unions. As I have said time and time

again, labor unions did not cause the financial problems that our great nation faces, labor unions are what helped build the middle class that at its strongest, made our country the undisputed economic powerhouse in the world.

But talk is cheap and it will take action on the part of all working class Americans if we are to survive this war on workers. That is why BLET started its "Proud to be Union, Proud to be American" campaign almost a year ago. I know that this campaign in and of itself will not deter attacks on working class Americans, but what it can do is to rekindle the internal

unity that is so crucial to the union movement. How can we expect non-union working class Americans to support our movement if we do not first support it ourselves? We will only accomplish this when we lead by example and show all Americans that we are proud to be part of something bigger than ourselves, and that we are united as union members. I don't just mean unity within BLET or IBT; I mean unity with all unions across all spectrums of the work force.

There are many ways that we can show this unity, but one of the most important is with our pocketbooks and how we make major purchases. To that end, I would like to share a personal story that brought the pro-union movement home to me.

I recently found myself buying tires for my personal automobile. With 85,000 miles on it, my union-made 2002 Ford needed new tires and my options were many. As part of my online research, I went to the United Steelworkers of America website, where I found an article on buying union-made tires. (http://www.usw.org/media_center/news_articles?id=0409). My thanks to USWA International President Leo Gerard for sharing this information in a way that made it possible for me to determine if the tires I was looking at were union made. Once I

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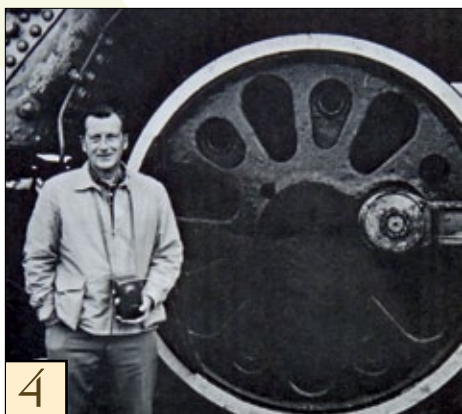
»» ON THE COVER: HEADING EASTBOUND THROUGH THE RUGGED KINGMAN CANYON, BNSF 7315 LEADS A STACK TRAIN TOWARD FLAGSTAFF, ARIZ., ON THE BNSF RAILWAY'S SELIGMAN SUBDIVISION ON APRIL 24, 2012. (Photo: Chase Gunnoe)



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LOCOMOTIVE ENGINEERS & TRAINMEN

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

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BROTHERHOOD BOOKSHELF

Honorary BLET member served as WWII fighter pilot

Fogg in the Cockpit: Howard Fogg — Master Railroad Artist, World War II Fighter Pilot
By Richard and Janet Fogg
Casemate Publishers
ISBN 978-1-6120-0004-6

In 1976, the Brotherhood of Locomotive Engineers made world-famous railroad artist Howard Fogg an Honorary Member. At the time he was only the fifth person in the history of the Brotherhood to earn such an honor. Today, after nearly 150 years, there are only 16 such Honorary Members.



Fogg in the Cockpit tells the tale of Fogg's service during World War II as a fighter pilot with the 359th Fighter Group. The book is based largely on Fogg's detailed diary kept throughout his serve while stationed in England. There are some references to British locomotives, but the book is primarily about his experiences as a fighter pilot. Fogg piloted P-47 Thunderbolts and P-52 Mustangs while escorting B-17 bombers along flight paths to strategic targets in Germany and Nazi strongholds throughout Europe, while also engaging in ground attacks on enemy positions. These involved strikes on the enemy's railroads and locomotives, an ironic twist for Fogg who was a passionate train lover.



Captain Howard Fogg at work while stationed in Great Britain during World War II (above). After the war, he became a world famous railroad artist (below).

With the support of the Advisory Board, then-BLE President John F. Sytsma conferred honorary membership upon Fogg: "By your accurate and almost-living portrayals of the motive power... of the railroads of North America, you have brought to the attention of the general public the importance of the skills and dedication of the locomotive engineer."

After the war, Fogg started his art career in 1945 for the American Locomotive Company (ALCO), and began freelancing a short time later. He was commissioned several times by the BLE for artwork, particularly calendar



pieces, throughout his career.

In accepting Honorary Membership in the BLE, Fogg wrote: "If I live to be 100, I will never receive an honor of any sort from any individual or organization that I will value more deeply and

sincerely than this membership — I mean that with all my heart."

These are powerful words coming from a man who, after returning home from the war, had the honor of flying in formation over burial ceremony of President Franklin D. Roosevelt.

Fogg in the Cockpit contains photos of Fogg's later work, rare early sketches, and many black and white photos from the war. The book offers a first-hand look into the experiences of World War II fighter pilots and is highly recommended for BLET members, veterans, aviation enthusiasts and World War II historians. 📖



SORROW AN ACE

Congratulations to BLET National President Emeritus Paul T. Sorrow, who enjoyed golf's rare honor of hitting a hole in one earlier this summer. Using a 6-iron, President Sorrow aced the 147-yard 12th hole at the Forest Hills Golf Course in Elyria, Ohio. Brother Sorrow retired from the Brotherhood's top spot in 2011 and has enjoyed retirement while finding time to attend an occasional BLET meeting. Congratulations, Brother Sorrow!

Daughter of BLET member awarded Union Plus scholarship

In 2012, Union Plus awarded \$150,000 in scholarships to 129 students representing 44 unions, including one winner from the Brotherhood of Locomotive Engineers and Trainmen.

This year's BLET winner is Jennifer Anderson of Maplewood, Minn., who has been awarded a \$500 scholarship. Jennifer's father Mark Anderson is a Union Pacific locomotive engineer and has held continuous membership in BLET Division 333 (St. Paul, Minn.) since 1996.



Mark Anderson

As the daughter of a BLET member, Jennifer said her father's union membership has been an asset to her and her family. "The benefits that come along with union membership have improved my life immensely," she said. "Union membership has given me the chance to become politically active and take part in our society."

Her father is a Brotherhood officer and an activist. His commitment to service has made a big impression on his daughter. She has attended rallies, marched in parades and volunteered her time for the betterment of her commu-



Jennifer Anderson

nity. Brother Anderson is Secretary-Treasurer of the Minnesota State Legislative Board and Legislative Representative of Division 333.


"We are thankful to organizations such as Union Plus that help to lessen the financial burden associated with earning a college degree," Brother Anderson said.

Jennifer graduated from Tartan High School in Oakdale, Minn., and had the sixth highest grade point average (3.97 non-weighted) in a class of about 450 students. She challenged herself

and took several advanced placement classes and had 25 college credits earned by the time she graduated from high school. Jennifer is currently in her freshman year at Brigham Young University in Provo, Utah, working towards an advertising degree.

"Education is a core value for all Americans," BLET National President Dennis R. Pierce said. "Scholarship opportunities such as Union Plus are a great asset to Brotherhood members and their families. I offer my congratulations to Jennifer and to Brother Anderson."

This is the 20th anniversary year of the Union Plus Scholarship Program, which received more than 5,600 applications from union members and families in all 50 states. Union Plus Scholarship awards are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor. Visit www.UnionPlus.org/Education for applications and benefit eligibility information.

The BLET's annual Scholarship Directory will be published in the January 2013 issue of the Locomotive Engineers and Trainmen News. 

"The benefits that come along with union membership have improved my life immensely. Union membership has given me the chance to become politically active and take part in our society."

Heritage Locomotives

A composite photograph of all Norfolk Southern Heritage Locomotives, produced for the railroad's 30th anniversary in 2012, at the North Carolina Transportation Museum in Spencer, N.C., on July 4, 2012. Photo courtesy: Brent Lane



Division 191 hosts VP, GC at regular monthly meeting

It was a homecoming for BLET National Vice President Michael D. Twombly, who attended the regular meeting of BLET Division 191 (Lunenburg, Mass.) on September 30, 2012.

A BLET member since 1971, Vice President Twombly has held continuous membership in Division 191 since January of 1988. Also in attendance was Delaware & Hudson/Springfield Terminal Combined GCA General Chairman Kevin J. Moore. Brother Moore is also a member of Division 191, having held continuous membership since 1998.

In addition to Local Division business and nominations, Brother Moore spoke to the Brothers assembled about General Committee business. Vice President Twombly addressed the group regarding the National Division's focus and news flowing from the various regional meetings he attended throughout 2012.

One of the core items of National President Dennis R. Pierce's agenda is to increase the presence of National Division officers in the field. He thanked Brother Twombly for representing the National Division at the meeting. 🇺🇸



Proud BLET members: The regular meeting of BLET Division 191 (Lunenburg, Mass.) on September 30, 2012, at the VFW hall in Lowell, Mass. (from left): Mike Twombly, National Vice President; Dana J. Gifford, Division 191 Secretary-Treasurer; Matt Lafrenier, Division 191 Local Chairman; Douglas T. Wightman, Division 191 President; and Kevin J. Moore, General Chairman, DH/ST Combined GCA.

letters to the editor

President Pierce,

I am writing today to give you my thoughts regarding our Education and Training Department.

I am, as you may know, a product of our Brotherhood's Education and Training endeavors. I have appreciated the furthering of education that comes each time I am able to assist members and experience positive results.

But there's more. Division 158's Secretary-Treasurer, Legislative Representative, and both Vice Chairmen have had the honor of partaking in their respective workshops, most recently Vice Chairman Justin White (in October of 2012). Each has returned with enhanced performance in their duties and communications with our members. And it shows.

I will add that General Chairman Bill Hannah (Union Pacific-Western Lines) has made it a goal

to have is Committee well trained and educated to fight for our members. Yes, I am a hard headed and aggressive kid, but Brother Hannah is working on that. He had a great teacher also.

In short, I want to say thank you to all: First Vice President Lee Pruitt, Brother Walpert, Brother Kroeger, Brother Ruef and Brother Davidson for your contributions and dedication to training and education.

Respectfully,
John R. Eutsler
Local Chairman
Division 158
Sparks, Nevada

Dear BLET Brothers and Sisters,

I wanted to take a moment out of your busy schedules to give you some very good news. I recently was reviewing my claims on



"The BLET and Teamsters share in the victory of Obama-Biden on November 6. This should allow, among other significant issues, our Railroad Retirement to not only stay solvent, but to grow."

— Jon Hurst, Retired, Division 28 Tucson, Ariz.

what we call "LCAT," when I noticed a claim was paid for \$3,660 on July 5, 2012.

I thought to myself, "I never submitted a claim for this Brother for that much?" I opened the paid claim, and lo and behold, my very first appeal as Local Chair-

man was victorious! The appeal never touched our General Committee of Adjustment's desk; it was paid at my level! First appeal victorious at my level!

