

Journal

LOCOMOTIVE ENGINEERS & TRAINMEN



VOLUME 116 | No. 2 | SUMMER 2013

WWW.BLE-T.ORG

150 years of BLET HISTORY



**Divisions 382
& 421 march
with pride**

**Historical
showcase**

**DIVISION 622 DISPLAYS
EARLY MEMORABILIA**

Also inside

**Rick Gibbons newest
BLET vice president**

**Retiring brothers honored
& new hires welcomed**

PGS. 14-15





BLET President's Message

BY DENNIS R. PIERCE, BLET NATIONAL PRESIDENT

Membership involvement

2013 REGIONAL MEETINGS A SIGN OF GOOD THINGS TO COME

This edition of the *Locomotive Engineers and Trainmen's Journal* goes to press as our Organization concludes its annual regional meetings. I would like to offer my personal thanks to the elected standing officers of each of the four regions, and also give my special thanks to the arrangements chairmen and their committees from each region for their efforts to provide a meaningful and educational experience for all members who attended.

The Southeastern Meeting Association (SMA) was the first regional meeting this year, with Brother Troy Bryant serving as the Arrangements Chairman in Richmond, Va. The event was well attended, but perhaps my favorite portion of the meeting was the presentation made by Virginia State Senator Donald McEachin during the opening ceremonies. Senator McEachin (D-9) was talking about our nation's political gridlock when he expressed that just saying "no" to all efforts to make change comes at its own price. No truer words have been spoken and they also apply in the workplace and within our union. The only way to change the status quo is to make some change towards improvement, even if



"The direct one-on-one exchanges that our regional meetings provide are just one of the benefits afforded to all who attend."

it is incremental and does not address every issue all at once.

We next traveled to International Western Convention (IWC), where Co-Chairmen Oscar Burrola and Luis Chavez Jr. welcomed us to San Francisco, Calif. Attendance was up this year and the IWC was truly a family event. We all know that the life of a BLET member and railroad operating employee is not an easy one, and it's even more difficult without the support of one's family. It was obvious in San Francisco that those members in attendance have the support of their families, and that is

what makes our BLET family even stronger.

Within a few weeks of the IWC, we were welcomed to the Eastern Union Meeting Association (EUMA) in Baltimore by Arrangements Chairman Fred Cox. One of the most memorable moments of the EUMA came during the opening ceremony, when representatives of UNITE HERE Local 7 addressed our open meeting and thanked the BLET membership present for supporting their efforts to represent the hotel's workers. Solidarity is what makes the union movement strong, and

that solidarity was evident at the EUMA this year. Baltimore is also a city steeped in history, especially railroad history, and the opening reception at the Baltimore & Ohio Railroad Museum gave all BLET members present a chance to learn more about the history of the industry in which we work.

The Southwestern Convention Meeting (SWCM) was the final regional meeting this year, with Arrangements Chairman Arlin Todd welcoming us to New Orleans, La. This year's SWCM was one of the largest in recent history, with over 375 members in attendance. Those numbers included many senior members who have been attending the SWCM for years, if not decades. But there was also something new at this year's SWCM, and that was the attendance of many members who took the time to attend their first regional meeting. Many traveled along with a senior member of their Division, showing the true strength of members mentoring members. I was honored to personally visit with many of them and to get their thoughts and input about the issue that confront us today.

The direct one-on-one exchanges that our regional meetings provide are just one of the benefits afforded

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Journal

LOCOMOTIVE ENGINEERS & TRAINMEN

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Safety Task Force members at the Val Jahnke Fire Dept. Training Academy in Houston, Texas.

Putting their skills to the test

Safety Task Force completes training, accident investigations in first half of 2013

Members of the BLET Safety Task Force (STF) successfully completed rigorous training during the first six months of 2013, and then put their knowledge to the test as they investigated three major derailments.

In March, several STF members completed training through the National Labor College's Rail Workers Hazardous Material Training Program (RWHMTP). The training included inspecting, wearing, and walking around with self-contained breathing apparatus, comparable to what emergency responders would wear at a hazardous material release. It was held



STF members and officers at the National Transportation Safety Board Academy workshop in May, 2013.

at the Val Jahnke Fire Department Training Academy in Houston, Texas, which is a satellite training facility for the NLC's RWHMTP.

Nineteen of the 24 STF Primary members were in attendance at this dedicated class

for the BLET. A special thank you was extended to Henry Jajuga, Director-RWHMTP (BMWED), for organizing and allowing our members access to this valuable training resource. A special thanks was also given to those who pre-

sented the material in the four-day workshop, including several Rail Labor union representatives: Brenda Cantrell, former Director, RWHMTP; Rick Inclima, Peer Trainer (BMWED); B. J. Griegos, Peer Trainer, RWHMTP (BMWED); Kurt Poole, Peer Trainer, RWHMTP (TCU); Keith Mundy, Liaison to the RWHMTP (International Chemical Workers Union Council, ICWUC); Tom Frazee, Presenter (ICWUC); and Charlie Jones, Peer Trainer, RWHMTP (UTU). Funding for this event was afforded through a grant with the National Institute of Environmental Health and Sciences (NIEHS).



STF members in self-contained breathing apparatus at the Val Jahnke Fire Department Training Academy in Houston, Texas.

In May, STF members participated in training at the National Transportation Safety Board (NTSB) academy in Sterling, Va. Twelve of the BLET's Safety Task Force members completed the workshop, titled "Investigating Procedures for Rail Professionals." The training gave STF responders an overview of what to expect if called on to assist in an investigation, while providing them with the opportunity to meet NTSB personnel prior to an investigation.

"This is the type of education and training that helps our Safety Task Force remain such an important part of our Brotherhood and one of the top investigative units in the rail industry," said William C. Walpert, BLET National Secretary-Treasurer and STF National Chairman.

The classroom training was put to use almost immediately as members of the STF were dispatched to the scenes of three major rail accidents the month of May. 🗣️

MEMBERS! PLEASE CONTINUE TO UTILIZE THE SAFETY TASK FORCE HOTLINE

Call (800) 306-5414 to report major rail incidents involving: Passenger; Major Derailments; Evacuation of an Area; Hazardous Materials Release; or Major Media Attention. Remember, factual information is vital!

Children of BLET members awarded Union Plus scholarships

Two children of BLET members earned \$1,500 in scholarships from Union Plus earlier this year in recognition of their scholastic achievement and union values.



» CADE GAMBLE of Angleton, Texas, whose stepfather Jeremey L. Stark is President of BLET Division 776 (Galveston, Texas), has been awarded a \$500 scholarship.



» AMANDA HARE of Alliance, Neb., whose father Mark D. Hare is a member of BLET Division 622 (Alliance, Neb.), has been awarded a \$1,000 scholarship.

For 13 years Cade never missed a day of school. He has shown the same dedication to his grades, earning three consecutive years on the Dean's List, and to his work and service hours, which have included volunteering through the local Lions Club. It is the same kind of commitment to helping others that Cade's stepfather has shown as a union member and officer.

Many children of union families are grateful for good wages and health care, but Amanda cites another benefit that matters a great deal to her: time. Thanks to a union contract, good wages and vacation time, Amanda's father was "able to make it to my tennis matches, cross-country meets, golf tournaments, band concerts" and more. With her father watching proudly, Amanda has thrived, graduating first in her class.

Union Plus Scholarships are granted to students attending a two-year college, four year college, graduate school or a recognized technical or trade school. Since starting the program in 1991, Union Plus has awarded more than \$3.5 million in educational funding to more than 2,300 union members, spouses and dependent children. Recipients are selected based on academic ability, social awareness, financial need, and appreciation of labor. Union Plus also offers financial aid for those seeking degrees through the National Labor College.

In 2013 — the program's 22nd year — more than 5,300 applications were received from union members and families in the United States.

"I offer congratulations to Cade and Brother Stark and Amanda and Brother Hare for their achievements," BLET National President Dennis R. Pierce said. "A well rounded education is a goal for all Americans and I am proud of the BLET members and their children who pursue opportunities such as these." 🗣️

FOR INFORMATION ON THE 2014 APPLICATION PROCESS, PLEASE VISIT:
WWW.UNIONPLUS.ORG/EDUCATION

letters to the editor

Brother Pierce:

Thank you for taking the time to respond to my concerns in regard to Lac-Megantic. Your response is commendable in terms of identifying what the public needs to know about the absolute folly of one-man crews. No doubt the people of Lac-Megantic will mourn, rebuild, and regroup; however, this tragedy need not have occurred. I also support whole-heartedly your outreach to the United Transportation Union (UTU) to stand united in unwavering opposition to one-man crews on tonnage trains.

Fraternally,
S.B. Gothreau
Local Chairman & Legislative Representative
Division 276
Allentown, Pa.

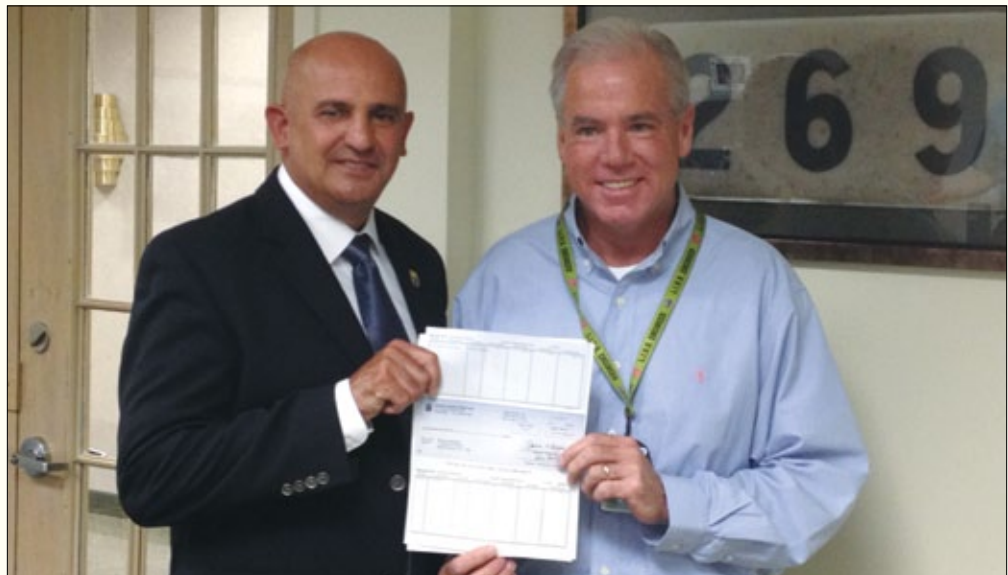
Dear President Pierce:

I recently met with Vice President Stephen J. Bruno and Long Island Rail Road General Chairman Michael J. Quinn, and was presented with a Teamsters Disaster Relief Fund check in the amount of \$500.

