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Locomotive

ENGINEERS & TRAINMEN NEWS

MARCH
2010

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

BLET Engineer killed in Pittsburgh

35-year veteran Andrew Monheim is survived by wife, son

BLET member Andrew Monheim was killed in the line of duty on March 16 following the collision of two Union Railroad freight trains in North Braddock, Pa.

Monheim, 54, was a member of BLET Division 700 located in Braddock, Pa. He is survived by his wife of more than 30 years, Lydia, and 12 year-old-son, David.

Brother Monheim was a member of the Brotherhood for 31 years, having joined Division 700 on August 1, 1978. He worked for the Union Railroad for 35 years.

"I extend deepest sympathies and heartfelt condolences to the Monheim family on behalf of the 56,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen," BLET National President Paul Sorrow said. "Brother Monheim was a veteran locomotive engineer and an extremely safety conscious professional. This is a tragic loss for the family and for our Brothers and Sisters at the Union Railroad."

Prior to working for the railroad, Brother Monheim earned an Associates Degree in physics and astronomy from CCAC and was pursuing a Bachelors Degree in astronomy at the University of Pittsburgh. He also developed a passion for golf later in life, which he enjoyed with friends and especially his son David. He and his wife were avid pet lovers and they have had various beloved pets over the years.

As this issue went to press, the Federal Railroad Administration was continuing its investigation into the collision. According to preliminary reports, Brother Monheim was operating a train of empties when it collided with a train carrying iron ore pellets to U.S. Steel's Edgar Thompson Plant in North Braddock, Pa.

The trains were operated by Union Railroad, part of Transtar Inc., a transportation subsidiary of U.S. Steel. The Edgar Thomson plant is part of U.S. Steel's Mon Valley Works and produces steel slabs.

Donations in Brother Monheim's memory should be made to Animal Protectors, 533 Linden Ave., New Kensington, PA 15068, 724-339-7388. ©©



focus on safety

16 railroad deaths in 2009 renews the call for commitment to safety

THE FEDERAL RAILROAD ADMINISTRATION IS CALLING ON ALL RAILROAD WORKERS TO GIVE HEIGHTENED ATTENTION TO SAFETY IN 2010 FOLLOWING 16 ON-THE-JOB FATALITIES IN 2009.

In a January 26 letter, FRA Administrator Joseph C. Szabo terms the 16 railroad worker deaths a "tragic toll" and he urges all workers to "think about rules compliance and consider its impact on ensuring a safe return home after each tour of duty."

Among those killed in 2009 were two BLET members — Andrew R. Reed and Josh Os-

born, both just 27 years old. They were working in the cab together for the Iowa, Chicago & Eastern Railroad (IC&E) when their train hit a misaligned switch near Bettendorf, Ill., on July 14, 2009. They were members of BLET Division 266 in Savanna, Ill.

"This tragic toll is more than just a number," Szabo wrote. "It represents human lives; a father

not there to walk his daughter down the aisle, a mother not there for her son's first day of school, an employee nearing retirement who did not live to enjoy the fruits of his labor."

In the letter, Szabo encourages all rail workers to avoid distractions and maintain complete situational awareness while on duty.

CONTINUED ON PAGE 2 <->

Obama allocates \$8 billion for high-speed rail

In late January, President Barack Obama announced that 13 rail corridors in 31 states throughout America will split \$13 billion in government subsidies to help build high-speed passenger train service.

"There's no reason Europe or China should have the fastest trains," President Obama said in his State of the Union speech on January 27. "There are projects like that all across this country that will create jobs and help move our nation's goods, services and information."

Congress set aside the \$8 billion as part of the economic recovery plan enacted last year. The \$8 billion is just a start. Last year, President Obama asked Congress in his budget request for an additional \$1 billion a year for five years.

BLET National President Paul Sorrow praised the allocation high-speed rail funds,



Leading the way: California received \$2.344 billion for high speed rail, the most of any project.

noting the potential for new union jobs for locomotive engineers and trainmen along the high-speed routes.

"The Obama administration is making a monumental investment in America's rail infrastructure and in America's fu-

ture," President Sorrow said. "It will give a boost to the economy and will provide more job opportunities for all rail workers — including members of the BLET — now and in the future."