Now, one has to think, how is this even possible? I will tell you how — the training programs our

letters to the editor

Dear Mr. Pierce,

Being the son of a locomotive engineer, I know the sacrifice that is made each day by the men and women and families of America's railroads. My father (BLET member J.A. Sefried of BLET Division 491 in Kansas City, Kan.) died on July 2, 1982, and I loved him dearly.

A short time later,

the old Missouri Pacific was merged with the Union Pacific, and I'm just thankful my dad did not have to suffer to see the demise of his love, the MoPac.

Being a sentimentalist, and after walking in the old deserted and dusty yard office in Falls City, Neb., I wrote this poem. I recently ran across it with some other papers and it has been

on my mind to respectfully submit it to you for your consideration in your Locomotive Engineers and Trainmen Journal. It would be a great honor for me as well as those I so honor and respect. I read every story to my mother. Keep up the great job.

Respectfully,
James R. Sefried
Falls City, Neb.

THE LEDGER

A tribute to all the crewmen of America's railroads

BY JAMES R. SEFRIED

As I walked in the deserted yard office door
A "Ledger of Trainmen" who will come no more.

All dusty, tattered and torn to threads
All now have passed, and now are dead.

The names of heroes, since I was a boy
Eddie, David, Tom, Buddy and Roy.

The list goes on, so many names appear
Each so very special, with a story so dear.

I loved them all, they were so good to me
As I think back with memories, you see.

I see the one name, that makes me so proud, yet sad
for the name on the ledger was the name of my dad.

Organization offers. I felt confident because I poked so many holes in the carrier's bucket at the investigation. I made sure that if we lost on my appeal, then I left plenty of meat on the bone for the General Committee to work with, as taught by you guys. If it is not in the transcripts, then it is gone forever. I beat them up pretty bad.

I wrote and re-wrote the appeal so many times that I made a request for an extension until I could get it right. I used all the weapons and tools provided by the Local Chairman and Advanced Local Chairman training programs.

In closing — Doug Davidson, Bill Walpert, Marcus Ruef, Ken Kroeger, and Mr. President Dennis Pierce — thanks for everything. I wish every member understood the process as we do. It's quite obvious that training is the key to beat the dragon. I know this victory is minor when compared to what you all deal with on a daily basis at the National Division, but it did not go any higher because of the training I received. It gave more time to my superior officers in the Brotherhood to concentrate on other issues. I know this email will encourage all of you to continue the fight.

Fraternally yours,
Paul Smith
Local Chairman
Division 757
New Castle, Pa.

Brother Pierce,

The BLET and Teamsters share in the victory of Obama-Biden on November 6. This should allow, among other significant issues, our Railroad Retirement to not only stay solvent, but to grow.

I applaud the efforts of you, and Brothers Pruitt, Walpert, and Tolman to get out the word of just how important this election was. It worked. A big thank you is in order. The significance of Ohio's part in the process is not lost on me either.

The Brotherhood has never been in better hands.

Congratulations to us all.

Fraternally,
Jon Hurst
Retired
Division 28
Tucson, Ariz.

President Pierce:

I want to thank you and all your Staff in Cleveland for the hard work and time spent on this important

election (November 6, 2012). Also, Kent Confer and Larry James did an excellent job of getting information out through the BLET Mobilization Network. I'm proud to say I am a BLET member.

Fraternally,
David E. Rose
BLET Division 314 and
SENSE Safety Coordinator,
Florence Division
Rocky Mount, N.C.

Dear President Pierce,

I've read with great concern the proposed changes to Railroad Retirement submitted by House Budget Committee Chairman Paul Ryan's budget plan. I live in a retirement community in Sumter County, Fla., called the Villages. It is operated by the Morse family, the largest contributors to the Republican Party in the state of Florida. I am surrounded by mostly retired white collar professionals who I would say are part of what we call "the haves" as opposed to the "have nots."

As soon as I read the April 20 BLET News Flash with your open letter about the intended attack on the Railroad Retirement system, I made copies of it and dis-

tributed it to all the retired railroad employees I could find here in the Villages. We have quite a few Long Island Rail Road employees who reside here and I am endeavoring to reach them all about this potential debacle aimed at our hard-fought and hard-earned benefits singularly contributed to by railroad workers.

Thank you and the National Division for staying abreast and fighting for our interests.

Respectfully yours,
Pat Campbell-Gordon
Retired, Division 269
Sumpter County, Fla.

WE WELCOME YOUR LETTERS

The Locomotive Engineers and Trainmen Journal welcomes Letters to the Editor. Please include your name, address, BLET Division number, email address, and/or phone number on any submission. We reserve the right to edit your submission for grammar, punctuation, content and space considerations.

Address letters to:

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1370 Ontario St., Mezzanine,
Cleveland, OH 44113-1702.
Or email: Bentley@ble-t.org



BLET First Vice President's Message

BY E. LEE PRUITT, BLET FIRST VICE PRESIDENT

Fighting for American values

Our society has lost touch with its true priorities

In today's American society, time is money, and money is time.

We labor for our daily bread as a means to support our families and ourselves. As parents, we hope to one day see our children grow up happy, healthy, well educated, and eventually successful in their chosen career path. As individuals, we hope to one day enjoy a hard-earned retirement so that we may spend our golden years in dignity. These are long term priorities and, in my opinion, are well worth the time we invest working for so many years to realize them.

So while we sometimes thanklessly toil through our daily lives, we hope to eventually achieve a significant return on the investment of our time. These are important priorities and fundamental cornerstones to the American way of life.

Just recently, I reviewed the AFL-CIO's Executive Pay-watch website (www.pay-watch.org), where I learned that the average annual pay to the CEO of an S&P 500 company has grown to 380 times the average worker's pay. In 1980, the ratio was 42-to-1. When I asked our staff to investigate this disparity using a simple Google search, they found the following average job compensation figures for 2011:



"Our Brotherhood has fought for true American values for nearly 150 years. I am proud to say that our fight has benefitted generations of engineers, trainmen and their families."

CEO:
\$12.94 million

NBA PLAYER:
\$5.15 million (nba.com)

NFL PLAYER:
\$1.9 million
(businessweek.com)

PHYSICIAN:
\$186,000 (specialties vary,
usatoday.com)

PUBLIC SCHOOL TEACHER:
\$56,000 (National Center
for Education Statistics)

FARMER:
\$51,000 (U.S. Labor Dept.)

FIREFIGHTER:
\$51,000 (Indeed.com)

JANITOR:
\$25,000 (U.S. News and
World Report)

This is ridiculous. The gap between CEO pay and the average workers' is totally out of alignment. How is it that someone who essentially plays a children's game in order to entertain us is better compensated than those who keep us fed, safe and educated?

It's a sad statement on today's society. It's as if society has lost touch with what's truly important to our future. We've sacrificed long term stability for short term gratification and entertainment. Our schools, highways, and bridges are crumbling, but yet we provide golden-parachutes to CEOs and have

brand new, tax payer-funded basketball, football and baseball arenas in almost every major American city.

I admit, this is a grim picture I have painted. An overnight fix that will set things right does not exist. But we did not get into this hole overnight, nor will we climb out overnight. There are ways to make things better. One small step is become educated and vote in favor of politicians who support our way of life. Vote to increase school funding every time it is on the ballot. We can better support our Brothers and Sisters in the public sector unions so that teachers, firefighters and janitors are better paid. We can become involved in local politics and work to change the system from the ground up. All this is possible, but it'll take time and effort — lots of time and effort — to bring about positive change.

Our Brotherhood has fought for true American values for nearly 150 years. I am proud to say that our fight has benefitted generations of engineers, trainmen and their families. Our blood, sweat and tears of today continue to keep the railroad industry profitable. Let's keep on fighting so that our children, grandchildren, and future generations of engineers and trainmen can enjoy a better tomorrow. ☺



BLET National Secretary-Treasurer's Message

BY WILLIAM C. WALPERT, BLET NATIONAL SECRETARY-TREASURER

A busy time for the Safety Task Force

As Chairman of the BLET Safety Task Force, it is my duty to report that the past few months have been a busy time for us, and there's more work on the horizon.

In early November, BLET National President Dennis R. Pierce assigned 15 new Primary Investigators to the Safety Task Force. The addition of these new investigators will allow the STF to have a broader reach when assisting the National Transportation Safety Board (NTSB) in accident investigations. Additionally, the 15 new investigators represent 13 different states, which will allow our STF to respond more quickly to more locations throughout the continental United States.

Our new Primary Investigators include the following dedicated members: Randy Fannon, Div. 37; Doug Ford, Div. 239; David Rose, Div. 341; Timothy Dickerson, Div. 216; Brian Fransen, Div. 207; Oscar A. Burrola, Div. 839; Erich M. Jeske, Div. 256; D.B. Kenner, Div. 195; Ronald E. Sprague, Div. 28; Mike A. Galvani, Div. 664; Randy J. Dumey, Div. 595; Paul Aird, Div. 173; Steven D. Facklam, Div. 130; Brian Tobin, Div. 3; and Melvin L. Wichelmann Jr., Div. 335.

Additionally, President Pierce made the wise decision of appointing Brother Scott Palmer, Division 842, as Assistant Coordinator. The influx of new Primary Investigators warranted additional leadership on the team, and Brother Palmer will assist STF

STF CURRENT ACCIDENT INVESTIGATIONS

TWO HARBORS, MINN., SEPTEMBER 30, 2010
(DAN LAUZON, PRIMARY): Responded with a submission. NTSB hearing set for February 2013. NTSB file # DCA-010-FR-009.

WESTVILLE, IND., JANUARY 6, 2012 (BRYAN ALDRIDGE, PRIMARY):
Responded with a Submission to the NTSB Board on Nov. 2, 2012, NTSB File # DCA-12-FR-002.

GOODWELL, OKLA., JUNE 24, 2012 (JERRY BULLARD, PRIMARY: RUSSELL ELLEY, ASSISTING): Active investigation. NTSB Public Hearing scheduled at NTSB headquarters on February 26-27, 2013 at 9 a.m. NTSB File # DCA-12-MR-005.

COLUMBUS, OHIO, JULY 11, 2012 (TOM HEBERT, PRIMARY): Active Investigation. As of Nov. 27, 2012, we responded to no comments with the Materials report. NTSB File # DCA-12-MR-006.

ARCADIA, KAN, JULY 21, 2012 (K.L. JACKSON, PRIMARY): Active Investigation. NTSB working on Operations Group Factual report, which may take months. NTSB File # DCA-12-FR-007.