I would like to express my gratitude and appreciation for this grant, which will be a great help to my family. My wife Rosemary and I will use these funds to pay down debt incurred while rebuilding from the effects of Superstorm Sandy.

The International Brotherhood of Teamsters has a long, deep history of helping their members during difficult times. This is just another example of the support and assistance your organization avails itself to the membership.

While financially this is an enormous help, the show of support and genuine concern from our members for my family's wellbeing is a far greater gift.



"I would like to express my gratitude and appreciation for this grant, which will be a great help to my family. My wife Rosemary and I will use these funds to pay down debt incurred while rebuilding from the effects of Superstorm Sandy."

— Brian McManus (right) pictured with BLET VP Steve Bruno

Fraternally yours,
Brian P. McManus
Division 269
Long Island, N.Y.

To the Editor:

The Lac-Megantic tragedy should be a wake up call to railroad executives and the Federal Railroad Administration regarding the continued push for one-man freight train operations in the United States. In my opinion, Montreal, Maine & Atlantic's public statements — laying sole blame on the engineer in this terrible accident — is disgraceful and the coward's way out.

The railroad's decision to leave a mile-long hazardous materials train on a steep mainline grade unattended is inexcusable. With no derail protection or qualified employee to "babysit" the conveyance, it was an accident waiting to happen. Pinching pennies for enhanced profits at the expense of safety never works in the long run.

It is said that railroad rule-

books are written in blood. Given the enormity of this heart-breaking incident, railroads and regulatory agencies should quit fantasizing about one-man crews and join the real world; freight train operations are unpredictable at best, with many scenarios requiring two qualified employees working together in separate locations to ensure safe operation.

God bless the bereaved and Lac-Megantic.

Fraternally,
Richard S. Prone
Retired
Division 57
Boston, Mass.

President Pierce:

This is just a short note to let you know that we played the BLET's 150th Anniversary "Celebrating Our Heritage" DVD at our regular monthly meeting [in July] and it captured everyone's attention. So much so I think that they walked out feeling better

about the union than they did when they walked in. Great production!

Charlie Sheets
Local Chairman
Division 13
La Crosse, Wisc.

BLET EDITOR'S NOTE:

A COPY OF THE VIDEO IS AVAILABLE AT WWW.YOUTUBE.COM/USER/BLETUNION

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 donations help Oklahoma schools with tornado recovery efforts

The BLET's Oklahoma State Legislative Board established a "Brotherhood Relief Fund" earlier this year to help victims of massive tornadoes that wiped out portions of the state in May.

They collected enough money to donate \$500 each to five railroaders who lost everything in the storm, including some families who had small children at home and had just minutes to escape the devastation.

After helping these Brothers rebuild their lives with monetary donations, the Board found itself in the position of having money left over from the donations received.

Terry Schulenberg, Chairman of the Oklahoma State Legislative Board, particularly thanked several BLET members for their generosity, including: Terry Briggs, Texas State Legislative Board Chairman; Division 482 Secretary-Treasurer Bill Holliday and the members of Division 483 in Philadelphia, Pa.; and Barry Faulkner, Tennessee State Legislative Board Chairman.

"After asking these Brothers if it was OK with them, we were able to help out



the Moore Public School System and the Moore Tornado Shelter Fund with the remainder of the funds," Brother Schulenberg said. "The Tornado Shelter Fund will help put shelters in critical places for all the schools in Moore."

Brother Schulenberg reported that the BLET received a matching grant, so their \$3,000 donation became a \$6,000 donation.

Ken Ealey III, Secretary-Treasurer of



From left: Ken Ealey, BLET Oklahoma State Legislative Board; Tammy Glasgow, second grade teacher with Moore Public Schools; and Dr. Robert Romines, Superintendent of Moore Public Schools.

the Oklahoma State Legislative Board, presented the donations on behalf of the Brotherhood. The teachers and members of the School Board were incredibly appreciative of the donations, Brother Schulenberg said. He also gave his sincere thanks to members of the Oklahoma State Legislative Board, including Chad Nance, Don Douglass, Craig Fack, Lonie Pitner, Scott Cramer, and Terry Lynch. 📍

DIVISION 599 HOSTS 6TH ANNUAL CRAWFISH BOIL

In April, members of BLET Division 599 in Shreveport, La., celebrated the BLET's 150th anniversary as part of their 6th annual Crawfish Boil. Also participating were several other BLET Divisions throughout Louisiana.

BLET National Secretary-Treasurer William C. Walpert attended the meeting, along with Vice President Gil Gore and Vice President Rick Gibbons (who was serving as BNSF (former SL-SF) General Chairman at the time). Kansas City Southern General Chairman Sam Parker along with numerous elected Brotherhood officers were also in attendance.

The Brothers and Sisters who organized the family-friendly event rented inflatable slides and a "bounce house" for the children in attendance. Retired and long-serving BLET members were also honored at the annual event. 📍



Long-time and retired members were honored at the crawfish boil.



BLET *First Vice President's Message*

BY E. LEE PRUITT, BLET FIRST VICE PRESIDENT

Winning the War on Workers in the Trenches

This edition of the *Locomotive Engineers & Trainmen Journal* goes to press shortly after Labor Day, so I thought I would share with you my thoughts on rebuilding the Middle Class with good, union jobs.

I recently read a very interesting article regarding rates of pay for workers in the retail industry. Typically, retail workers do not have the benefit of belonging to a great union like the BLET. The article was from CNN.com, and it compared the wages of a worker at Wendy's to a worker at Wal-Mart and at Costco.

The Wendy's employee earned \$7.35 per hour. The Wal-Mart employee earned \$9.40 per hour. The Costco employee earned \$22.80 per hour. Can you guess which employee belongs to a labor union? Here's another hint: it's also the only employee to have health care, a 401K and a pension, too.

Answer: It's the Costco employee. Costco employs a unionized workforce as a wholesale warehouse store and is the second largest retailer in the United States. And Costco is profitable.

Much has been made lately about the War on Workers and attempts to limit unions in Wisconsin, Ohio and other states. Michigan and Indiana have recently become "right to work" states. But the case of Costco versus Wal-



“One of the biggest social problems with Wal-Mart is the impact that its low wages has on American taxpayers. Wal-Mart typically does not offer health care benefits to its employees.”

Mart and Wendy's is something that really needs to be studied if you want to know how important unions are to America and its middle class.

One of the biggest social problems with Wal-Mart is the impact that its low wages has on American taxpayers. Wal-Mart typically does not offer health care benefits to its employees. I've read that Wal-Mart managers manipulate work schedules to prevent employees from working enough hours in a month to qualify for health care benefits. Workers who depend on Wal-Mart for a paycheck are often forced to seek public assistance to provide for their family's medical needs. In other words, Wal-Mart is dumping its employee health care cost onto State and Fed-

eral governments.

So while you may save a few dollars by buying a cheap product from Wal-Mart, in the long run, it's not beneficial to American society as a whole. Your tax dollars are paying for the health care benefits of Wal-Mart's employees because Wal-Mart is the definition of corporate greed. Wal-Mart is easily one of the most profitable companies in the entire world, yet — instead of taking care of its workers — it spends billions of dollars on the company's top executives, investors, and high-priced anti-union lawyers.

One way to overcome this problem is to organize Wal-Mart and give its workers a bigger slice of the pie. If Wal-Mart were to take a page from

Costco's book and offer better pay and benefits to its employees, then America and its Middle Class would be stronger and we would all benefit.

This summer, there has been a backlash against Wal-Mart and fast food chains like Wendy's. Reports indicate that Wal-Mart's sales are down as it struggles to retain workers. Consumers are reporting difficulty in shopping at Wal-Mart because some stores don't have enough employees to keep the shelves stocked with merchandise. Additionally, a series of protests and one-day walkouts have plagued Wendy's and other fast food chains throughout the nation this summer. Workers and activists are finally standing up to these corporate giants and demanding better pay and benefits.

Many in the labor movement hope this uprising will lead to unionization at these traditionally non-union companies. Organizing the workforce at Wal-Mart and fast food chains like Wendy's would give the labor movement the shot in the arm it really needs to put an end to years of declining membership. It would also go a long way toward reversing the declining middle class in America and Wal-Mart's game of burdening the American taxpayer with its employee health care costs. 🗣️



BLET National Secretary-Treasurer's Message

BY WILLIAM C. WALPERT, BLET NATIONAL SECRETARY-TREASURER

Getting younger

With an average age of 47.5 years, BLET members rising to new challenges

I recently read a report from the U.S. Bureau of Labor Statistics that the percentage of wage and salary workers who were members of a union was 11.3 percent for the year 2012, down from 11.8 percent in 2011. In the rail industry, according to the Association of American Railroads, approximately 86 percent of Class I rail employees and more than 50 percent of short line employees are either members or are represented by one of several different unions.

The BLS reported that the highest occupational groups that are unionized are education, training, and library occupations (35.4 percent) and protective service occupations (34.8 percent). A far cry from rail labor's 86 percent.

The report also indicated that the union membership rate was 20.1 percent in 1983, the first year for which comparable union data are available. These statistics made me stop and ponder how BLET numbers compared to some of the national numbers. Here is what I found:

Comparing our database with numbers from the AAR, I determined that 48.87 percent of train and engine service employees on Class I railroads belong to the BLET. Using statistics from a 1982 publication of the AAR and our archival records from the same year, I further established that 30.38 percent of train and engine service employees on Class I



Bill Walpert with Scott McKinley, a young engineer who serves as President of BLET Division 42 (St. Louis, Mo.).

railroads belonged to the BLET in that year. From this we can draw a few conclusions.

The number of train and engine service employees on Class I railroads is 50 percent of what it was 30 years ago, but our membership numbers are about the same. We have moved from representing about one third of the operating crafts to about one half. This is a significant and important change.

As I was reviewing our membership data, I found some interesting information. For example, the average age of a BLET active member is 47.56 years. The state with the highest concentration of BLET active members is Texas, with 8.84 percent of the membership. This is followed by Illinois with 6.26 percent, California with 5.65 percent, Ohio with 5.09 percent, Pennsylvania with 4.15 percent, Indiana with 3.91 percent, Missouri with 3.87 percent, and New York with 3.72 percent.