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Cincinnati welcomes BLET

Registration now open for 2010 SMA, June 13-17, in Cincinnati, Ohio. **pg 3**

President Sorrow's message

Solidarity remains key to continued success **pg 2**

Mobilization matters

BLET re-energizes its grass roots mobilization network. **pg 7**

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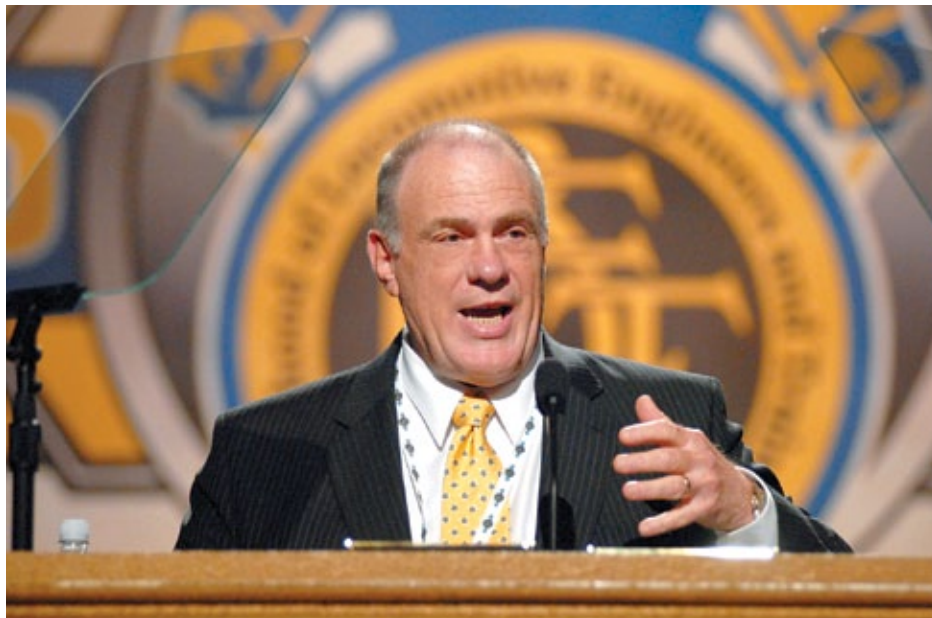
BLET PRESIDENT'S MESSAGE

MOBILIZING FOR SUCCESS

In today's society trends are established and many thoughts, both good and bad, are cultivated by the news and other media such as television and the Internet. We are told what to eat, what to drink and basically what to think. Celebrities retain high profile public relations firms to create positive images so we will, in turn, buy the products they endorse. It is a brilliant scheme created by brilliant people to influence how we think. Various studies have demonstrated that when we hear the same message over and over, we tend to uncritically accept that message as fact, and this same scheme has come to dominate politics and news. In the end, these messages dramatically shape what we buy, how we vote and the beliefs we embrace. It is not by accident that these same corporate-owned media do little, if anything, to advance the agenda of the working class people our country. In this same vein, pundits either totally ignore or spew biased and venomous comments regarding the Labor movement that made this country the great nation it is today.

For example, wages for working people in America, when adjusted for inflation, have basically been flat for 40 years. Over most of this period taxes for business and the wealthy have been slashed time and again. The average CEO's compensation package has soared from being 30 times to over 300 times the average worker's wage, yet the so-called "business media" chants over and over the lie that our economy isn't competitive because labor costs are too high. We are inundated with this message from the chattering class 24/7, every day of the year.

It is for these reasons that I am compelled to continually reinforce the need for us — as individual BLET members and as an Organization — to realize how important it is that we support ourselves; that we believe in ourselves; and that we commit to one another that we will stand shoulder to shoulder and when necessary fight side by side to protect the rights and benefits that we hold so dear. As I have said time and again, our success is in direct proportion to our ability to work together as a team. This is extremely important to remember as we conduct



**"As I have said time and again,
our success is in direct proportion to
our ability to work together as a team."**

this round of national bargaining. I say this as we line up against a group of Carriers that cling to a sputtering economy and tightly grasp onto the national health care crisis in an attempt to turn the current conditions to their advantage in this round of bargaining.

While we must remain mindful of the recession as well as the looming health care issues, we also have some very positive things working in our favor. On the plus side, even though the economy remains unstable the Class I rail carriers have all fared relatively well, maintaining healthy profit levels throughout the downturn, and there are signs of improvements in 2010. Even during these difficult times the productivity of locomotive engineers continues to be at historic high levels and any agreement reached must reflect this reality.

We have reached economic settlements with three of the four largest Class I carriers, which we believe will provide real wage increases for our members. The fourth Class I carrier is bargaining on-property, parallel to our process at the National level. We also point to the hourly rate agreements on the CN properties

that place our CN members at the highest level of wage earners in the industry. We believe these agreements provide a backdrop for our negotiations on the national front. Further, they enable us to strategically bargain from a position of strength, driving negotiations in a direction that will produce a fair and equitable settlement of our notices.