MASON CITY, IOWA, JULY 31, 2012 (TOM HEBERT, PRIMARY): Active Investigation. BLET waiting on reports from NTSB. NTSB File # DCA-12-FR-008.

NILES, MICH., OCTOBER 21, 2012 (CARL FIELDS, PRIMARY): Active Investigation. BLET has requested a Public Hearing from the NTSB due to involvement of Amtrak in a high-speed (PTC) operating territory. NTSB File # DCA-13-FR-001.

Coordinator Carl W. Fields as necessary. In addition to his many years experience as a Primary Investigator for the Safety Task Force, Brother Palmer serves the BLET as Chairman of the Oregon State Legislative Board. I have every confidence he will ably and professionally fulfill the duties of Assistant Coordinator.

Unfortunately, Brother Wichelmann got his feet wet right away. He assisted Investigator Tom Hebert with investigation of a derailment, bridge collapse and hazardous materials release on November 30 in Paulsboro, N.J. A Conrail

train partially derailed when a bridge collapsed, releasing toxic vinyl chloride and forcing the evacuation of more than 700 area residents. The investigation was delayed several days due to the dangerous air quality in the area due to the vinyl chloride release. Seven cars of the 84-car train derailed.

On November 13, a Veterans parade float collided with a Union Pacific freight train in Midland, Texas, killing four military veterans and injuring more than a dozens others. Safety Task Force member Jerry Bullard of BLET Division 212 (Big Spring, Tex-

as) was on scene to represent the BLET. This was a particularly disturbing incident because the parade was part of a multi-day celebration of America's veterans and armed forces, and the parade float was filled with injured veterans and their spouses. Even though the investigation is ongoing, the NTSB has confirmed that all signals at the grade crossing were operating as designed. Several eyewitnesses, as reported by local Texas newspapers, reported the float entered the grade crossing after bells, lights and crossing arms had been activated. Nevertheless, our BLET Brother behind the throttle is another victim of this tragedy as he must now deal with the trauma and mental anguish that follows such an incident.

These two accidents have received wide coverage in the media all throughout the United States. As I mentioned earlier, we have more work on the horizon. In addition to these two incidents, we are actively involved in seven other pending investigations (see chart). Our goal in all investigations is to help determine probable cause and issue safety recommendations regarding these tragic incidents.

As President Pierce once said, we hope for a day when there are no accidents or injuries on the nation's railroads. And in the meantime, the work of the Safety Task Force is vitally important to make sure we are able to some day reach that goal. ☪





Guest Columnists

BY JAMES P. HOFFA, TEAMSTERS GENERAL PRESIDENT
& JOHN MURPHY, DIRECTOR, TEAMSTERS RAIL CONFERENCE

Gov. Snyder declares war on Michigan

Working families are taking to the streets, the shopping malls and to Lansing to protest the attempt to enact a law that conveys no rights and provides no work.

This is only the opening salvo in Michigan's civil war. It is a fight between billionaires who want to turn the Midwest into Canada's Mexico and working people trying to save Michigan's middle class.

We didn't want this war, but Gov. Rick Snyder provoked it. Knowing what would happen, he jammed through the Legislature a bill that will increase poverty, lower wages and weaken workplace democracy.

Snyder and his fellow anti-worker Republicans know right to work for less will harm Michigan's working families. And they know most people know that. Small business owners are speaking out against this attack on their customers. They know lower wages for workers mean less business for them, and that they will go down with the communities crumbling around them.

That's exactly why Snyder and radical Republicans spent two years lying about

their intentions. They were too cowardly to tell the voters what they really planned to do — the bidding of their ultra-wealthy benefactors.

Still, all the propaganda in the world couldn't hide the gutless way legislators passed the bill: During a lame-duck session.

Snyder's attack on the middle class is worse than Gov. John Kasich's in Ohio, worse than Gov. Rick Scott in Florida, worse than Gov. Scott Walker in Wisconsin. It is truly a betrayal of the voters to turn Michigan into a battleground while destroying the middle class — just to pay back some political enemies.

I predict we will win this war. Voters are waking up to the dangers of this extreme, divisive brand of politics and more and more are rejecting it. The anti-worker wing of the Republican Party is getting weaker, not stronger. That's why they voted the bill in a lame-duck session — because they don't have the votes in 2013.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

Election is over, but our work has just begun

Teamster Rail Conference members can be proud of the hard work done by the Conference to help secure the victories we won in the 2012 elections. Working together, BLET Vice President and National Legislative Representative John Tolman and BMWED National Legislative Director Charlie Hogue developed a comprehensive campaign plan.

The Rail Conference sent out multiple mailers to our 70,000 plus members on behalf of IBT-endorsed candidates. The BMWED contributed \$500,000 to the Teamsters Department of Field and Political Action and paid for lost-timers to get on the campaign trail to reach out to our members in key battleground states. The BLET put 12 lost-timers on and split the cost with the IBT.

This is the power of your Rail Conference in action: BLET and BMWED working together protecting your jobs, your wages, benefits and retirement. Let's remember Mitt Romney wanted to slash subsidies for Amtrak, which would have devastated our Railroad Retirement fund.

Now, the hard work begins: The Rail Safety Im-

provement Act of 2008 (RSIA) and Passenger Rail Investment and Improvement Act of 2008 (PRIIA) are up for re-authorization at the end of September 2013. One part of RSIA addresses the Hours of Service requirements for rail and signal employees, and PRIIA provides for the funding and development of high-speed rail corridors. The Rail Conference will be deeply involved in the reauthorization process.

In California, the high-speed rail project is continuing. In November, a judge denied a request from Central Valley farmers who sought to halt work on the ambitious project, allowing work on the \$68 billion plan to continue at an aggressive pace.

These challenges and others will be met by your Rail Conference leadership and we will be calling on you to help where needed — your voices are our most powerful weapon. Working together with our BMWED brothers and sisters, we will continue to strengthen our Conference.

JOHN F. MURPHY
DIRECTOR, TEAMSTERS
RAIL CONFERENCE
AND INTERNATIONAL
VICE PRESIDENT

About the Authors:

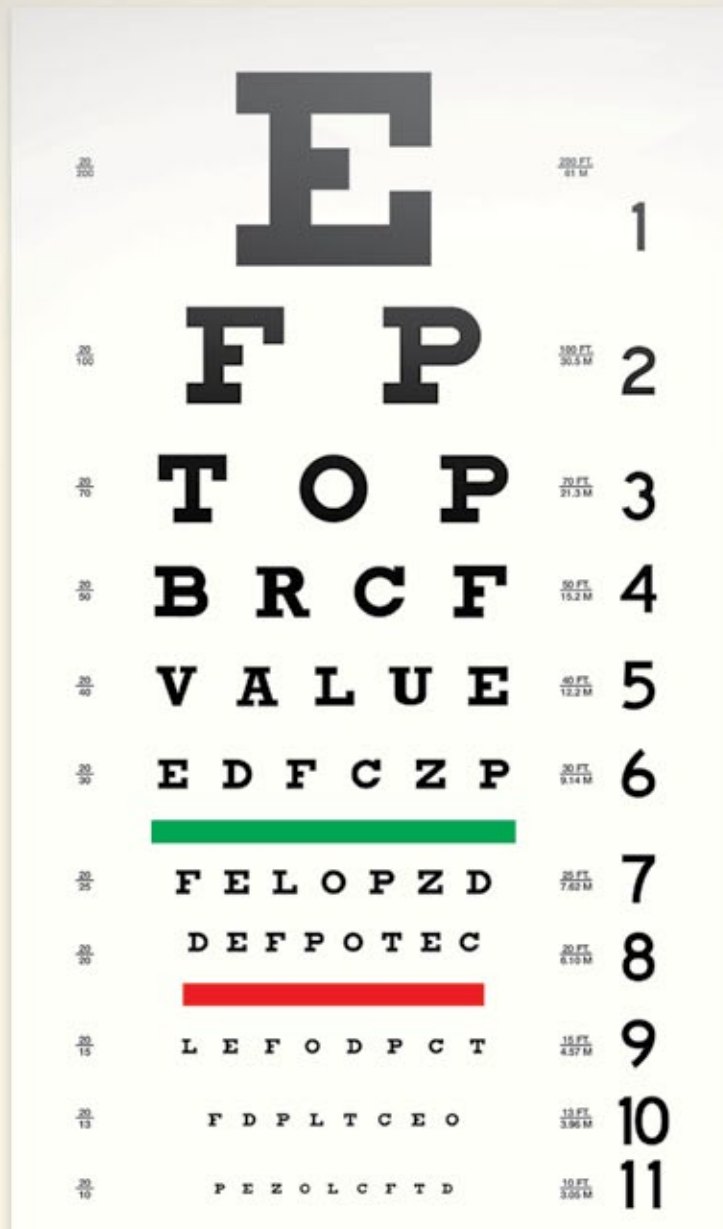


James P. Hoffa grew up on picket lines and in union meetings. He is the only son of James R. Hoffa, former General President of the International Brotherhood of Teamsters. On his 18th birthday, Hoffa received his own union card and was sworn in by his father.



John Murphy has been an Eastern Region Vice President since 1998. He spearheaded merger negotiations with the Brotherhood of Locomotive Engineers and Brotherhood of Maintenance of Way Employees and now serves as Director of the Rail Conference.

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Putting the Brotherhood First

E. LEE PRUITT: BLET NATIONAL FIRST VICE PRESIDENT & ALTERNATE PRESIDENT

Those who know BLET First Vice President E. Lee Pruitt know that he doesn't like to talk about himself.

As a union officer, Brother Pruitt firmly believes that the accomplishments of the Organization as a whole are of the utmost importance. His guiding principle is that by working together, individuals are able to achieve more than by working alone.

"Without everyone working together, things don't turn out as they should," he said. "If one person goes astray, we aren't able to accomplish things. Without the others, the individual is nothing."

Brother Pruitt knows first-hand the importance of working together as a group. Earlier in 2010, 2011 and 2012, he worked hand-in-hand with the BLET's Union Pacific General Committees of Adjustment to secure an on-property agreement for the railroad's locomotive engineers.

"The General Chairmen and I worked together like never before and the bonds between them have continued to grow," he said.

If that wasn't enough to fill his plate, Brother Pruitt was also involved in

national negotiations. He has also been assigned to numerous important Brotherhood responsibilities by National President Dennis R. Pierce. He is in charge of the Standard Building, the BLET's headquarters building in downtown Cleveland, Ohio. And Pruitt serves as head of the following departments within the BLET: Passenger Department, Short Line Department, Organizing Department and Trainmen's Department. He also serves as Vice President of the Teamsters Rail Conference.