Of those states with the highest concentration of active members, California has the oldest workforce, with an average age of 49.51 years. The youngest workforce of those high membership concentrations is Ohio, with an average age of 45.26 years. Not that many years ago, the average age of a member was much older. We are becoming a younger organization, with progressive ideas, necessary to meet the challenges of the times.

The BLS report further indicates that in 2012, among full-time wage and salary workers, union members had median usual annual earnings of \$49,036, while non-union employees had median annual earnings of \$38,584. A recent report provided to my office indicates that the average annual earnings for Class I train and engine service employees in 2012 were \$79,600, more than double the earnings of non-union employees.

What are the conclusions that can be drawn from these statistics? The inferences are somewhat esoteric in that we are experiencing a “good news, bad news” scenario. On one hand union membership and union jobs are declining overall. On the other hand, BLET membership is holding steady in the face of declining job opportunities in the rail industry. While union jobs on a national basis earn more than non-union jobs, insofar as our crafts are concerned the difference is remarkable. We earn twice as much as the average non-union worker.

While there are considerable challenges facing labor unions today — and rail labor specifically — there is light at the end of the tunnel. Not since the 1920s has Labor faced such formidable opposition as it now faces. However, with the bright and nimble minds of many of our current Labor leaders, including our own National President and Advisory Board, I firmly believe we are up to the challenge.

During our 150 years of existence, the BLET and its predecessors have demonstrated remarkable resourcefulness and courage. We are entering an era when we must once again draw upon the insight of those who have gone before, making imaginative and innovative decisions as those who oppose us continue their efforts to deter and dispirit our struggles. 🗣️



Guest Columnists

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

Congress needs to take action to keep college affordable

Working people struggle and fight to form unions so their children can have better lives than they do. For many, that means sending their sons and daughters to college.

Higher education has long been the stepping stone to a better life. But that stone is being swept away by a tide of student debt.

The numbers tell a frightening story: As many as 30 percent of borrowers may be delinquent on their student loan debt. More students are borrowing than ever before, and they're borrowing more — the average loan has increased by 49 percent, to \$24,803, since 2005. Today, the average student in this country graduates with \$26,600 in loan debt.

That's hardly a way to get started in life when good jobs are scarcer than ever for recent college graduates.

American labor unions believe strongly in supporting education for our next generation. That's why the Teamsters started the James R. Hoffa Memorial Scholarship Fund, which has given more than \$4.7 million to 1,500 children and grandchildren

of its members since 2001.

President Obama wants interest rates to vary from year to year depending on the market rate, but would lock the percentage in for the life of the loan. The House passed a Republican plan that would tie interest rates to the market — increasing student borrowers' interest payments.

And Democrats are largely calling for an extension of the current 3.4 percent rate for the next one or two years to give Congress a chance to revamp the federal student loan system.

Sen. Elizabeth Warren, D-Mass, points out the federal government makes a profit off student loans — \$51 billion this year, according to the Congressional Budget Office. As she said recently, "Have we become a people who will support our big banks with nearly free loans, while we crush our kids who are trying to get an education?"

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

Ask Congress to fund Amtrak and high-speed rail

Your help is needed! The Republicans in the House have taken a whack at funding for Amtrak and eliminating funding for high-speed rail.

They want to cut federal spending on Amtrak by 29 percent and eliminate funding for high-speed rail. The National Association of Railroad Passengers said the bill is "threatening Amtrak's very existence." Amtrak President Joe Boardman said it puts every one of our services at risk.

Will you take a minute to tell Congress that you want full funding for Amtrak and high-speed rail? Go to this link to send a message to your members of Congress: www.teamster.org/content/rail and click on the Ask Congress To Fund High Speed Rail and Amtrak link.

NATIONAL FREIGHT ADVISORY COMMITTEE

The U.S. Department of Transportation (DOT) has established a National Freight Advisory Committee (NFAC). The NFAC will provide recommendations to the Secretary on matters related to freight transportation in the U.S.

The Rail Conference is proud that General President Jim Hoffa and BMWED Safety Director Rick Inclima are a part of the Committee.

A healthy economy requires a transportation network that is always improving. About 48 million tons of freight are transported across America each day, and every improvement to our freight system can make a tremendous economic difference.

By 2050, America will be home to more than 100 million additional people — requiring us to move more than 8 billion extra tons of goods per year. That means our freight system — which is already the strongest in the world — will need to become even stronger.

The DOT has an ambitious freight agenda, and we are excited about the challenge. Over the next two years, NFAC will provide recommendations that the DOT can consider as we look for ways to improve freight movement.

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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Guest Columnist

BY RUDY BORREGO
LOCAL CHAIRMAN, DIVISION 662, LOS ANGELES

Remembering a fallen brother



The Borrego Family (from left):
Daniel, Rudy, Samantha,
Sally and Andrew.

About the Author:

Born in Texas in 1970, Rudy A. Borrego II credits his mother and father for teaching him and his two sisters some of the most important values in life — hard work and honesty. Brother Borrego graduated from high school in May of 1988 and joined the U.S. Marine Corps in December of 1988. He participated in Desert Shield in the early 1990s along side Gil Ortiz. Both men would hire out together with the Atchison, Topeka and Santa Fe railroad after leaving the Marines in 1993.

Brother Borrego and his wife Sally have been married for 22 years. Their oldest son Daniel, 21, hired out on the BNSF Railway as a conductor in February of 2013. Son Andrew, 18, graduated high school in June of 2013. Their youngest child, Samantha, is 14.

On February 1, 1996, Brother Borrego joined the BLET where he currently serves Division 662 as Local Chairman in Los Angeles, Calif. "My wife and kids are very understanding and patient in dealing with railroad hours and the time I spend in doing and handling union matters," he said.

Seventeen years ago, on February 1, 1996, we sat, heard and lived through a terrible tragedy — a train crash that took the life of two of our co-workers and ended the career of a third crew member.

Why do I visit the crash site on holidays, anniversaries, birthdays? Why after 17 years do I still visit the site and try to pass on the safety message to everyone? Why do I care so much about what we do and how we do it? Why does it bother me when I hear about the incidents we have?

Some of you may already know but Gil Ortiz and I served 4-1/2 years in the Marine Corps together. We had a special bond that some may never know unless you served not just in the military but served in the Marines.

After my time in the Marines, six of us that served together hired out and worked together in California at the BNSF. All six of us became Locomotive Engineers. We established a special bond in the Marines and we carried it over and continued that bond on the railroad.

Not many know this story but I will share something personal with all of you about my experience.

In October 1995 I was promoted to engineer, and February 1, 1996, was the first time I worked as an engineer on my own. No instructor. I was on my own, putting everything I had learned in the previous six months to the test.

I took train MLACBAR1-31A from Los Angeles to Barstow, Calif. It was a cold, rainy dark night. As I climbed up the 3.2% grade at 3 o'clock in the morning at a speed of 15 miles per hour, I knew Ortiz was heading my way on train MBARLAC1-32A. A few days prior to this day, Ortiz and I had spoken about his daughter and plans for baptism. As I reached summit, I met Ortiz going in the opposite direction. I had just gotten to the top of the mountain. He was on top of the mountain starting his journey down the mountain.

That night we saw each other as we passed by the top of the summit. We flickered the lights as a sign of acknowledgement towards one another. We exchanged a few words

over the radio about getting together in a few days. The last thing I said was, "OK, see you Sunday." About a minute later, over the radio I heard what was the worst conversation — one that I will never forget: "Dispatcher we are in emergency doing 25 mph and our train is not stopping." After a couple of more minutes of sitting there listening to more terrifying words over the radio... there was nothing but silence. I was four miles from the spot that I had just passed and spoken with my friend Ortiz and now I just sat waiting to hear any news. Two hours later and 50 miles away I got to my destination in Barstow. Still, I hadn't heard any news. All I knew was MBARLAC1-32A was missing. Ten hours later I got the news that two crew members did not make it. My friend Gil "Wegee" Ortiz did not make it.

I couldn't sleep for months. I had nightmares of what had occurred. I was afraid to walk through my locomotive in the dark. I couldn't close my eyes without seeing images of the train crash. I would walk into a dark locomotive and smell the

"About a minute later, over the radio I heard what was the worst conversation — one that I will never forget: 'Dispatcher we are in emergency doing 25 mph and our train is not stopping.'"



scent of cigars which Ortiz loved. I would picture that he would be sitting there in the locomotive when I walked in.

One night I had a dream. I walked into the cab and saw Ortiz sitting there. I got scared and tried to wake up. He told me, "Stop. Don't run away from this. Let's face it together." Next thing I knew — just like in the movies — Ortiz and I were standing inside the engine. The crew in there could not see or hear us. We could see and hear them but they couldn't see us. We were traveling down the same mountain that took his life. He explained to me what took place and, just like that, it was over and I woke up.

So yes, I do take safety seriously. We live in a world that is full of rules and regulations. If rules aren't followed people get hurt. People get killed. Families pay the price of losing a loved one because someone took a short cut to save five minutes.