Because of global concerns and energy consumption, the railroad industry is uniquely positioned once again to be the locomotive of economic recovery in the transportation sector and for the economy as a whole. We must exercise foresight and be willing to consider innovation in developing a platform for implementing technologies that will improve rail safety and address shifts in how energy is produced and consumed in the larger economy. Any benefits gained by the carriers must be reflected in our wage/rules package and not result in any reduction in the T&E workforce.

Hovering over our wage and rules negotiations is a national health care crisis — over which we have very limited control. Our ability to address this problem is hamstrung to a great extent

by the fact that Congress is only now defining for us how the larger playing field is going to be changed.

The Brotherhood is working together with a unified coalition of rail unions during the current round of collective bargaining. We are negotiating as part of the Rail Labor Bargaining Coalition (RLBC) on these important health care issues. Thus far in 2010 we have held very preliminary meetings. But with all the uproar on Capitol Hill over the cost of health care and so-called "Cadillac" plans, members of the RLBC have a monumental task ahead of them. These negotiations will be anything but easy. In this regard, the current round of bargaining presents some challenges none of us have ever seen during our professional careers.

It is rare in America today that a worker is on call 24 hours a day, 7 days a week, and 365 days a year. But that is the case for our BLET Brothers and Sisters. No other American worker makes such personal sacrifices for their jobs, and rail workers have sacrificed much for the health care benefits they earn as part of their compensation packages. Our ability to maintain and improve those benefits lies in the strength that flows from our solidarity and the united front we present to the carriers.

As part of our strategy to move forward, we began to revitalize our mobilization network several months ago and we plan to be at full throttle as momentum picks up in this round of bargaining. We must move beyond petty internal differences, and mobilize our members to fight against efforts of the carriers and their allies in big business and the media to deny us a fair contract settlement. In the end, we can prevail only if we come together and work together. Solidarity is the essential tool to overcoming the vast and powerful forces that are arrayed against us. I ask that you commit to joining in that effort, and to lending your voice and vote when called upon to do so.

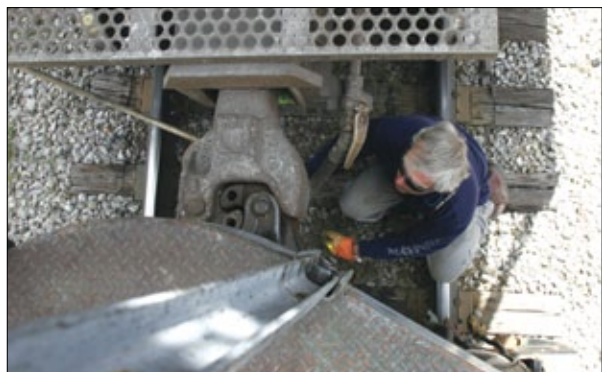
PAUL SORROW

FOCUS ON SAFETY

CONTINUED FROM PAGE 1

"We must break down the barriers that keep us from achieving rules compliance, like taking a shortcut or yielding to pressure from a supervisor to unsafely expedite a move," he wrote. "We must take the time to ensure each rule is complied with, and mentor fellow coworkers."

If managers pressure workers to rush through jobs and skip rule compliance, then they should be immediately reported to the FRA, Szabo said.



Working safe: Maintain situational awareness at all times.

"If you are pressured by a supervisor to expedite a move by turning your back on the rules, report it," he said. "FRA will work diligently to ensure that the focus on rules compliance is consistent with each carrier's organization."

BLET National President Paul T. Sorrow extended deepest sympathies on behalf of the BLET to the families of all railroaders killed on the job last year, especially the families of Josh Osborn and Andrew Reed.

He also thanked Administrator Szabo for his commitment to safety and urged all BLET members to heed this latest safety message.

"Joe Szabo is a former railroader and union member and leader, so he knows what railroaders go through on the front lines and in the trenches," Sorrow said. "I encourage all BLET members to keep safety in the forefront of their minds each and every day, and to call out managers who seek to put profits ahead of safety." @@



JOE SZABO

FULL TEXT OF THE LETTER IS AVAILABLE AT:
[HTTP://WWW.BLE-T.ORG/PR/PDF/SZABOLETTER2010.PDF](http://www.ble-t.org/pr/pdf/SZABOLETTER2010.PDF)

Electronic Communications Policy

The policy currently in effect is that official communications between BLET members and the National Division require a hard copy of the correspondence — with a signature — being received by the National President — to be considered an "official communication."

This is to provide that the actual question(s) are addressed, and ensures that when official interpretations are made they have reference to a specific request and can be used in future correspondence.