Brother Pruitt began his railroad career in 1968 as a machinist apprentice then became an electrician apprentice for the Southern Pacific Railroad in Bakersfield, Calif. He transferred to engine service as a fireman for the SP in 1970 and was promoted to locomotive engineer in June 1972. Pruitt joined BLET Division 126 in 1972 immediately after he was promoted to locomotive engineer and has been a proud member in good standing ever since. He began serving as Local Chairman of Division 126 in 1979, a position he held until becoming General Chairman of the Southern Pacific-Western Lines General Committee of Adjustment in 1990.


Brother Pruitt served as General Chairman for 11 years until he was elected to the BLET's Advisory Board as a National Vice President in 2001. In 2006, he was reelected by acclamation to continue serving as a Vice President. Four years later, due to retirements on the Advisory Board, Pruitt was unanimously elected by the Board to serve in the Brotherhood's second-highest office — First Vice President and Alternate President — on July 1, 2010. At the BLET's Second National Convention in Reno, Nevada, Brother Pruitt was reelected by acclamation to continue serving as First Vice President.

Pruitt is a second-generation railroader, following in the footsteps of his father who was a Southern Pacific conductor for many years. From his father, Pruitt learned the importance of union membership.

"I grew up in a union family," Pruitt said. "My father was a member of the Brotherhood of Railroad Trainmen and the United Transportation Union. From an early age, the principles of unionism became a definitive part of who I am as a person."

Indeed, Brother Pruitt joined his first union when he was just 15 years old, becoming a member of the Retail

E. LEE PRUITT BIO **Title:** First Vice President & Alternate President **Railroad:** Union Pacific (former SP) **Member:** Division 126 (Bakersfield, Calif.) **Background:** Joined BLET on Nov. 1, 1972. Hired out in Bakersfield, Calif., 1968. Promoted to engineer, 1972. **Union history:** Served as Local Chairman, Division 126; Vice General Chairman and then General Chairman, UP-Western Lines GCA, 1990-2001. Elected National Vice President in 2001; reelected by acclamation in 2006 **Personal:** Enjoyed riding his Harley Davidson around the country until his daughter Jolie was born, which put a crimp on his motorcycle riding days.



E. Lee Pruitt

First Vice President
& Alternate President

Clerks Union. At age 18, he joined the International Brotherhood of Electrical workers when he hired out on the railroad, and subsequently joined the United Transportation Union when he became a fireman on the Southern Pacific Railroad.

While furloughed from the railroad in the 1970s, Brother Pruitt worked for the Police Department in Bakersfield, Calif. “Recognizing the need for union representation, I helped organize the police officers into the California Peace Officers Association during my brief employment there,” he said.

As Director of the BLET’s Passenger Department, Pruitt said he is encouraged by President Obama’s support for high-speed rail. He is optimistic that the California high-speed rail initiative will become successful as a true high-speed system, serving as a model for other states. His primary work on high-speed rail issues is as Chairman of the Teamsters Rail Conference’s PRAC, or Passenger Rail Advisory Committee.

“The PRAC will work to coordinate the efforts of the Rail Conference, and lead all of Rail Labor, in promoting the proposed passenger rail projects,

lobbying to secure the state and local funding that will be needed to get these projects off the drawing board, and fighting to ensure that these jobs are our jobs,” he said.

Brother Pruitt and his wife, Jamie, have one daughter, Jolie. He enjoys spending time with his family and friends and collecting music and records of which he has a very large collection. Before his daughter Jolie was born, Brother Pruitt enjoyed riding his Harley Davidson around the country, although the birth of Jolie put a crimp in his motorcycle riding days. 🇺🇸

Extreme flight to fight cancer

DIVISION 778'S TIM CLOYD SOARS TO NEW HEIGHTS

Tim Cloyd believes in helping people. In December, the member of BLET Division 778 (Des Moines, Iowa) soared to new heights — 17,000 feet to be precise — to raise money for the American Cancer Society.

When he is not behind the throttle as a locomotive engineer for Union Pacific, Brother Cloyd can often be found thousands of feet in the air piloting his hot air balloon. He often uses his gift as a trained, licensed and certified hot air balloon pilot to help those less fortunate than himself.

“I just love to fly as often as I can,” he said.

In December, he embarked upon what he called his long distance “Extreme Flight to find a Cure” to raise awareness for cancer research, collecting donations for the American Cancer Society.

A normal hot air balloon flight reaches a top speed of five to 10 miles per hour and lasts about 45 minutes. Altitude ranges from the height of a treetop to a few thousand feet at most. For his “Cancer Flight,” Brother Cloyd embarked on a marathon eight hour, 500-mile solo journey at whirlwind speeds between 75 and 100 miles per hour.

He reached a maximum altitude of 17,000 feet, but spent most of his time in the jet stream between 12,000 and 15,000 feet.

It was a high-risk flight. Brother Cloyd was at such high altitudes that he required oxygen tanks to breath, and endured extremely cold temperatures.

“We all have gifts and talents that are given to us, and it’s up to us to put them to good use to help others,” he said. “I flew for all the cancer patients who fight for their lives. What I endured is minor compared to the suffering cancer patients face every day.”

He and his wife, Elsie, op-

erate a 501(c)3 non-profit organization called Tecvisions (www.tecvisions.org). Brother Cloyd explained the special meaning of the Tecvisions name: “‘T’ is for Tim, ‘E’ is for Elsie and ‘C’ is for Cloyd,” and ‘Visions’ represents where God leads us to do His work,” he said.

He and Elsie have traveled to numerous countries for missionary outreach visits, including Bolivia, Costa Rica, China, Belize, Ecuador, Mexico, Cambodia, and South Africa. They’ve also done their share of helping those in need here in America, providing school supplies and other necessities



Brother Cloyd and his wife, Elsie, on a mission trip in Bolivia. RIGHT: Members of the Tecvisions ground crew help with a landing.



Brother Cloyd "at the throttle" of his hot air balloon as passengers prepare for a scenic trip.

The Tecvisions balloon readies to launch.



to the needy in Iowa, Illinois and elsewhere.

Cloyd hired out with the Union Pacific at Des Moines, Iowa, in 1995. He earned promotion to locomotive engineer in 2003. He began ballooning in 2006 with his son, Pat, who earned his piloting license at age 17. The Federal Aviation Administration (FAA) governs licensing for hot air balloon pilots. Brother Cloyd said he is subject to licensing renewal testing every two years — very similar to periodic testing required to maintain his locomotive engineer’s certification. He has spent time in road service, but currently works a yard job in Des Moines because he enjoys having regularly scheduled days off.

He and Elsie have two adult children, Pat and Meredith, and one grandson,

Myles, who will turn 1 in February of 2013.

Even though the “Cancer Flight” is over, Brother Cloyd is still accepting donations with 100 percent of the money going to the American Cancer Society. BLET members interested in supporting this worthy cause may do so through the Tecvisions website, www.tecvisions.org, or by emailing Brother Cloyd at Tecvisions@hotmail.com.


“People who donate genuinely want to help people,” he said. “Sometimes people who need help don’t always ask for it. We need to reach out and help them. If you can’t donate financially then you can shovel the walk or rake leaves for an elderly neighbor. Drive them to the drug store. You can invest that way. It doesn’t cost a lot but there’s a big benefit to those you’re helping.”

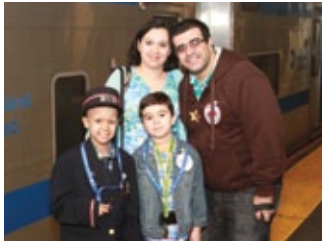


The Cloyds on mission trips to Puerto Vallarta (above) and China (below).



Make a Wish

THE MEMBERS OF BLET DIVISION 269 (Long Island, N.Y.) recently helped the Long Island Rail Road (LIRR) host a young man with cancer for the Make-A-Wish foundation. Eric Martin, Vice General Chairman-LIRR General Committee of Adjustment, and Brother Bob Alley, Division 269, gave Juan Carlos Borbon and his brother a tour inside the cab of a LIRR locomotive, while LIRR General Chairman Mickey Quinn presented him with several BLET items. 



Photos: courtesy MTA/LIRR

Lucky BLET member wins \$1 million jackpot

A lucky member of the Brotherhood of Locomotive Engineers and Trainmen is \$1 million richer, thanks to the State of Virginia Powerball Lottery.

Richard L. Carter of BLET Division 26 (Richmond, Va.) bought three Powerball tickets on September 29 in Chesterfield, Va., and learned a few days later that he was a big winner. He matched five numbers, but missed the Powerball number. He let the computer randomly pick the numbers when he bought his tickets. His take home winnings amount to \$710,000 after taxes.

A locomotive engineer with CSX, Brother Carter first joined the BLET on April 1, 1976. A veteran railroader, Carter is making plans now to retire from CSX in March of 2013.

"I'm going to take care of my family and invest a portion of it," he told the Richmond Times-Dispatch in an



Richard Carter receives a ceremonial check from Paula Otto, Executive Directory of the Virginia Lottery, at the store where he purchased his winning ticket.

interview. "Whatever is left, I'm going to use to supplement my retirement."

Carter told the *Times-Dispatch* that he is a regular lottery patron and has won token amounts before, but nothing of this magnitude. He felt numb when he looked over

the numbers and compared them with his own tickets.

Carter told the *Times-Dispatch* that his win took on added significance because his wife is a former Chesterfield County teacher. According to the Virginia Lottery, lottery proceeds generated more

than \$487.1 million for Virginia's public schools in the fiscal year that ended June 30.


"Everybody is a winner," he said. "The money ... helps our school systems do things they wouldn't be able to do otherwise. It's a win-win situation." 

Photo: P. Kevin Morley/Richmond Times-Dispatch

The voters have spoken

Analyzing the 2012 national elections



BY JOHN P. TOLMAN
VICE PRESIDENT & U.S.
NATIONAL LEGISLATIVE
REPRESENTATIVE

Oh, what a wonderful night it was! I am writing this post-election, and I would like to take the opportunity to thank all of you who voted, especially those of you who voted for BLET endorsed-candidates — to you, a hearty thank you.

When the BLET endorses a candidate for public office, we analyze who they are, what they stand for, how they have voted in the past, how they compare to their opponents, and what is their record on labor issues. We also ask them to fill out an extensive survey regarding labor issues and analyze their voting record. And last, but not least, we look at whether they have been a friend to the BLET and all of labor. What we do not take into account is their stance on social issues because we all have our own beliefs, and when making our endorsements, we must put these beliefs aside and find out what will be in the best interests of BLET members, which is our responsibility as elected officers.