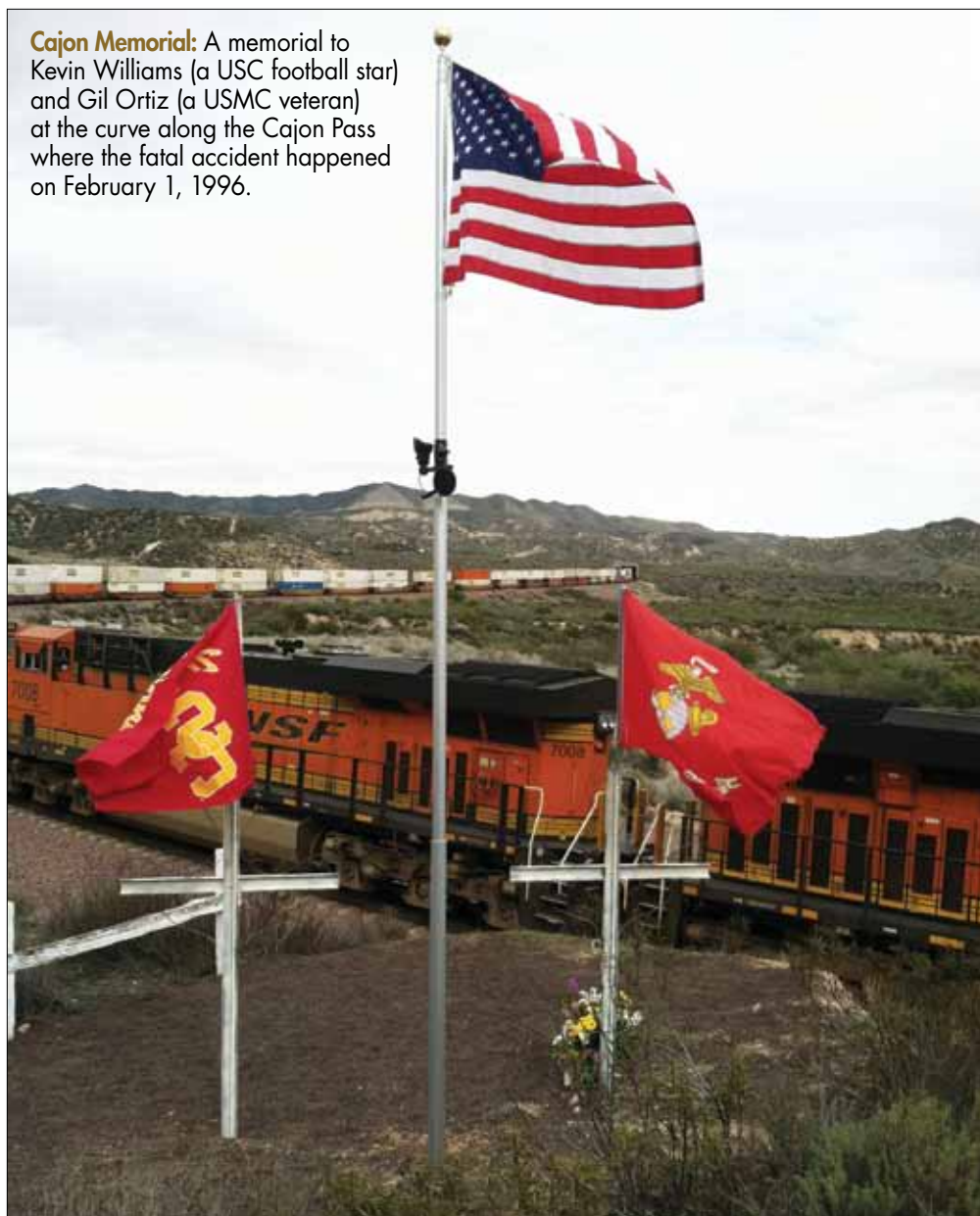
Stop and think about it. Stop and look at your co-worker. Ask yourself, "If he/she got hurt due to my negligence, could I honestly live with that on my conscience?"

Not just an injury. A person's job. You, by not doing your job correctly, could get your crew in the kind of trouble that could cost you and/or him your jobs. At the end of your shift, someone would go home and tell their family, "I lost my job."

We are here for two reasons. One, to earn a paycheck. Two, to support our family. You can't do that without a job. You especially can't do that without a heartbeat.

Please, let's learn from

Cajon Memorial: A memorial to Kevin Williams (a USC football star) and Gil Ortiz (a USMC veteran) at the curve along the Cajon Pass where the fatal accident happened on February 1, 1996.



other peoples' mistakes. The railroad is a great job, but at the same time it is a very dangerous, unforgiving job. No one has ever gotten in trouble for going too slow and being extra careful. Equipment can be fixed. Equipment can be replaced. You can't. Your family needs their Dad, their Husband, their Son. Take your time and do your job carefully and correctly.

For all the above reasons, I visit The Site often. I never want to hear what I heard on the radio that night. I never want to have to go visit one's family that has just lost a loved one. The Site is not just a reminder of what happened, but a reality of what can occur if we don't do our jobs correctly. By taking a shortcut to save a minute, you may be placing someone else's job in danger. There are differ-

ent assumptions regarding the contributing factors of that accident that night. But that doesn't matter. What matters is that we lost two great guys that night and we did not have to.

It's better to lose one minute of your life than to lose your life in one minute.

Slow down. Do your job safely and correctly.

Your family depends on it!!!!

Retiring Brothers *honored* at special farewell event



From left: Ken Kroeger, Jim Bradford, Dennis Pierce and Willard Knight.

The BLET bid a heartfelt farewell to three long serving and valuable members at a retirement party in Cleveland on June 11.

The National Division hosted a joint farewell party to honor National Vice President Willard Knight, Special Representative Jim Bradford, and Special Representative and Coordinator of Education and Training Ken Kroeger.

The event was well attended by members from all throughout the United States. Collectively the three men have 135 years of railroad experience.

Vice President Knight, a member of BLET Division 511 (Porsmouth, Ohio), hired out in 1969 on the Norfolk & Western Railroad. He began serving his Division as Local Chairman in 1979, and was then elected General Chairman of the Norfolk Southern-Eastern Region GCA in 1992. He was promoted to the BLET's Advisory Board on April 24, 2009, and was reelected by acclamation in October of 2010. Brother Knight

bravely battled esophageal cancer and related complications for several months prior to announcing his retirement.

Brother Bradford, a member of Division 566 (Del Rio, Texas), hired out on the Cotton Belt in 1962. He began work for the National as a part time Special Representative in 1978, and then on a full time basis in 1980.

Brother Kroeger, a member of Division 28 (Tucson, Ariz.), hired out on the Southern Pacific Railroad in 1973. He began serving the National Division as a Special Representative and Coordinator of Education and Training in 2001.

"It was a bittersweet farewell, but I am happy they will be able to enjoy the fruits of their labor after so many years of dedicated service," BLET National President Dennis R. Pierce said. "On behalf of the Advisory Board and the entire Organization, I thank these three Brothers for their service to our Organization and our members." ❁

Gibbons newest BLET Vice President

Richard C. (Rick) Gibbons was promoted to the office of National Vice President effective July 1, 2013. He fills the vacancy created by the retirement of Vice President Willard E. Knight (see page 14 for more information). Immediately prior to his elevation to the Advisory Board, Gibbons served as General Chairman of the BLET's Burlington Northern Santa Fe (former SL-SF)/MNA General Committee of Adjustment, a position he held for 12 years. He was elected Alternate Vice President at the BLET's Second National Convention in Reno, Nevada, in 2010.

His railroad career began in 1972 on the former Illinois Central Gulf in Slater, Mo. He earned promotion to locomotive engineer in 1973 and first joined the Brotherhood on November 1, 1973.




He was a member of BLE Division 8 in Slater until 1993 when he moved to Kansas City, Mo., and joined BLE Division 502. After joining the Brotherhood, he was elected to numerous offic-

es throughout his 40-year career, including Division President, Local Chairman, Legislative Representative, and First Vice Chairman (GCA).

Vice President Gibbons comes from a long line of railroaders, including his grandfather, mother, aunt, uncle and great uncle.

He and his wife Anna were married in the fall of 2012 and they now live in Gladstone, Mo. The couple has three sons and two daughters with four grandchildren.

As National Vice President, Brother Gibbons will be assigned to assist the General Committees of Adjustment representing members at the Norfolk Southern Railroad, Wheeling & Lake Erie, New England Central, and a number of other short line railroads. 

MEGAN MEAD AND JASON WRIGHT JOIN NATIONAL DIVISION STAFF

The National Division of the BLET welcomed two BLET members to its full-time staff effective July 1, 2013. President Dennis R. Pierce also announced the addition of two part time Special Representatives.

Joining the full-time staff are Megan Mead and Jason Wright. Fulfilling part-time duties are Matt Kronyak and Kevin Sexton.

Mead, BLET Division 197 (San Antonio, Texas), was appointed to the position of Special Representative. She will also take over the day-to-day administration of the BLET's Short Term Disability Trust Plan. She replaces long-time Special Representative Jim Bradford. Immediately prior to her appointment, Sister Mead worked as Secretary-Treasurer of the BLET's Union Pacific-Southern Region General Committee of Adjustment.

Wright, BLET Division 502 (Kansas City, Mo.), was ap-



Megan Mead and Dennis Pierce



Dennis Pierce and Jason Wright

pointed Special Representative and Coordinator of the BLET Education and Training Department. Wright assumes the title and duties formerly performed by Ken Kroeger.

Kronyak, BLET Division 235 (Union City, N.J.), will serve as a part-time Special Representative with an emphasis on assisting with the staging and planning of the BLET's various regional meetings and workshops.

Sexton, BLET Division 269



Kronyak


(Long Island, N.Y.), will also serve as a part-time Special Representative with a focus on auditing the books of various BLET Divisions.

"I am proud to welcome these Brothers and Sister Mead to our National Division team," President Pierce said. "They bring a wealth of knowledge and a high-level of en-



Sexton

thusiasm to the table and I have every confidence they will do an excellent job in their new positions.

"Also, I wish to express best wishes to Willard Knight, Jim Bradford and Ken Kroeger during retirement, and thank them for their many years of hard work and dedication to the Brotherhood and its membership." 

Proud to be union

BUFFALO-AREA MEMBERS CREATE MODEL DEDICATED TO BROTHERHOOD PRIDE

Members of BLET Divisions 421 and 382 in Buffalo, N.Y., put their union pride on display for the city's annual St. Patrick's Day parade earlier this year.

The members built a hand-crafted, one-of-a-kind parade float — a miniature diesel locomotive with working headlights and ditch lights. It was painted in a unique BLET paint scheme that recognized the Brotherhood's 150th anniversary.

According to Brother Marcus N. Gillebaard, President of Division 421, General Chairman Jim Louis (CSX Northern District/Conrail SAA GCA) had advised the members for the past few years that the members of Teamster Locals 375 and 449 had invited BLET members to march with them in Buffalo's annual St. Patrick's Day parade.

In 2012, Brother Gillebaard accepted the Teamsters' invitation and was surprised by what he experienced. "We were treated very well by Teamsters' Locals 375 and 449," he said. "I was impressed by the major presence that unions had in



Buffalo's St. Patrick's Day parade, but I asked myself, why — with Buffalo's long railroad history and large workforce — were there no rail workers present?"

Determined to rectify this situation, Brother Gillebaard worked to get other members of BLET Divisions 421 and 382 involved for the 2013 parade. After securing enough interest — and a very clever idea — from BLET members, Brother Gillebaard attended a Teamster meeting to plan for the 2013 parade.

"The Teamsters were thrilled to have us join them," Gillebaard said. "I asked if we could bring a float. They were very supportive and asked what we would bring. I responded that we were Locomotive Engineers and the logical thing for us to bring was a train engine!"

Brother Gillebaard and Gregory W. Lund are lifelong friends and fellow members of BLET Division 421. Both men are "do-it-yourselfers" who have experience working together on building unique

projects. So it was only a matter of putting their skills to work to create the BLET locomotive.