In the Presidential race, President Barack Obama was our endorsed candidate. We made this endorsement for many reasons, but one of the most important was the Republican Party's relentless War on Workers campaign that has set out to destroy middle class America. In our wildest imagination,

we could not see any benefit to our members in endorsing the other candidate in this race, who mentioned his disdain for unions and workers again and again in the campaign; and whose running mate, Paul Ryan, introduced a budget that would devastate the Railroad Retirement system. On the other hand, President Obama is not out to hurt the middle class and would veto any attempts to hurt Railroad Retirement, including Paul Ryan's budget, if such items came to his desk.

During the Republican primaries, Mitt Romney took extreme positions on many issues, including labor unions, the middle class, immigration, Social Security, Medicare and Medicaid, in order to win the nomination in the field he faced. After winning his party's nomination, Romney — as one of his advisors put it — tried to wipe the slate clean and shake the "etch a sketch" and move towards the center to make up ground lost with his extreme positions. But this proved too difficult. He refused to provide details on policy plans, including the tax deductions he would eliminate to fix the deficit, and many economists said his economic plan would explode the debt rather than fix it.

I think many, including President Obama in the first debate, were flabbergasted at the fact that Mitt Romney was willing to say just about anything to get elected — I know I was. As the campaign wore on, I began to be very fearful, remembering this quote from Napoleon: "Those who will say anything, will do anything." However, I

think the campaign of President Obama was brilliant, and they framed Governor Romney in this way from the very beginning, and never allowed his rhetoric to knock them from their strategy. Their ground game of voter mobilization was the best I have ever seen in all my years of campaigning.

President Obama won the two-party vote among female voters by 12 points 56-44%. Meanwhile Romney won men by an eight point margin, 54-46%. The total 20 point gender gap is the largest that polling giant Gallup has ever measured in a Presidential election since it began compiling the data in 1952. Women have supported the Democratic candidate in each of the last six elections. Men favored the Democrat in only two of the last six — 1992 and 1996 — and in only four of the 16 elections since 1952. Overall, since 1952, men and women have differed as to the party's candidate they favored six times. The narrowing of President Obama's winning margin from seven points to two points shows that men are shifting more to the Republican Party, and the difference in party preference between men and women has never been larger.

There were also differences among the races. Fifty-nine percent of white voters voted for Romney and just under 40 percent for President Obama. President Obama won 93 percent of the black vote and 71 percent of Hispanics.

THE SENATE

The election results in the Senate were very good for Democrats. The Demo-



President Obama at the University of Colorado

crats maintained control with a margin of 52-45, with two independents — Bernie Sanders of Vermont, who caucuses with the Democrats, and Angus King of Maine, the former Governor of that state who also will caucus with the Democrats. The Democrats were defending 23 seats, with the Republicans defending only 10, and in August it looked as if the Democrats would lose control of the Senate. But credit is due to the Democratic Senatorial Campaign Committee. They recruited solid candidates and forced the Republicans to work hard and

spend a lot of money.

There were several surprises and gifts given by the Republicans. For example, Representative Joe Donnelly defeated Richard Mourdock to take the seat now held by Republican Senator Richard Lugar in Indiana. Mourdock, the state's Treasurer, was in fact the gift that kept on giving during the campaign. He repeatedly made mean-spirited comments about women, said he would have blocked the auto bailout that saved thousands of American jobs, and said he would "stop the efforts at bipartisanship

that defined the six term tenure of Mr. Lugar and push for a more conservative agenda among the Republicans on Capitol Hill."

In Missouri, many pundits believed that Senator Claire McCaskill was the most vulnerable incumbent Senator; however, I disagreed. She ran a great race, as usual, against Representative Todd Akin. Akin became notable during the campaign when he made national headlines due to his disgraceful and disgusting comments regarding "legitimate rape," which galvanized voters for McCaskill.

The Democrats held open seats with wins by Tim Kaine in Virginia, Martin Heinrich in New Mexico, Chris Murphy in Connecticut, Mazie Hirono in Hawaii and Tammy Baldwin in Wisconsin. They took back the Massachusetts Senate seat, known as the "people's seat," once held by Ted Kennedy when Elizabeth Warren defeated Republican Senator Scott Brown in a hard fought race. The great Senator Jon Tester, a truly honest politician, held off a challenge from Representative Dennis Rehberg in Montana. In Maine, long represented by retiring moderate Republican Senator Olympia Snowe, independent Angus King was elected and is expected to caucus with the Democrats. In North Dakota, Heidi Heitkamp became the only Democrat to win statewide office by a 2,994 vote margin. Independent Senator Bernie Sanders, one of my favorites, was also re-elected. In the important swing state of Ohio, long-time BLET friend Sherrod Brown defeated Republican challenger Josh Mandel, who received millions upon millions of dollars in campaign contributions from out of state supporters and dark money groups.

HOUSE

The results in the House were not as good as those in the Senate. Republicans maintained control of the body by a margin of 234-201, in spite of the efforts of many allied groups, such as the BLET. Democrats had hoped to pick up the 25 seats necessary to take control of the House. Although they

picked up eight seats, redistricting by Republican-controlled state legislatures following the 2010 census prevented Democrats from recapturing control of the House, even though they polled the majority of votes in many states where they won only a small fraction of the races. Now, we must go forward and make friends on both sides of the aisle. We must meet with all the newly elected Representatives — Republican and Democrat alike — in order to move the BLET's agenda forward.

In the two years since the 2010 elections, we heard much about the impact of the *Citizens United* Supreme Court decision and the influence of Super PACs and the millions of dollars they would be able to raise and spend. I think we should all take note of casino-magnate Sheldon Adelson, who kept Newt Gingrich afloat during the Republican primary and spent \$60 million of his own money — the most ever by an individual — on Republican races. None of the candidates he backed won. President Obama's senior advisor David Axelrod suggested that people who contributed to the Republican Super PACs should be asking for refunds.

I truly believe that when all is said and done we will see that one of the greatest influencers of this election were the thousands of union members — including many BLET members — and other ordinary people who volunteered to get their fellow citizens out to vote.

In conclusion, I would like to again thank all you who voted in this election and all of those who took the time to volunteer to get out the vote, and I would especially like to thank the BLET's Advisory Board. For the past year and a half, we have been talking about how high the stakes were in this election at every meeting we attended. The choice facing BLET members and American workers was so stark that it was easy for all of us to be on the same page on the issues. It is truly an honor to serve on this team, who work together to make the BLET better every day! 🍷

Securing regulatory improvements

Advancing our safety agenda
following the 2012 elections



BY VINCENT G. VERNA
DIRECTOR OF
REGULATORY AFFAIRS

With the 2012 elections behind us, the BLET will continue its mission of ensuring a safe working environment for our members, identifying areas of change, preventing backsliding and strengthening existing regulations.

This election was a trying period for all Americans and all railroaders. We faced threats to many middle class benefits that we and our families depend on, such as Railroad Retirement, Social Security, Medicare and federally subsidized student loans and grants. The re-election of President Obama will safeguard these benefits and also have a positive impact on the regulations that govern our industry.

During the campaign, the President was painted by his opponents as the cause of the nation's poor economy because he over-regulated industries, but this is a myth that has been debunked by many sources, including, the *Wall Street Journal*. An article by Phil Izzo, "Dearth of Demand Seen Behind Weak Hiring," on July 18, 2011, cited a survey of 53 economists in July of 2011 that found that the main reason U.S. companies are reluctant to step up hiring is scant demand,

rather than uncertainty over government policies.

Additionally, data maintained by the Bureau of Labor Statistics (BLS) counters these claims made by many, including Eric Cantor, House Majority Leader, in a memo titled "Memo on Upcoming Jobs Agenda," on August 29, 2011, (<http://majorityleader.gov/blog/2011/08/memo-on-upcoming-jobs-agenda.html>).

The evidence borne out by the BLS shows a different picture. In looking at the reasons for layoffs, separations and unemployment claims, there are many reasons people are unemployed in every quarter of every year during any given presidential administration.

The BLS tracks many factors influencing unemployment including regulations and other reasons, such as: business demand, contract cancellations or completions, domestic competition, excess inventory/saturation, insufficient demand, organizational changes such as business ownership change, restructuring of company, bankruptcy, cost control to increase profitability, financial difficulty, automation advances, material shortages, natural disasters — and the list goes on and on.

The economic and unemployment picture is a complex one and more relevant still is that government regulation represents but a small fraction of the actual jobs lost in the current economy.

This even applies to the railroad industry, and BLET President Dennis R.



WHAT IS RSAC?

In 1996, Federal Railroad Administration — working with rail labor, management and shipper groups — established the Railroad Safety Advisory Committee (RSAC) to develop new regulatory standards, through a collaborative process, with all segments of the rail community working together to fashion mutually satisfactory solutions on safety regulatory issues.

The BLET is a key player in the RSAC process and is actively involved in numerous RSAC groups to represent the interests of BLET members, including the following:

- Full RSAC
- Fatigue Working Group
- Education and Training Task Force
- Infrastructure and Environment Task Force
- Scheduling Task Force
- Risk Reduction/System Safety Program Plan
- Engineering Task Force
- Passenger Safety Working Group
- Railhead Wear Working Group
- Critical Incident Stress Debriefing (CISD) Working Group

Pierce made this point well in an article he wrote about coal prices falling due to decreased demand brought about by deregulated, cheap natural gas (“Romney is not coal’s savior,” BLET News Flash, October 22, 2012).

Many regulations are beneficial and intended to prevent injury and death due to unsafe practices and operations. This is where our organization has its most vital interest. We want regulations that are sensible, but more importantly, we want regulations that help ensure our safety on the job.

In fact, we believe this continues to be our biggest area of common interest with the carriers and FRA. Over its nearly 150 year history, the BLET has demanded safety as our moral and legal right, and have sought to create laws and regulations governing the industry that accomplish our goal. The carriers and FRA may have their own separate reasons for wanting that too, but the morality of a safe work environment is irrefutable.

Because the Department of Transportation (DOT) and the FRA are part of the Executive Branch, we are fortunate to have a President who acknowledges our perspective. No President will agree or do everything we want, nor we will agree with everything President Obama says or does. To expect

otherwise would be unrealistic. But we can be confident that rather than appointing someone who is merely a mouthpiece for the railroad carriers to oversee the industry, President Obama will appoint or keep individuals best qualified for their jobs at DOT and FRA. Our support is not based on partisan politics. The people working in these positions are civil servants. In most cases, these people have worked in many different administrations and have a vast institutional knowledge of our industry.