The men constructed and painted the locomotive in just under two weeks in Gillebaard's garage/shop/man-cave. The BLET model locomotive is constructed out of 3/4-inch medium density fiberboard, half-inch plywood, and 3/16-inch hardboard.

"A good friend, Al Leteste, is a retired GM electrical engineer and was the mastermind that created our working headlights and working ditch lights (yes, they do flash alternately)," Gillebaard said.

There was a great deal of interest in the locomotive and many people asked if the paint scheme would reflect CSX or Norfolk Southern.

"I simply replied, 'Neither — it will be painted for the Brotherhood of Locomotive Engineers and Trainmen!'"

The paint scheme proudly reads: "Brotherhood of Locomotive Engineers and Trainmen," "Est. 1863," and "150th Anniversary." The left hand side of the locomotive

"I responded that we were Locomotive Engineers and the logical thing for us to bring was a train engine!"



From left: Al Leteste, Greg Lund, Emma Gillebaard, and Marcus Gillebaard.



The Division 382/421 train under construction (lower left) and in the St. Patrick's Day Parade in Buffalo.

is Number 421 and the right hand side is Number 382 in honor of the two different BLET Divisions.

Gillebaard's son, Joshua (a member of BLET Division 375), drove the van that pulled the locomotive through the parade, while Gillebaard's daughter, Emma (age 12), sat in a chair along side the float throughout the parade. A delegation of 13 BLET members and their families marched with the BLET float during the St. Patrick's Day parade.

Brother Gillebaard reported that the float was well-received by the community. "I personally can attest that by parade's end my hands were sore from all the high fives I got throughout the entire parade route," he said.

The float was also put into use on June 19 at the Divisions' annual Membership Appreciation Picnic, and there are plans to use it again at future events.


"The long term plan for Engine Number 421/382 is to maintain its status as the

official mascot of the Buffalo, New York, Divisions of the Brotherhood of Locomotive Engineers and Trainmen," he said. "It is an ongoing project and we plan to add new details each year, along with continued availability for union functions and display."

Plans include adding drawbars, couplers, grab irons and railings. "The grab irons and railings are next on the work report," he said.

A framed photo of the model locomotive was sent to

BLET National President Dennis R. Pierce, who arranged to have it put on display in the Historical Museum exhibit at the BLET's 150th anniversary celebration in Detroit.

"I thank these Brothers and Sisters for their pride in our 150-year-old Brotherhood," President Pierce said. "I commend them for their efforts to portray our union and craft in a positive light throughout their community and encourage them to keep up the good work." 

Historical Showcase

DIVISION 622 PUTS EARLY BROTHERHOOD MEMORABILIA ON DISPLAY

As the BLET National Division celebrated its 150th anniversary this year, the members of BLET Division 622 in Alliance, Neb., marked their 110th anniversary by creating a permanent display for their most important historic artifacts.

Division 622 was founded on July 25, 1903, and marked their 100th anniversary 10 years ago. To celebrate their 100th anniversary in 2003, then-Local Chairman Mike Theillen commissioned a group picture of the current officers, which replicated a photo of the Division's original officers taken in 1903.

"At the time the 2003 photo was taken, we discussed how fascinating it would be for us to wear the ceremonial collars and sashes that the original officers wore in their photo," said Mike Pancost, Secretary-Treasurer of Division 622. "We thought those items were long gone."

Fast forward to May of 2005, and as the Division was moving to a new office, Brother Pancost discovered an old, dusty box while cleaning the back recesses of a storage closet. It contained the original collars and sashes worn in the 1903 photo, along with several other important union artifacts dating back to the origin of the Division.

The box contained all five black velvet collars, decorated



Display case built by the Alliance High School woodworking class. From left: Cassidy (Bubba) Kramer, shop teacher; Mike Pancost, BLET Division 622 Secretary-Treasurer; and Logan Dietrich, wood working student and grandson of Willie Dietrich, a retired member of BLET Division 622.

with gold stars and the letters "BLE" and four sashes (one white, one red and blue, and one black). "These were worn by our original officers Dan Fitzpatrick, Clyde Gleason, Gus Holden, Sam Franklin, Henry Reanneau, John Berry, Harry Hamilton and Charley Hancock in the 1903 photo," Pancost said.


He also found a wooden "black ball box" along with marble-sized white and black clay balls, which were used to vote on union matters. The clay balls appeared to be hand-formed and painted. The box also contained 12 ceremonial lapel ribbons that are reversible (blue on one side, black on the other) decorated and embossed with

gold and silver lettering and an image of a steam locomotive. Pancost also uncovered a leather-bound bible, membership applications and transfer cards spanning the entire 20th century, and a framed picture of Mrs. W.A. Murdock, the founder of the original Grand International Auxiliary in 1887.

The Division members voted to display these items at their annual Christmas party. It was there that Verge Nolda, a retired member attending the party, stepped forward after seeing these historic items and indicated he had been safeguarding the Division's original minute book, which recorded Division meetings from 1903 to 1917.



With this wealth of historic memorabilia, the Division members were faced with the dilemma of deciding what to do with it. They wanted to preserve and display the important artifacts in a professional manner. In conjunction with the BLET's 150th anniversary, the decision was made to have the Alliance High School Woodworking Department build a display case and have it mounted in the Division's meeting room, which is shared with several other unions.

"We are hoping that by displaying these historical items, it will instill a sense of union pride in our Brotherhood," Brother Pancost said. 



BLET leads the way on two-man crews



Safety First: The BLET has successfully lobbied Congress to introduce legislation that would require two-person crews on all freight trains in the U.S., including those such as the massive Soo Line oil train shown here.



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

One of the most important issues that we, as union leaders, face every day is to work to improve safety in the workplace and to make sure our members come home from work safe to their loved ones. It rips my heart out every time I hear about one of our members brutally injured or involved in a tragic accident where members for innocent people are killed or injured. Having worked as a locomotive engineer for many years and as a member of the Safety Task Force, whenever an accident happens it takes only milliseconds for all these negative memories to return.

One of the most unfortunate things

that I have seen over my years in the railroad industry is that it sometimes takes a horrific incident or accident to induce change in the industry. As a union, we can advocate for change, provide evidence of the necessity for this change, and even try to negotiate with the railroads. Tragically, however, far too often it takes a tragic accident where lives are needlessly lost before legislators, regulators, the railroads, and the general public will push for action. It could be a much safer industry if the railroads would sit down with labor and correct some of these unsafe conditions together without intervention from Congress or the regulators.

We have seen this situation play out time and again. For example, the BLET and the National Transportation Safety Board (NTSB) have long advocated for Positive Train Control (PTC) on the railroads. We have provided evidence

and advocated for its implementation, and we even got it introduced in rail safety legislation. Sadly, in the process, some of our members were sacrificed to the cause. It was only after the tragedy in Chatsworth, Calif., that PTC was enacted into law. What many people do not know is that before the Chatsworth accident, the Rail Safety Improvement Act of 2008 was not moving towards passage. It was going nowhere, and the provisions regarding PTC were left to a bill that was on the shelf, gathering dust. It took Chatsworth for the change to happen, and unfortunately it was only when we experienced another horrible accident that the Federal Railroad Administration (FRA) and the industry paid attention.

We hope the railroads will someday become wiser and realize that putting profits before people's lives and safety is unacceptable, and that change must

happen in the industry before more incidents, like those we have seen over the past several months, occur. The real tragedy is that the issues raised by these incidents are often the same ones the BLET has been forewarning about for many years.

One of those issues is the necessity for two-person crews running on freight railroads nationwide. On July 6, the tragic accident in Lac-Mégantic, Quebec, brought the issue to national and international headlines again. More than 20 tank cars derailed, crashed, and exploded, killing 47 people. The BLET has long been cautioning carriers, regulators and legislators that tragedies like this were possible if action was not taken to ensure that there were two crew members in the locomotive cab.

One the principal players in the tragedy in Quebec is Edward Burkhardt, the Chief Executive Officer of RailWorld, the parent company of the Montreal, Maine and Atlantic Railway, which was the railroad involved in the crash. Burkhardt is a long-time executive for several different railroads, and has been both celebrated for his railroad leadership and condemned for the unsafe conditions that his policies create.

After the incident in Quebec, Burkhardt placed blame for the accident on everyone from the firefighters who put out an earlier blaze on the train to the lone train crew member. While these may have been factors in the crash, blame also should rest on Burkhardt's decision to operate trains on this railroad with a single person train crew.

This was not the first time in Burkhardt's railroad career that he has taken the risk of operating trains with a single person crew. Prior to founding RailWorld, Burkhardt was the chairman and president of Wisconsin Central Ltd., at a time when several rail companies, including Wisconsin Central, were experimenting with the use of one-person crews.

His experiment, and a March 4, 1996 derailment of a Wisconsin Central

“The BLET is currently working on legislation to require two-person crews on freight trains. At press time, members of the U.S. House of Representatives, led by Representative Michael Michaud (D-ME) and Representative Chellie Pingree (D-ME), introduced legislation, H.R. 3040, which would end the practice of one-person operations on those trains, and the BLET is working to gain support for the bill.”

— JOHN P. TOLMAN

freight train in Weyauwega, Wis. — in which 14 derailed propane tanks forced the evacuation of 2,300 residents within a two-mile radius of the crash for 19 days — resulted in legislation being introduced and unanimously passed in the Wisconsin legislature in 1997 to prohibit this practice. Parts of that legislation were struck down in court due to federal preemption, and the BLET recognized the need for a federal law or regulation to prohibit this practice.

The BLET has never given up on passing more state and federal legislation forbidding this practice. As recently as 2009, the FRA declined a petition filed jointly by the BLET and the United Transportation Union to mandate two-person crews. After the Quebec incident, we have redoubled our efforts to prevent this practice.

The BLET is currently working on legislation to require two-person crews on freight trains. At press time, members of the U.S. House of Representatives, led by Representative Michael Michaud (D-ME) and Representative Chellie Pingree (D-ME), introduced legislation, H.R. 3040, which would end the practice of one-person operations on those trains, and the BLET is working to gain support for the bill. A two-person crew could better ensure a train does not roll away and provides better judgment when a manager tells a train crew to take an action that might be unsafe. When a crew ties down a train, it is supposed to set a sufficient number of hand brakes on the train so it will not roll away in the event that the air brakes leak off. This takes time. The crew must apply the air brakes,

then go back to put hand brakes on, and finally release the air brakes to see if the train rolls. For a 72-car train like that involved at Lac-Mégantic, this process could take two hours with a one-person crew, but only about twenty minutes for a two-person crew.

The FRA has taken steps to address some of the other contributing factors to the tragedy in Quebec through an emergency order, and we were disappointed that FRA did not take this opportunity to address the two-person crew issue. The emergency order addressed hazardous materials being left unattended on sidings and mainline tracks, applications of hand brakes and the removal of reversers or locked locomotive cabs. Anyone who works in the industry knows you absolutely do not need a reverser to move a locomotive. The FRA needs to focus on the locking of locomotive cabs, not on an issue that sounds good to the uninformed. Let's not forget, we do not know all of the facts regarding this tragedy, but we do know the major steps that could have helped prevent it.

At press time, the Rail Safety Advisory Committee (RSAC) was scheduled for an emergency meeting on August 29, 2013, to discuss several issues, including the Transport Canada directive requiring that two-person crews operate trains carrying hazardous materials on main track. FRA has said it believes initiatives to require a minimum of two crew members for over-the-road trains could enhance safety, and will also consider the formulation of a task statement regarding appropriate train crew size



for an RSAC working group to consider.

Additionally, it will consider appropriate types and quantities of hazardous materials that should preclude trains transporting such materials from being left unattended on main track and sidings. Emergency Order No. 28 currently specifies certain types and quantities of hazardous materials that trigger requirements regarding train attendance and securement procedures, but FRA would like to explore the issue further in conjunction with the Pipeline and Hazardous Materials Safety Administration (PHMSA); and also various criteria and evaluation processes railroads have used, or intend to use, to formulate plans they may choose to adopt that identify locations where it is safe and suitable to leave trains unattended and secured on main track or sidings outside of yards or terminals. This emergency RSAC meeting will focus exclusively on the Canadian accident and discussion items outlined above rather than normal RSAC Committee business.

It is our sincere hope that through BLET's efforts in the collective bargaining, legislative, and regulatory arenas we will advance the level of safety for our members and help prevent future injuries and loss of life.

This is just one issue that we are working to address, and there are many others that we confront each day. It is unfortunate and unconscionable that it takes tragedies like those in Quebec and Chatsworth to spur action on needed safety improvements, and "because they can" is not acceptable as an excuse for companies — and rail companies in particular — to put profits ahead of lives. We need to make the rail industry safe before accidents and tragedies occur, not simply as a reaction to them. We need to continue to stand up and demand that our members' lives come first. We need to stop the railroads from evading their moral duty to their employees and the public until it is too late, and to hold them accountable for not operating safely. ●

Regulatory challenges more important than ever

Recent accidents point to need for more safety improvements



BY VINCENT G. VERNA
DIRECTOR OF
REGULATORY AFFAIRS

Recent accidents in the railroad industry, both in the U.S. and abroad, have shed light on the need for better safety regulations, while at the same time the industry touts its safety progress.

There were three separate incidents in May 2013 in which the BLET Safety Task Force was given party status to the investigations. The first was a raking collision between two Metro-North commuter trains in Bridgeport, Conn. More than 70 people were injured in the May 17 incident. The second incident happened on May 25 with the collision of a BNSF train and a Union Pacific train at an interlocking at Chaffee, Mo. The collision destroyed a nearby highway overpass and seven people were injured. On May 28, a garbage truck went into the path of a CSX train at a grade crossing, which caused a derailment followed by an explosion and a large fire.

These accidents and the severity of the tragic incident in Lac-Megantic, Quebec, on July 6, 2013, underscore the continuing need for new laws and stronger safety regulations in the industry. Many of these regulations will be promulgated with input from the Rail Safety Advisory Committee (RSAC). This RSAC process has been detailed in previous issues of the *Journal*. Among the pending regulations currently in the RSAC process are many that would positively impact the safety of our members and would save lives. These include: Emergency Escape Breathing Apparatus; Critical Incident Stress Debriefing; Risk Reduction, which includes the Fatigue Mitigation Working Group; Dark Territory; Railroad System Safety; Engineer Qualification and Certification Revisions; and Safety Glazing Standards on Tier III passenger equipment. As an organization, BLET will continue to emphasize the importance of placing the safety of our members ahead of the profits of Wall Street investors.

A key pending regulation is the finalization of the positive train control (PTC) implementation process. Among the issues still pending are changes to

“These accidents and the severity of the tragic incident in Lac-Megantic, Quebec, on July 6, 2013, underscore the continuing need for new laws and stronger safety regulations in the industry.”

BLET RSAC VACANCIES

Due to the retirements of several key individuals who serve on the various RSAC Working Groups and Task Forces, BLET National President Dennis R. Pierce is working with Vice President & National Legislative Representative John P. Tolman and myself to fill these vacancies. It has been encouraging that so many members have come forward and expressed their desire to step up and fill these vacancies. By press time, we will have wished happy retirements to two Brothers and leaders in our movement who have been great assistance to us — Bill Verdeyen and Dan Lauzon. Their help and insight on the Passenger Working Group, Fatigue Mitigation Working Group, Risk Reduction Working Group, Engineering Task Force, Locomotive Safety Standards and many others have been invaluable to our Organization. They have served our members with heart and fortitude and deserve our thanks. Thank you Brother Bill and Brother Dan. If you see them, thank them and salute their long service to BLET, and wish them a happy, healthy retirement.



Bill Verdeyen, Indiana State Legislative Board Chairman, completes his Last Run.



Sen. Elizabeth Warren (D-MA) and Dan Lauzon, Massachusetts State Legislative Board Chairman.

the *de minimis* exemptions to the routes on which PTC will be installed. The industry is attempting to get clarification on exceptions for when there are en route failures (either systemic failure or failure of a locomotive's onboard equipment). The railroads are also pushing for a legislative change to the implementation date for the regulations. BLET has long advocated for PTC because of its potential to prevent catastrophic collisions and save lives. BLET made this point clear at the PTC Forum on February 27, 2013. The BLET wants the implementation to follow the schedule included in the regulations and the law. While we realize that the world is not perfect and things do not happen overnight, we also know that the technological tools that PTC would give a train crew cannot wait. Congress gave the rail industry seven years to comply with a mandated deadline of December 31, 2015. One of the Class I Railroads has been working on PTC since before passage the Rail Safety Improvement Act of 2008 (RSIA). This railroad plans to meet the deadline and should be commended for doing so. Other rail carriers have taken too long

to become serious about expending the time and resources necessary to meeting the deadline. Instead, they have wasted valuable time, energy and resources on fighting the adoption of PTC.

Fatigue remains a significant problem in the industry and needs to be further addressed. The RSAC is examining the possibility of utilizing computer models to aid in the scientific identification and documentation of fatigue in the industry. There are different versions of computer modeling programs from a variety of sources. Although the BLET does not favor a particular model, we have realized that their use can be a good way to access the variables of irregular call times and the role that unpredictability plays in exacerbating a person's fatigue levels. Our members understand this personally, anecdotally, and it is fully observable at work. The fatigue models give a scientific basis confirming what we already know.

Many of the problems associated with increased fatigue in the railroad industry have proven to be difficult to resolve for a myriad of reasons. BLET

has a vital stake in the efforts to reduce fatigue and increase predictability of our members' on-duty times. The rail carriers have been resistant to change with regard to issues of fatigue and thus the issue was handled by Congress with the passage of the RSIA. The BLET is now trying to advise FRA on how to enact the mandate so that it actually provides a safety benefit to our members, including discussion on: scheduling practices (or the lack thereof) and their influence on predictability; rest facilities; and cab conditions, such as temperature and whole body vibration, and their effects on train crew members. While our hope is to achieve a regulation that ends up fulfilling the goal of reduced fatigue, in the RSAC forum we need to be ever-mindful of keeping flexible enough so that the regulation can work within the boundaries of our collective bargaining agreements made by our general committees. Our goal is to empower our general committees to use the fatigue mitigation strategies and tools that work best for them at their location with their particular railroad. 🌐

Doug Riddell, Brooks Woodward Memorial Division 14, Washington, DC

When handed his rule book, time table and switch key on May 23, 1977 in Richmond, Va., his Seaboard Coast Line Railroad trainmaster asked newly hired brakeman, Doug Riddell, if there were any other questions he had before he was made available for his first tour of duty. "Yes, where do I go to join the union?" Riddell replied.

Brother Riddell, who concluded his 35-year railroad career when he climbed down from the cab of Amtrak's Miami-bound Silver Star from Washington, D.C., at the Staples Mill Road Station in his home town on December 17, 2012, kept a promise he'd made, that if ever afforded the opportunity to work in an industry where he had the privilege of paying union dues, he'd not only be a member, but he would take an active role.

The eldest son of a local officer in the Communications Workers of American, employed by AT&T, Riddell, a former broadcaster with a BS in Mass Communications from Virginia Commonwealth University, entered engine service on the SCL in 1979 and was promoted to the position of locomotive engineer the following year. He was a vice local chairman and served as a member of the Virginia State Legislative Board with the United Transportation Union before being directly employed by Amtrak in 1986. There, Brother Riddell became a charter member of BLE Division 14 in Washington, D.C., was elected its first local chairman and became alternate eastern regional chairman of the Amtrak GCA. He subsequently also served as president of Division 14.

Armed with knowledge of passenger rail service in Virginia gleaned as a small child accompanying his grandfather, a Chesapeake & Ohio Railroad conductor, in the early 1970s, Brother Riddell convinced Amtrak to redirect its Tidewater, Virginia to Chicago train to the



Brother Doug Riddell, who hired out in 1977, safely completed his Last Run on December 17, 2012.



Riddell (left) with U.S. Vice President Joe Biden.

northeast at Richmond. In doing so, the service, a candidate for certain discontinuance, instead became one of the company's earliest and most successful new routes. For several years, Doug was a pioneering member of the joint Amtrak/CSX Partners In Performance ven-

ture. His signature appears as a representative of labor on the original Amtrak Operation Red Block agreement. Brother Riddell also helped negotiate and signed the agreement under which Amtrak engineers manned Virginia Railway Express commuter trains when that service was inaugurated 20 years ago.

Combining his love of railroading with his prior career as a journalist, Doug became known nationally as a contributor to *Railway Age*, *Progressive Railroading* and other publications, as well as being a columnist in *Passenger Train Journal*, *RailNews* and *Trains Magazines*. He also authored the 1991 book, "From The Cab, Stories From A Locomotive Engineer," spinning humorous tales about the lives of working railroaders. Never without his camera, Brother Riddell's timeless images have been featured in countless publications.