Over the coming months and years, we believe that there will be some unique opportunities to make strides in the area of fatigue mitigation with the implementation of fatigue management plans as mandated by the Rail Safety Improvement Act of 2008. While it seems that the implementation of these changes has been glacial, it is important to note that they, like everything, are influenced by the outcome of elections and the federal budgetary process.

Now that the election has been resolved — and there is some certainty in the Executive Branch for the next four years and the legislative branch for the next two years — we could start to see some real movement on this issue. One of our highest priority current goals is

to establish a framework within the Rail Safety Advisory Committee (RSAC) Fatigue Management Working Group that allows our General Chairmen the ability to forge agreements that mitigate fatigue by creating more predictability in the work life of our members. In doing this, we want the General Chairmen to have enough flexibility to have a fatigue management plan that works in their location but not so flexible that it allows the carriers to disregard predictability as a mitigation tool, or simply reduce our wages by cutting back our time at work.

While this is a difficult balance that we need to strike, we have been very open about this approach. We have made our outstanding issues concerning fatigue known to FRA and the passenger, Class I, and short line railroads. The passenger Hours of Service regulation got this approach mostly right, although there are some minor adjustments that should be made, but the Class I and short line railroads, as we know, have been very resistant to change. We are hopeful that we can achieve some positive changes with regard to fatigue that can bridge the differences we currently have with the carriers without compromising on safety or earnings.

We have several meetings on our agenda following the 2012 national elections, such as Risk Reduction, Positive Train Control Implementation, Engineering Task Force and its respective Brakes, ESI and Vehicle Track Interaction Task Groups, Rail Wear Working Group, as well as a full RSAC Meeting just after the beginning of the New Year. We will be communicating with as many of our members as possible over the next year in print and in person to keep you up-to-date and to hear your ideas and concerns about our contributions to the regulatory process.

As a result of the election, we believe that the BLET will be able to make real change in the industry through the use of regulations, and thus, make the industry safer and improve the quality of life for our members. ●

Jevert 'extremely proud' of 42-year Honor Roll status



Brother Jevert pilots Engine 144 (train 541/540) on his Last Run, a roundtrip between Sacramento and Oakland, on August 3, 2007.

Brother Paul E. Jevert of BLET Division 144 (Oakland, Calif.) has achieved Honor Roll status, proudly reaching 42 years of consecutive membership in the Brotherhood in 2012.

Brother Jevert, 65, first joined the Brotherhood on September 1, 1970. He hired out in Chicago in 1965 as a traffic director/gateman for the Illinois Central Railroad (IC). He went firing on May 23, 1969, for the IC and earned promotion to locomotive engineer on January 2, 1972. He joined the Brotherhood on September 1, 1970.

He spent part of his railroad career with IC, but worked for Amtrak as a locomotive engineer and engineer training instructor from 1987-1989, and then as a full time locomotive engineer from June of 1989 to August of 2007. He retired as an Amtrak engineer in 2007. His Last Run came as a passenger engineer on Amtrak's Capitol Corridor (train #541-540) on August

3, 2007, safely piloting his train between Sacramento and Oakland, Calif.

Brother Jevert is the proud owner of 30 and 40 year BLET membership pins. He also received a 15-year Service Award from Amtrak as well as numerous safety awards from Illinois Central and Amtrak.


A third generation railroader, Brother Jevert's mother, uncle, grandfather and grandmother were all long-serving Illinois Central employees. His mother, Irene C. Jevert, was ticket agent for 25 years; Grandfather Fred-eric Snashall was a locomotive engineer for 40 years and member of BLET Division 10; Grandmother Hilda F. Snashall was a ticket agent for 53 years; and uncle Charles T. Anderson was a flagman for 25 years.

Brother Jevert has been very involved with numerous organizations as an officer of such lodges as: National Association of Retired and Veteran Railway Employees (NARVRE);

a 24-year member of the NASH Car Club of America; a 32nd degree Scottish Rite Mason-life member; past master of his Masonic Lodge; Shriners; Elk; VASA Sweedish Lodge; and Odd Fellows.

Brother Jevert is well remembered for organizing and providing financial support for the Sacramento crew base Christmas party for operating and non-operating employees for five years in a row (200-2004). Operation Red-block co-sponsored the events.

Looking back on a long and fulfilling railroad career, Brother Jevert is especially proud of his long-term membership in North America's oldest railroad labor union.

"I have been a union member all my working career, even back in high school when I worked in a gas station in 1963," he said. "I have been extremely proud of my membership for over 40 years in the BLE and BLET. The union was always there to help." 

Billy Martin served KCS engineers in Divisions 930 and 530

William J. “Billy” Martin, long-serving officer of BLET Division 930 and Division 527, retired from the Kansas City Southern Railway after 40 years of service effective July 1, 2012.

Brother Martin hired out as a clerk at Kansas City in 1972. He entered engine service in 1978 and earned promotion to locomotive engineer in 1979. He held numerous offices in former BLET Division 930, including President and Local Chairman, until Division 930 merged into Division 527 in Pittsburg, Kan. He served Division 527 as Local Chairman until he retired.

Brother Martin comes from a railroad family. His grandfather’s first job on the railroad was at age 12, but was dismissed when railroad officials found out his actual age. He was re-hired at age 16 and retired as a yard master after 50 years of service. Martin’s father was a switchman who worked from 1951 to 1965, when he became disabled. Brother Martin also had two great uncles and an uncle who worked on the KCS.

Bill had a number of complimentary things to say regarding President Pierce and he was especially grateful to the National Office for their support over the years. Bill reported that he is looking forward to his \$49,000 annual Railroad Retirement pension.

He and his wife of 39 years, Joni, have four children — Katie Green, Timothy, Robert, and Dave — and four grandchildren.

In a letter to co-workers announcing his retirement, Brother Martin wrote: “I wish to thank each of you for the service you have devoted to the betterment of our Brotherhood. How could I complain about life? I broke my leg and the Union provided me with disability insurance. I have one of the best health insurance policies in the USA. I can retire at age 60, and I will receive a thousand



From left: Kansas City Southern General Chairman Sam Parker; Division 527 member William J. “Billy” Martin; and National President Dennis Pierce. President Pierce congratulated Brother Martin upon his pending retirement and thanked him for his many years of service to the Brotherhood as Local Chairman of Division 527 and Division 930.

dollars a week pension with free health insurance. The reason for all these good things would be you — the men and women working today, and the men and women who worked before you. I thank you for your time and effort to make our lives better. I feel that our GCA is very focused on the welfare of its members and the future of our Brotherhood. I wish to thank all of my friends, engineers, switchmen, car men, diesel shop, yard masters, track men and even some members of management. You are a great group of coworkers that I have

been friends with for 40 years. I will remember you all in my prayers.”

Kansas City Southern General Chairman Sam Parker said Brother Martin has been busy since leaving KCS. “He didn’t know how many projects he had until he retired.”

Parker also said Brother Martin was a valuable asset to the Brotherhood and that he will be sorely missed. “He was a great guy to work with,” Parker said. “I have all good things to say about Billy Martin and I wish him nothing but the best during retirement. You earned it, Brother.”

Division 192's Larry Schneider retires after 36 years

EL. "Larry" Schneider of BLET Division 192 (El Paso, Texas) safely completed his Last Run on April 26, 2012, concluding his 36-year railroad career on a run between Vaughn, N.M. and El Paso, Texas.

Brother Schneider hired out as a hostler in 1976 for the Southern Pacific at El Paso, Texas. He went firing on May 10, 1984 and earned promotion to locomotive engineer on February 26, 1985. He continued working as a locomotive engineer following Union Pacific's purchase of the SP in 1995.

Brother Schneider first joined the Brotherhood on February 1, 1980, and has been an actively involved member and officer for many years. He served as Secretary-Treasurer of Division 588 (Tucumcari, N.M.) from 1994-1997. He served for 14 years as Legislative Representative of Division 591 and later Division 192 after the divisions were merged. He also served as President of Division 192 from 1999 to 2012.

As a Legislative Representative, Brother Schneider spent countless hours lobbying on behalf of safety improvements for BLET members and other railroaders. He lobbied at the state and local level against the introduction of remote control locomotives in yard switching operations, and marched in protest rallies against remote control in Austin, Texas, and Washington, D.C. In 2001, he worked as part of rail labor's joint legislative committee that helped secure passage of the Railroad Retirement and Survivors Improvement Act of 2001, which reduced the full retirement age to 60 with 30 years of service. He was also involved in rallies for railroad security improvements and to protest the War on Workers.

A Vietnam veteran, Brother Schneider served a two-year tour of duty where he received a Good Conduct medal, an Army Commendation medal, and a Republic of Vietnam Service



Brother Schneider completes his Last Run on April 26, 2012, after a run between Vaughn, N.M., and El Paso, Texas.

medal. After proudly serving his country, Brother Schneider earned a Bachelor of Arts degree from the University of Texas El Paso (UTEP) in 1976.

Brother Schneider followed in his father's footsteps. His father, Paul Schneider Sr., worked for 30 years as a machinist at SP.

He and his wife, Becky Battenfield Schneider, were married in 1990 and have two children, Maricel Causer and Larry Schneider Jr., and two grandchildren, Dahlia Marie and Emilio Miguel Causer. Sister Schneider served for four years as National President of the BLET Auxiliary (2006-2010), and she remains an active Auxiliary member today.

"Of all the Division offices I've held, my passion has always been with the legislative branch of the Brotherhood," Brother Schneider said. "Becky and I make a good team and we're still very passionate about the politics that shape our country. We have actively participated to promote many issues of the Brotherhood and retirement is not going to change that."

Brother Schneider's hobbies during retirement will include fishing, golfing, and trap and skeet shooting. He plans to remain active with memberships in the National Association of Railroad Passengers (NARP) and the National Association of Retired and Veteran Railroad Employees (NARVRE). He also plans to spend more time with his grandchildren and catching up on his "honey do" list.

"The railroad has provided well for my family and me through the years, but railroading has had its pros and cons," he said. "During the meltdown of Union Pacific in 1996-97, following the merger with Southern Pacific, Becky and I had just moved to Tucumcari when we ended up having to move back out to El Paso. I guess 'unpredictable' would be the best way to describe life on the railroad. To all of those still working, I offer this advice: Follow the rules, operate safely, never get in a hurry or take short cuts, and always be careful out there. Your family wants you to come home in one piece." 📍

Division 344's Lenny Scheufler a coach and mentor

A highly decorated college athlete, Brother Scheufler spent his working career as a locomotive engineer and completed his Last Run on July 9, 2012.



Brother Leonard “Lenny” Scheufler, Secretary-Treasurer of BLET Division 344 (Wellington, Kan.), concluded his 40-year railroad career as he safely completed his Last Run on July 9, 2012.

In 1972, Brother Scheufler hired out on the Atchison, Topeka & Santa Fe (ATSF) Railroad in Wellington, Kan. Initially he worked for the railroad during summers only, teaching high school and coaching football, track and other sports for the majority of the year. He embarked on his full-time railroad career in 1975 after earning promotion to locomotive engineer. He joined BLET Division 344 on January 1, 1977, and has held continuous membership in the Brotherhood ever since.

Prior to the start of his railroad career, Brother Scheufler was a highly decorated and successful college athlete. He earned his degree from

Ottawa University (OU) in Ottawa, Kan., from 1964-67. At the university, he became a National Association of Intercollegiate Athletics (NAIA) All-American football player. He was a four-year letterman in football and track and lettered two years in basketball. He was named to the Kansas Collegiate Athletic Conference (KCAC) All-Conference team from 1964-66 for his play on the gridiron. He was an All-District 10 selection in 1965-66. He was selected to the NAIA second team All-American list in 1965 and was a first-team All-American in 1966. Later, at the University of Kansas, Scheufler broke the school record in the 100-meter hurdles in 1963 with a time of 14.7. It's a record that stood for more than 30 years.

In 1991, he was inducted into the Ottawa University Athletic Hall of Fame. Brother Scheufler is very proud that his daughter, Kristin Scheufler

Mallory, is also a member of the school's Athletic Hall of Fame.

Scheufler and his wife, Beverly, have spent thousands of hours of their time volunteering at the Sumner Regional Medical Center in Wellington, Kan. They also donated \$10,000 to the hospital's Endowment Foundation in 2011. The couple also regularly donates to other organizations.

According to Division 344 Local Chairman Danny Smith, Brother Scheufler began serving the Division as Secretary-Treasurer in 1984. Smith said Scheufler was a proud Division leader who served as a role model and mentor for younger engineers.

“He taught and coached his co-workers on the railroad just like he did his student athletes in high school,” Brother Smith said. “He did a great job as Secretary-Treasurer and helped with many, many safety issues. He will be missed.”

Mickey Payan helped return Division 264 charter to El Paso

Brother Mickey Payan, one of the founders of BLET Division 264 in El Paso, Texas, has retired after a railroad career that spanned 40 years.

Brother Payan hired out as a carman on the Southern Pacific Railroad at El Paso, Texas, on November 8, 1969. He went firing for the Santa Fe on November 11, 1991, and earned promotion to locomotive engineer on April 11, 1992.

Throughout his long and distinguished railroad career, he worked for the Southern Pacific as a carman/car inspector (1968-1973), for the Santa Fe Railway as a carman/car inspector/mechanical foreman (1973-1991), as for the BNSF Railway as a switchman, conductor, yardmaster and engineer (1991-2007).

Brother Payan first joined the Brotherhood on June 1, 1992. When Payan earned promotion to locomotive engineer in 1992, he learned that the Santa Fe had lost its charter to Division 22. Along with Brothers Roger Ramos, and Larry Mizcles, Brother Mayan helped spearhead the lengthy process of returning, recreating and reorganizing Division 264 to the Santa Fe. Their efforts paid off on April 1, 1997, when they accomplished their goal and were granted a charter by the Brotherhood. Brother Payan had the honor of having his name on the charter as President of Division 264.

Brother Payan was an original member of the SACP in Clovis, N.M., and Belen, N.M. He was also a founding member of El Paso's Diversity Council. Brother Payan was also appointed to the position of Division Mentor.

Brother Payan's last run came on November 26, 2007 as locomotive engineer of vehicle train V-ABQELP-26a (lead motor BNSF 4322) between Albuquerque, N.M., and El Paso, Tex-



A mentor to many young engineers and trainmen, Brother Payan was part of the group that helped reestablish the Charter for BLET Division 264 in 1997.

as. Upon retirement, he received a 150-year commemorative gold pocket watch, a BNSF retirement wristwatch, and a BNSF Certificate of Recognition for 34 years of service and commitment.

After graduating from high school in 1967, Brother Payan completed one year at El Paso Community College and two years at the University of Texas at El Paso (UTEP).

He and his wife Luz have four children: Jason ("P.J."), Ali, Michelle A. and Michael A. They also have two grandchildren, Alyssa and Alec.

During retirement, Brother Payan remains a dedicated and loyal member of Division 264. He also enjoys travel, golf, fishing, gardening, and grandparenting.

"The members of Division 264 thank Mickey Payan for his efforts to return our Division charter," said Mike A. Dominguez Sr., Secretary-Treasurer of Division 264. "He was a dedicated, safety conscious and professional locomotive engineer who served as an important mentor for the younger engineers in our Division." 📻

Scotty Randolph a mentor to many CP Rail/Soo Line engineers

BLET Division 160 member Scott J. “Scotty” Randolph safely completed his Last Run for Canadian Pacific Railway/Soo Line after nearly 41 years of service. His final trip was on Assignment H-51 at Max, N.D., on June 15, 2012.

Brother Randolph hired on with the Soo Line Railroad at Shoreham, Minn. as a hostler/fireman. He later earned promotion to engineer in January of 1975. He transferred to Bismarck, N.D., where he joined the Brotherhood as a proud member of Division 671 on March 1, 1975.

In March of 1981, Randolph transferred to the terminal at Harvey, N.D. He served as Vice Local Chairman of Division 671 from 1985 to 1991. He also was the BLET’s designated member of the Harvey Safety & Health Committee until 1995. In 1996, he transferred his membership to Division 160 (Harvey, N.D.) and faithfully served his Division



Brother Randolph

as delegate to the National Convention in 1996, 2001 and 2006.

Craig Thurow, Secretary-Treasurer of the BLET’s CP Rail/U.S. General Committee of Adjustment, wrote: “With the takeover of Soo Line by Canadian Pacific in 1990, and with the recent Bakken Crude Oil discovery in western North Dakota, we have had a significant increase in rail traffic thru the Harvey terminal. Our

workforce and membership at Harvey has increased significantly from 15 members in 1979 to currently 51 because of these rail traffic increases.

“With the increase in our workforce at Harvey, Scotty became the senior man on our seniority roster and assisted in training all of our junior engineers. He has seen it all — he was a part of the downsizing of the railroad workforce in the 1970s and 1980s and he was a part of the growth and expansion of today. Because of his career experiences he has mentored myself and many of our current Division officers. He also encouraged other junior engineers in training to become active BLET members.”

His official retirement was July 14, 2012, after a total of 40 years and 10 months of service. He and his wife Linda will be traveling, riding his Goldwing motorcycle, and enjoying watching their grandchildren grow up. 🍷

The BLET publishes **Last Runs for members who have retired**, and recognizes members with 40 years or more of membership in Honor Roll articles. If you are planning to retire soon, please let us know! For details, contact: John Bentley, Editor, Locomotive Engineers and Trainmen Journal, Email: Bentley@ble-t.org, 1370 Ontario St., Mezzanine, Cleveland, OH 44113-1702

PRESIDENT PIERCE MESSAGE

CONTINUED FROM
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settled on three possible tires, I called the three involved vendors, Goodyear, Firestone/Bridgestone and Costco and asked each store to check the DOT codes as shown in the USWA article so I could determine where each tire was manufactured. I can tell you that the employees working at all three stores seemed surprised that I would ask for this information, but once I shared with them that I intended to buy union-made tires,

they understood and one even asked for a copy of the USWA article so he would know which tires were union-made and which ones were not.

Having settled on a union-made Goodyear product, I then went to the Union Plus website, which was established by the AFL-CIO. (<http://www.unionplus.org/autos-cars/goodyear-tire-discounts-car-services>) The Union Plus site not only assisted me in finding union-made products all across the country, it also provided me with a printable discount coupon for union members to use when buying union-

made tires from Goodyear. In the end, I printed the discount coupon and presented it at the local Goodyear store along with my BLET membership card when I went to purchase four union-made tires for my Ford truck.

I share this story for this reason. Our “Proud to be Union, Proud to be American” campaign started as a way to build internal solidarity, but it’s time now to take that solidarity to the next level. It’s time that we all make an effort to show our support for the union movement when and where we can; buying union-made in America is just one way to

do that. If we are to succeed as a middle class, we must support the union movement across the board. Even more important, we must stop buying from companies that use their corporate profits to fund the demise of labor unions and the middle class of our great country.

In the coming New Year, we will be providing additional information through our publications that will make it easier for our membership to buy products that are union-made in America. Join me in this next step in our “Proud to be Union, Proud to be American” campaign. 🍷



Fun, fellowship and education

Tucson Guadalupe Auxiliary No. 28 offers opportunities for all to Division 28 members and spouses



BY SEREENA HOGAN
NATIONAL VICE
PRESIDENT/NATIONAL
LEGISLATIVE REP. &

SECRETARY OF GUADALUPE AUXILIARY
No. 28, TUCSON, ARIZONA

Guadalupe Auxiliary No. 28 in Tucson, Ariz., has grown considerably and become more active this past year, and the events on October 17 and 18 offered an opportunity for members of the Auxiliary as well as Division 28 members and their spouses to gather for some fun, fellowship, and education. We worked to obtain a sponsor for a dinner held at Loew's Ventana Canyon Resort in Tucson on the evening of October 17. This date was chosen because the BLET National Division Executive Committee (President Dennis Pierce, First Vice President Lee Pruitt, and National Secretary-Treasurer Bill Walpert), National Vice President/National Legislative Rep. John Tolman, and General Chairman for UP Western Lines Bill Hannah, were scheduled to be in Tucson to attend the Arizona State Legislative Board Triennial Convention and the Division 28 monthly meeting on October 17-18.

Following a welcome by Auxiliary 28 President Kathy Hurst and BLET National President Pierce, we had an interesting and informative presentation on what the Federal Employers' Liability Act means to BLET members, as well as a comprehensive explanation of how railroad operating crew members are constantly subjected to conditions on locomotives that can lead to whole body vibration and cumulative trauma injuries. Auxiliary members worked hard in the weeks preceding the dinner to



promote the event and to create table decorations carrying the theme, "Proud to be American, Proud to be Union." We also sold red t-shirts bearing that logo prior to the dinner to members of Division 28 and their spouses, encouraging all to wear the shirts to the next day's union meeting in a showing of solidarity and union pride. A fundraiser raffle was also held at the dinner to help support the efforts of the auxiliary.