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In 2009, at the invitation of newly appointed Amtrak president Joseph Boardman, Doug began a special duty assignment in the company's Government Affairs and Corporate Communications Department at their Union Station headquarters in Washington as its company photographer. Before returning to the craft in early 2012, Riddell traveled throughout the system, photographing scenes distributed by the railroad to media outlets worldwide through a digital image library he helped establish. His final project was to help write and produce "Amtrak, An American Story," the company's official 40-year history, which is now in its second printing.

While he'll no longer be an active employee, Brother Riddell will never be far from the railroad. He plans to resume writing, photographing, consulting and speaking professionally about trains. He and his wife of 33 years, Sandy, a retired educator, hear the horns of passing trains at their home on the outskirts of Ashland, Va., north of Richmond, where Amtrak and CSX trains constantly ply the double tracked main line of the former Richmond Fredericksburg & Potomac Railroad that bisects the picturesque college town. And just to their east, CSX trains hustle empty coal and grain hoppers from Hampton Roads back to the mines of Appalachia and the prairies of the Midwest over the former C&O Piedmont Sub (now the Buckingham Branch Railroad).

Nor will Doug ever lose touch with his friends and coworkers at Amtrak, for accompanying him on his last trip, handing down his father's grip upon that last arrival in Richmond was his son, Ryan Riddell, 28, an Amtrak engineer, who began his career at age 18. On the platform, Brother Doug Riddell handed his son the gold Hamilton Railway Special 992b, the pride of his grandfather, C&O conductor J. E. Beazley, which accompanied Doug on his first day on the railroad as well as his last. A symbol of a love of trains, it is now passed down to another generation of this railroad family. 📍

BILLY THOMPSON: 'Serving the members and this Brotherhood was a passion and a privilege'

William A. "Billy" Thompson, a long-serving officer of the Conrail and Norfolk Southern General Committees of Adjustment, retired from railroad and Brotherhood duties on May 8, 2012. His railroad career spanned 35 years, and he dedicated 34 of those years to honorably representing the BLET and its members.

Brother Thompson hired out as a fireman for Conrail in Pitcairn, Pa., on August 5, 1976. A quick learner and a safety conscious leader, Brother Thompson earned promotion to locomotive engineer on January 28, 1978.

He initiated into BLET Division 325 (Wilkesburg, Pa.) on July 1, 1977, and held continuous membership for 35 years until he retired. Thompson began serving his fellow union Brothers and Sisters almost immediately after joining the Brotherhood. He was elected to serve Division 325 as Local Chairman effective March 1, 1978, a position he held until 1982. He served as a District Chairman for the Conrail General Committee of Adjustment (GCA) from June 1, 1982, to June 1, 1999. He also served as Alternate Conrail General Chairman from September 1, 1986, through June 1, 1999.

Norfolk Southern's purchase of Brother Thompson's portion of Conrail became effective June 1, 1999, at which time he began serving as Vice General Chairman of the Norfolk Southern-Southern Lines GCA. He held that position until he retired on May 8, 2012. He also served as GCA Secretary-Treasurer from December 1, 2008, until he retired.

Prior to the start of his railroad career, Brother Thompson served in



Brother Thompson

the U.S. Army in Fort Carson, Colo., from May 1971 to February 1973.

Brother Thompson and his wife, Teresa Lynne, were married on June 28, 1975. The couple has two children, William Jr. and Daniella Rea. Brother Thompson followed in his father's footsteps in the railroad industry. His father, Frank Rea Thompson Sr., was a conductor for the P&LE Railroad from 1946-1954.

He plans to spend more time with his family during retirement, visiting his daughter in London, England, and his son and daughter-in-law in Virginia. Brother Thompson also enjoys hunting, fishing, golfing, biking, and mowing the lawn. He will also devote more time to taking care of the Santiago Veterans Honor Roll during retirement.

"Serving the members and this Brotherhood was a passion and a privilege," Brother Thompson said. 📍

Division 191 honors retirees at annual holiday party

Several long-time and retired Brotherhood members were honored at BLET Division 191's annual holiday party in Fitchburg, Mass.

Among those being honored were: Gary P. Willis; Hank G. Williams; and Warren E. White.

Brother Willis first joined the Brotherhood on May 1, 1979, and retired effective May 29, 2009. Brother Williams joined the Brotherhood in 1989 and retired effective August 11, 2010. Brother White, age 92, joined the Brotherhood in 1973 and retired from active duty effective April 30, 1986.

Brother Tom K. Herrick of BLET Division 57 (Boston) also attended the gathering. Herrick joined the BLET in 1993 and retired effective September 1, 2012.

Active duty members of Division 191 in attendance included: National Vice President Mike Twombly; his son Jason Twombly; and Dave Grimm with his wife Pat.



From left: Warren White, Division 191, and Tom Herrick, Division 57. Brother White is a retired Boston & Maine Engineer.



Pat and Dave Grimm. Brother Grimm is a past Local Chairman of Division 191.



From left: Division 191 members Jason M. Twombly and Howard (Hank) Williams. Brother Williams is a past Secretary-Treasurer of the Division.



Gary P. Willis



From left: Gary Willis, VP Mike Twombly, Jason Twombly, David Grimm and Hank Williams.

Ussery served BLET members for over three decades

On December 31, 2012, Brother James E. Ussery of BLET Division 834 (Mineola/Longview, Texas) retired after 34 years with the Union Pacific Railroad.

He was a hard working and dedicated union Brother during his more than three decades of active membership. Brother Ussery held several elected offices in the BLET during his 32-year tenure.

He started his railroad career as a brakeman for the Union Pacific in 1978, went into engine service as a fireman and joined the BLE on May 1, 1979. He earned promotion to engineer in 1980.

Brother Ussery held continuous membership in BLET Division 834 for more than 32 years at the time of his retirement.

He actively served the membership in various elected offices for 32 years. He served his Division as alternate Secretary/Treasurer, Legislative Representative, and Secretary/Treasurer for 25 years. He also served the Division as Alternate Delegate and Delegate to the National Convention. He was an active member of the Texas State Legislative Board, serving as 2nd Vice Chairman, 1st Vice Chairman and Secretary-Treasurer for 10 years.

During retirement he plans to get started on his wife's "honey do" list that he has had on the back burner for 30 years.

Brother Ussery and his wife Diane were married on January 9, 1965, and are looking forward to celebrating their 50th wedding anniversary in just a couple of years. They have four sons: Mark, Jack, Jim and Scott. The couple also has seven grandchildren: Lauren, Braden, Britni, Kyli, Christiana, Colton and Aidan. They range in age from 1 month to 19 years old.

"I have enjoyed my career on the railroad and all of the many friends I have become acquainted with on the job and in the BLET," Brother




Brother Ussery at the crew change point at Longview, Texas, where an important safety message has been posted reminding train crews that they are needed somewhere other than on the railroad.



Brother Ussery with Texas State Legislative Board Chairman Terry Briggs.

Ussery said. "I have attended 14 SWCM Conventions, two State Legislative Board Chairmen Conventions, five State Legislative Board Conventions, two BLET National Conventions, three AFL-CIO State Constitutional Conventions and the State Democratic Convention in 2008.

"As I end my railroad career, I would like to give a special thanks to all of the

National BLET officers and staff for their hard work and dedication to keeping our great union running. And I would like to give a special thanks to the BLET Education and Training Department and to Dr. Elaine Reese, Director of Compliance. Without their help — keeping us educated and on track — the Secretary-Treasurer's job would have been an impossible task." 

Waldsmith's Last Run follows 41-1/2 years with UP, SP in California

Fred W. Waldsmith, a member of BLET Division 415 (Roseville, Calif.), safely completed his Last Run for the Union Pacific Railroad on December 15, 2012.

His retirement comes following a 41-1/2 year railroad career that began in Eureka, Calif., in June of 1971, when he hired out on the Northwestern Pacific Railroad as a brakeman. After being cut off from the railroad, he went to work for the Southern Pacific at Roseville, Calif., in February of 1972.

In fall of 1972, he went to Los Angeles as a brakeman on the SP's system seniority agreement, and entered into SP's hostler program in March of 1973. He made it to "real" engine service as a fireman in July of 1973, earning promotion to locomotive engineer in March of 1974. He first joined BLET Division 5 (Los Angeles) on May 1, 1976.

Under the tutelage of Division 5 Local Chairman Barney Mahoney, Wald-



Brother Waldsmith

smith worked all jobs in the Los Angeles area. In 1981, he relocated to West Colton, Calif., and became a member of Division 56 under Local Chairman D.W. "Bill" Hannah.


In July of 1990, he answered the advertisement for a seniority trade with Engineer J.D. Slade. He then went to work in the Oakland area, transferring his BLET membership to Division 283. He became involved in Division 283

from an officer's point of view, serving as Vice President. In 1993, after Al McClary wished to give up the position, he took the Local Chairman's job on an interim basis. He was elected Local Chairman in October of 1994.

"I became involved in the Union Pacific-Southern Pacific merger negotiations, where I enjoyed working with then-General Chairman Lee Pruitt," Brother Waldsmith said.

In 1999 he moved to Roseville following the UP-SP merger and joined Division 415, under the direction of Local Chairman N.C. "Craig" Carstenson. He worked out of Roseville as an engineer until his retirement became effective on January 1, 2013.

For his last run, he worked as a locomotive engineer from Dunsmuir to Roseville, Calif., on train QPDRV-13.

"The BLET has made my career very exciting even in this time of job losses and corporate greed," he said. 

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 PAGE 2 

to all who attend. Equally important is the opportunity to meet and share fellowship with Brothers and Sisters from across each region, who all have common goals and interests. The friendships that members — young and old — strike up at our regional meetings are friendships built on common ground, and they are friendships that will last a lifetime.

All in all, it was truly rewarding to see the participation and involvement common to all of this year's

regional meetings. The regional meetings all came on the heels of our 150th Anniversary, which also drew members from all across the country to Detroit. Our goal at the 150th celebration was to honor and recognize those that came before us, but it was also part of an overall effort to increase the participation of all members of our great union. This union is your union, and it is in large part what you and the other members who choose to participate make of it.

Whether it be at a regional meeting, or at a meeting of your Local Division, General Committee of Adjustment or

State Legislative Board, there is a part for all members. Although my travel schedule can be grueling, I will continue to make every effort to be out in the field meeting with the membership at these meetings, and will attend as many of our Education and Training Classes as my schedule allows. As I have said time and time again, participation is the key to a strong union, and together we can make a difference.