All BLET spouses in attendance at the dinner were invited to attend the auxiliary meeting scheduled for the next day, Thursday, October 18, simultaneously with the Division 28 meeting, to hear special guest Dan Cook, BLET National Director of Benefits, give a presentation about health and welfare benefits and the new Flexible Spending Plan available to BLET members who work for participating railroads. Auxiliary members were again on hand on Thursday morning to sell the red t-shirts before the Division 28 meeting commenced. Pursuant to a motion passed by the members of Division 28, the business portion of their meeting was temporarily suspended in order to let the BLET National officers speak.

The spouses and auxiliary members in attendance were also invited to stay for these presentations. Special Guest Ron Barber, who was running for reelection to an open seat because of redistricting in Arizona, also spoke to the attendees of his support for unions and his dedication to supporting the issues of importance to middle class families, as well as ending the Bush-era tax cuts for millionaires and billionaires. He then posed for a group photo with the approximately 80 BLET members and spouses. Thanks to the efforts of the auxiliary, with help from Division 28, almost everyone in the photo was rockin' the red shirts.

We are extremely grateful to have the help, support, and associate membership, of the Division 28 officers, which has made all the difference for our local auxiliary whose membership had dwindled down to just five prior to this year. With the help of Arizona State Legislative Board Chairman Nick Johnson, who is also the Secretary-Treasurer for Division 28, as well as that of Division 28 President Eric Bergman and Local Chairman Ron Sprague, we have 14 new members in



our auxiliary. Most of them learned about the auxiliary through mailings and e-mail notices to Division 28 members, and at auxiliary-sponsored functions, including a spring picnic and a Labor Day event.

To me, this is how a local Auxiliary should be working, in harmony with the Division. There is much that a local Auxiliary can do to help if given the opportunity, even if it is just in the area of building camaraderie and consequently a feeling of solidarity. At one time in our not-so-distant history, a town's railroad families were like one big extended family and they were there for one another in good times and in bad. The seasoned railroaders and their spouses helped to bring the new ones

into the fold, educating them about railroad life. We hope to bring a little bit of that back through our efforts and to encourage other auxiliaries in other towns to do the same. In the short time that those of us who belong to Guadalupe Auxiliary No. 28 have been working to rebuild our membership in Tucson, we have already had several opportunities to offer support to one another, both within the auxiliary and the division, and the appreciation expressed by those we have reached out to has been well worth the effort.

The dinner is something that Auxiliary 28 President Kathy Hurst and I had wanted to do for some time, and we are grateful to Attorney Fred Bremseth for his generous support, and the

help of his Investigator John Hiatt, without which such an event would not have been possible. We also extend our heartfelt thanks to Mark Robb, International President of Brotherhood's Relief and Compensation Fund, who donated a framed print for our raffle. Many thanks also to our committee of Auxiliary members who worked hard to make the evening a success. In the coming year, we plan to organize more events that will promote our goals to educate BLET members and their families and provide opportunities for the members in our area to gather with one another in social settings for fun times and to get to know one another better, especially those who are new to the Division. 🍷

ABOUT THE AUXILIARY:

The BLET Auxiliary exists to support the interest and welfare of the Brotherhood of Locomotive Engineers and Trainmen (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. Learn more about joining the Auxiliary at: www.bletauxiliary.net

PURPOSE:

The overall purpose of the Auxiliary shall be to provide support and promote issues that effect the health, safety, welfare and quality of life of railroaders and their families, to promote higher education with 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.

NEW FOR WINTER! Kendall Jacket

Stay warm and comfortable while



looking stylish in this soft cotton micro poplin jacket. It has a quilted lining and a full zip with

front snap closures. Contrasting collar adds detail to a sturdy jacket you will wear with pride. It features a full embroidered BLET logo on the left chest.

Available in black in sizes large to 3X. L-XL \$64.95, 2X \$66.95, 3X \$68.95

NEW FOR WINTER! Cumberland Jacket

Heavyweight canvas work jacket



with thermal lining. Hood with drawstrings and full zip front, large side pockets with an added

inside pocket. This jacket is rugged and sturdy and will stand up to a hard days work.

Available in spice in sizes large to 3X. L-XL \$67.95, 2X \$69.95, 3X \$71.95

NEW FOR WINTER! Stocking Cap

Show your union pride wearing



our newest addition — the classic stocking cap. 100% acrylic knit with a fold-over cuff that proudly

displays an embroidered BLET logo in the center.

Available in black. One size fits most. \$6.95

BLET embroidered Hoodie

– BLT-0116

100% cotton athletic gray hooded sweatshirt featuring an embroidered BLET logo in traditional colors. Union/USA made.

Available in sizes large to 3X: L-XL \$30.00, 2X \$32.00, 3X \$33.00

Hooded Sweatshirt

– BLT-0120

It has never been a better time to show



your pride in America and your Union! Shout it out loud while you cozy up in our new 80/20 blend Union made hoodie. It

features a full screen print of our new Proud to be American logo and a one color image of the BLET logo.

Available in sizes: medium thru 3X Med-XL \$27.50, 2X \$29.95, 3X \$30.95

Proud to be American T-shirt

Available in red (BLT-0118) and athletic gray (BLT-0119)

Sport your Union Pride in our newest



addition to the BLET gear. 100% cotton Union made t-shirt with a full back screen print of our new Proud to be

American logo. The front features a one color image of the BLET logo.

Available in sizes: medium thru 3X Med-XL \$10.00, 2X \$11.25, 3X \$12.50

Ladies Cut T-Shirt

Union Pride never looked so good!



For the ladies, a t-shirt that is flattering and cute. Cut for a woman is this 6.1 Oz 100% cotton tee.

It features the full back Proud to be American logo and the one color image of the BLET logo.

Available in red in sizes medium thru 3X

Med-XL \$12.00, 2X \$13.50, 3X \$15.00

BLET Leather Money Clip Wallet

– BLT-0115

Handsome topgrain leather wallet that is slim and functional. Features a money clip with a debossed BLET logo on the inside flap as well as an organizer for credit cards. \$18.00

BLET Mantle Clock

– BLT-0117

This clock features your BLET logo in



18kt gold plating with polished highlights and museum quality rosewood. The movement is

made in America. Requires AA battery. Hand crafted and assembled by a union work force, your clock will be a lasting memento for years to come.

\$129.00

CLOCK ENGRAVING \$10.00

Engrave up to four lines of text on a brass plate for your desk clock (ex: name, retirement date and local number). Note: 20 characters maximum per line.

Color Block Hat

– BLET-0114

Brought to your store by popular demand is the newest ball cap addition. Color block front panels and trimmed contrast fabric

create an interesting look along with a full embroidered BLET logo on the front panels and visor edge “pulling for you.”

One size fits most: \$20.00

The Weekender Windshirt

Available in burgundy (BLT-0111) and navy (BLT-0112)

King Louie's newest windshirt is made out of deluxe microfiber and is nylon lined for an easy fit. Side



pockets and knit V neck for a comfortable feel.

Available in sizes M thru 3X: S - XL \$50.00,

2X \$52.00, 3X \$54.00

White Men's watch

– BLT-0106

The everyday, anytime watch. Your



BLET logo is captured on a white dial encased in a gold plated case and the matching gold band is USA made

stainless steel by Spiedel. Wear it with pride! Ladies style available (BLT-0107). \$86.95

Men's Retiree Watch –

BLET-0117M

This handsome classic watch is the perfect gift to honor the dedication



and service of your retired member. Stylish black dial is surrounded by gold accents with a crisp gold

band. Finish it off with a customized engraved back to show your appreciation. Ladies style available (BLT-0117L) \$86.95

WATCH ENGRAVING \$10.00

Engrave up to four lines of text on the back of your watch.

Note: 20 characters per line.



The Westin

– BLT0124

100% polyester fashion moisture management material designed to keep you cool

and comfortable all day long. Small box pattern and an interesting effect. Features an embroidered BLET logo in soft silver gray tones for an understated effect.

Available in sizes large thru 3X in French blue L and XL \$35.00, 2X \$36.00, 3X \$37.00

The Joplin

Available in black (BLT-0125) and hunter green (BLT-0126)

Super sporty polo shirt made out



of 100% polyester moisture management baby Swiss pique. Raglan sleeves with a sharp tone-on-tone fashion

textured insert, which gives this shirt a classic feel. Features a full colored embroidered BLET logo.

Available in size large thru 3X in black L and XL \$35.00, 2X \$36.00, 3X \$37.00

Flame Block T-Shirt

– BLT 0122

Full color back design that screams



out BLET! You will be proud to show this off at your next union event. 100% pre-shrunk

cotton black tee with a full screen-printed logo on back and front left chest.

Available in sizes large thru 3X L and XL \$15.00, 2X \$16.00, 3X \$17.00

YOU CAN ALSO SHOP FOR BLET ITEMS ONLINE:

Go to teamstersmerchandise.com and click on “BLET”

Locomotive Engineers & Trainmen Journal

(ISSN: 1553-5010 USPS: 120)

Published quarterly for \$10 per year by
Brotherhood of Locomotive Engineers & Trainmen
25 Louisiana Ave. N.W., 7th Floor, Washington, D.C. 20001
Periodicals Postage paid at Washington, D.C.

POSTMASTER:

Send address changes to:

RECORD DEPARTMENT

Brotherhood of Locomotive Engineers & Trainmen
1370 Ontario St., Mezzanine, Cleveland, OH 44113-1702

PLAN TO ATTEND 2013 BLET REGIONAL MEETINGS!



Richmond, Va. 86th Annual SMA

JUNE 23-28, 2013 Arrangements Chairman Troy Bryant, Local Chairman of Division 532, welcomes all BLET members to historic Richmond/Short Pump, Va., for the 2013 SMA. More details to come.

Photo: Copyright Richmond Metropolitan Convention & Visitors Bureau



San Francisco, Calif. 73rd Annual IWC

JULY 14-JULY 18, 2013 Hosted by Co-chairmen Luis Chavez Jr., Local Chairman of Division 283 and Oscar Burrola, Local Chairman of Division 839, at the Hilton San Francisco Financial District Hotel.

www.iwc2013.org **Photo:** San Francisco CVB, Jerry Lee Hayes



Baltimore, Md. 75th annual EUMA

JULY 28-AUGUST 1, 2013 Arrangements Chairman Fred Cox, Local Chairman of BLET Division 52, welcomes all BLET members to Baltimore for the 2013 EUMA. More details to come.

Photo: Visit Baltimore



New Orleans, La. 78th annual SWCM

AUGUST 25-29, 2013 Arrangements Chairman Arlin Todd, Chairman of the Louisiana State Legislative Board, welcomes all BLET members to the Loews New Orleans Hotel for the 2013 SWCM.

Photo: New Orleans CBV, Jay Combe