I invite each and every one of you to join me at one of these meetings. Our Regional Meeting Associations have selected their locations for 2014 and I look forward

to seeing you there. The SMA will meet in Savannah, Ga., the IWC will meet in Minneapolis, Minn., the EUMA will meet at the home of our National Division offices in Cleveland, Ohio, and the SWCM will meet in St. Louis, Mo. Next year also is an important year for the BLET National Division as our Third Quadrennial Convention will convene in Las Vegas on Monday September 29, 2014. Our delegates will assemble to set the course for the coming years, and I invite any and all of you who can join us to travel to Las Vegas to see our democracy in action. 



BLET Auxiliary awards \$10,000 in scholarships for 2013-14



BY LAWANA W. POSS
NATIONAL SECRETARY

The BLET Auxiliary has awarded 10 \$1,000 scholarships for the 2013-2014 academic school year. We are very proud to be able to provide this funding to students of BLET and BLET Auxiliary members. Most of the fundraising for the BLET Auxiliary Scholarship Program takes place at the four regional meetings each year. We also receive contributions throughout the year from our local auxiliaries and memorial fund contributions.

The BLET Auxiliary administers the IWC Scholarship Program; however, the funding comes to us directly from the IWC each year. The IWC awarded 11 \$1,000 scholarships for 2013-14.

Many thanks to everyone who donates items for our raffles; the golfers

who continually buy mulligans (although we know they don't really need them); BLET National First Vice President Lee Pruitt for always making sure our golf bags are filled with BLET items; and the many other vendors who donate bags, golf balls, photos, golf clubs, baseball tickets, and a plethora of other items that go on our raffle tables. We could not do these fundraisers without your help and support.

Finally, we are grateful to the many BLET members, auxiliary members, and convention guests for supporting our fundraising efforts by purchasing raffle tickets and mulligans. We truly appreciate your participation and generosity, for without you, we would not be able to award so many scholarships each year.

Congratulations to all of this year's winners! 🍀

APPLY FOR NEXT YEAR'S AUXILIARY SCHOLARSHIP PROGRAM

The BLET Auxiliary Scholarship Program provides \$1,000 scholarships to the sons or daughters of both Auxiliary and BLET members, with at least two years of concurrent membership.

Requirements to qualify for a BLET Auxiliary scholarship also include the applicant's acceptance or enrollment in an accredited university, college, or institution of higher learning. Recipients are chosen on the basis of academic record, leadership, character and personal achievement.

Established in 1981, the scholarship program was set up with a strong financial base and the number of scholarships awarded continues to grow with each passing year.

Deadline for the 2014-2015 scholarship program is April 1, 2014.

APPLICATIONS AND INSTRUCTIONS FOR SCHOLARSHIPS MAY BE OBTAINED FROM YOUR LOCAL AUXILIARY SECRETARY, OR BY VISITING: WWW.BLETAUXILIARY.NET

2013-2014 IWC Scholarship Recipients LANE QUICK, SON OF MICHAEL (DIVISION 133) AND STEFFINEY QUICK, IS ATTENDING UNIVERSITY OF MINNESOTA, MORRIS. REMICK KAWAWAKI, CHILD OF KEITH (DIVISION 758) AND NICOLE KAWAWAKI, IS ATTENDING YALE UNIVERSITY. ASHLEE RIEHL, DAUGHTER OF ERIC (DIVISION 28) AND JENNIFER RIEHL, IS ATTENDING UNIVERSITY OF ARIZONA. HA FAI TANG, SON OF CLARENCE (DIVISION 727) AND WAI LOGAN, IS ATTENDING PENNSYLVANIA STATE UNIVERSITY. AUSTIN SCHARFF, SON OF GERALD (DIVISION 104) AND RITA SCHARFF, IS ATTENDING UNIVERSITY OF PUGET SOUND. JESSICA SMITH, DAUGHTER OF SAMUEL (DIVISION 94) AND NICOLE SMITH, IS ATTENDING SHERIDAN COLLEGE. BRANDON MOOER, SON OF ALAN (DIVISION 180) AND MARY MOOER, IS ATTENDING CREIGHTON UNIVERSITY. TAYLOR ARCHULETA, SON OF MITCHELL (DIVISION 676) AND LORI ARCHULETA, IS ATTENDING SOUTHWESTERN OREGON COMMUNITY COLLEGE.

2013-2014 BLET Auxiliary Scholarship recipients



**AUXILIARY SCHOLARSHIP
& IWC SCHOLARSHIP:**
MELANIE WILMESHER, daughter of James and Kay Wilmesher, Kay is a Member-at-Large and James is Chairman of Colorado State Legislative Board and a member of Division 256. Melanie is attending Colorado State University, Fort Collins, Colorado.



Crossroads Auxiliary 212. Ariel is attending the University of Houston.



**AUXILIARY SCHOLARSHIP
& IWC SCHOLARSHIP:**
ALLYSON BOOTH, daughter of James and Anne Booth. James belongs to Division 28 and Anne is a Member-at-Large. Allyson is attending the University of Colorado Denver, Anschutz Medical Campus.



**AUXILIARY SCHOLARSHIP
& IWC SCHOLARSHIP:**
RACHEL MCWILLIAMS, daughter of Rob and Kathy McWilliams, Member-at-Large, Rob belongs to Division 126. She is attending Fresno State University in California.

**JOHN O. & BRENDA CASTEEL
SCHOLARSHIP:**
ARIEL JOHNSON, daughter of Owen and Beate Johnson. Owen belongs to Division 212 and Beate is member of



**LEONA A. LOUIS
MEMORIAL SCHOLARSHIP:**
KYLE WILLARD, son of Kenneth and Kathy Willard.

Ken is in Division 122 and Kathy is a Member-at-Large. Kyle is attending Michigan State University.

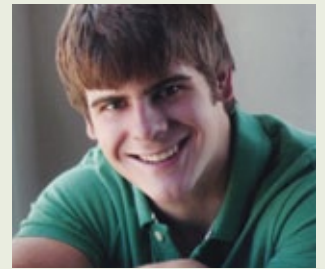


AUXILIARY SCHOLARSHIP:
MARIAH BURROLA, daughter of Oscar and Susie Burrola, He is in Division 839 and Susie is in Nor-Cal Auxiliary 39. She is attending Seattle Pacific University.



AUXILIARY SCHOLARSHIP:
KYLE RADTKE, son of James and Marme Radtke. James is a member of Division 548 and Marme is a member of Pride of 548, Auxiliary 48. He is attending Trine University.

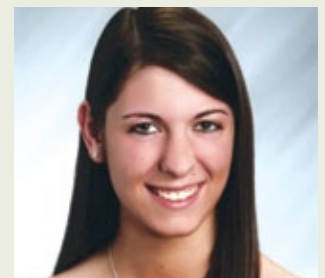
AUXILIARY SCHOLARSHIP:
ALEXANDER EVANS, son of James and Nancy Evans. James belongs to Division 527 and Nancy is a



member of Helen Gould Auxiliary 235. Alexander is attending Pittsburg State University.



AUXILIARY SCHOLARSHIP:
MARK WILLARD, son of Kenneth and Kathy Willard. Kenneth is in Division 122 and Kathy is a Member-at-Large. Mark is attending Calvin College.



AUXILIARY SCHOLARSHIP:
MORGAN ROSSOW, daughter of Peter and Beth Rossow. Peter is a member of Division 421 and Beth is a member of Niagara Auxiliary 3. Morgan is attending Niagara County Community College.

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.

GET YOUR BLET 150TH ANNIVERSARY GEAR!



150th Weston Polo Shirt — BLT-0146

Stylish and sleek is this polo shirt, which has moisture wicking properties to help keep you cool and comfortable. It features a full-embroidered 150th logo on the left chest.

Available in black; sizes medium to 3XL. \$35.00



150th Anniversary Ball Cap — BLT-0143

The perfect addition to your cap collection — this is definitely one you will wear with pride. This six-panel 'prostyle' cap has contrasting visor that complements a gold sandwich visor. The colors complement the full color embroidered logo on front while the side shows our 150-year dates and the back boosts our 150th anniversary. A buckle slide closure completes this cap. **\$20.00**



150th Collectors Edition T-Shirt — BLT-0145

This is a must-have addition to your BLET wardrobe. 100% cotton black tee with a full colored left chest screen-printed 150th logo and a full color back screen print that features the past and the present of our heritage.

Available in sizes Medium to 4XL. \$15.00



Men's 150th Limited Edition Time Piece — BLT-0148

This watch is a true treasure that you will pass on to loved ones for years to come. The dial is a gorgeous acid-etched rendition of the 150th logo. To make your watch truly special, we have numbered the backs of the watches. Only 500 men's

watches will be manufactured, so engraved on the back you will see 1 of 500, 2 of 500 etc. This makes each watch truly a special keepsake. Engraving is available for an additional cost of \$10.00 per watch.

(Women's watch also available, product number BLT-0149) \$100.00



150th Anniversary Coffee Mug — BLT-0144

Recycled acrylic coffee mug in earthy red color with a curved handle that conforms to your grip. A screen-printed full color logo is proudly shown on the front. Grab a pair — these won't last. **\$8.00**

150th Anniversary 12-Pack Cooler Bag — BLT-0142

This functional and sturdy cooler bag can be used for many things. Great for your lunch, or snacks and drinks for your kid's soccer game. Insulated with a heavy-duty leak



proof lining, sturdy 600D fabric that is easy to wipe off while showcasing the 150th logo on the front. **\$15.00**



150th Anniversary Clock — BLT-0147

This special timepiece will be a treasured keepsake for years to come. What a wonderful way to celebrate 150 years strong! Embossed 150th logo dial placed on a sturdy rosewood and brass mantle clock. It also comes with a gold plate that is placed at the bottom of the clock and includes 4 lines of engraved type. (NOTE: 35 characters per line max. All engraving is done in capital letters for optimal viewing.) This is a limited item and will not be around forever. Be sure to get yours soon! **\$139.99**

YOU CAN ALSO SHOP FOR BLET ITEMS ONLINE: Go to www.bletmerchandise.com

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 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 BLET gear! 100% cotton Union made t-shirt with a full back screen print of our 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**

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Teamster Kids and Grand Kids

Win Ca\$h for Class

TOPIC: What would you say to
someone who says the following?
"Unions were important at one time,
but we don't need them anymore."



The James R. Hoffa Memorial Scholarship Fund 2013 Essay Contest

For students attending a community college, 4-year institution
or a technical/vocational program, age 23 and younger, who
are children or grandchildren of Teamster members.

For an application, contact your Teamsters Local Union office or visit www.teamster.org