Due to the volume of e-mails it would be impossible for the President to answer all unofficial communications. Therefore, it is the policy of the BLET National Division Office that e-mails addressed to the National President will be reviewed and forwarded to the appropriate officer or staff for a timely response. In other words, an email message is not considered an official communication.

This will allow the President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member, if a response is necessary. @@



Registration begins for 2010 SMA in Cincinnati, Ohio

Registration is now open for the 83rd annual BLET-BLET Auxiliary Southeastern Meeting Association convention, which will be held June 13-17, 2010, in Cincinnati, Ohio.

The convention will be hosted by Jerry and Peggy Sturdivant and the members of BLET Division 110. Guests will stay at the Cincinnati Hilton Netherlands (35 W. 5th St.) and reservations can be made by calling (513) 421-9100. Reservations can also be made online in the SMA 2010 area of the BLET website.

"Cincinnati is an exciting city and we have some events planned that are truly unique to our area," Brother Sturdivant said. "Included in those events is a leisurely dinner cruise on the Ohio River with spectacular views of the Cincinnati skyline; Kings Island Amusement & Water Park; Golf on the premier "Grizzly" course at the Golf Center at Kings Island; Hollywood Casino gambling boat; and an all you can eat lunch with the Cincinnati Reds versus the Los Angeles Dodgers; and our banquet will be held in the Hilton Netherlands' Pavillion Ballroom, where Doris Day made her debut!"

The BLET Education and Training Department will be on hand to conduct a day-long workshop for Secretary-Treasurers. Additional workshops will be held for BLET Legislative Representatives and Local Chairmen. Other workshops will focus on radiation training and electronic readout training. The Federal Railroad Administration will also be on hand to answer questions on Locomotive Engineer certification and other issues.

An annual tradition in recent years, the SMA motorcycle ride will take place on June 16. The annual SMA golf outing will take place at the Golf Center at Kings Island.

"We look forward to seeing everyone in Cincinnati for the 83rd SMA this June," Brother Sturdivant said.

Members with questions can contact SMA Chairman Jerry Sturdivant by email: jpsturdivant@gmail.com. @@

REGISTRATION FORMS ON AVAILABLE ON THE BLET WEBSITE AT:
[HTTP://WWW.BLE-T.ORG/PR/PDF/SMA2010.PDF](http://www.ble-t.org/PR/PDF/SMA2010.PDF)

GOLF OUTING REGISTRATION:
[HTTP://WWW.BLE-T.ORG/PR/PDF/SMA2010GOLF.PDF](http://www.ble-t.org/PR/PDF/SMA2010GOLF.PDF)

World famous: Skyline Chili's signature dish, the 3-Way Chili.

World famous: Casino gambling boat; and an all you can eat lunch with the Cincinnati Reds versus the Los Angeles Dodgers; and our banquet will be held in the Hilton Netherlands' Pavillion Ballroom, where Doris Day made her debut!"

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SMA highlights: Kings Island offers a full scale replica of the famous 1880s locomotive "The General" (above) and the world's longest wooden roller coaster, The Beast (above right). A night time view of Cincinnati from Riverside Drive in Kentucky.

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Ohio River Tour: Among the entertainment options is a riverboat dinner cruise. (photo courtesy BB Riverboats)

2010

Calendar & Events

May 2-7, 2010

The Rail Workers Hazardous Materials Training Program will conduct a hazardous materials transportation/chemical emergency response training program at the National Labor College, Silver Spring, Md. For registration details, call Henry Jajuga, (301) 439-2440, or email: hjajuga@nlc.edu.

May 9-10, 2010

Teamsters Unity Conference at Bally's hotel in Las Vegas. For details, please go to www.teamster.org/unity. Room rates are \$89 per night and reservations can be made by calling (800) 634-3434.

June 13-17, 2010

83rd Annual Southeastern Meeting Association, Cincinnati, Ohio



Hosted by Jerry Sturdivant and the members of BLET Division 110, the 2010 SMA will be held at the Hilton Cincinnati Netherland Plaza (35 West Fifth St., Cincinnati, OH 45202. Phone: (513) 421-9100. Rate: \$139). See page 3 for details or contact Brother Sturdivant by email: jpsturdivant@gmail.com.

July 13-17, 2010

70th Annual International Western Convention, Bismarck-Mandan, N.D.

Co-Chairs Mike Muscha and Ron Huff and the members of BLET Division 671 and Division 746 host the 2010 IWC at the Radisson Hotel Bismarck (605 E. Broadway Ave., Bismarck, N.D. 58501. Phone: (701) 255-6000. Rate: \$89). For details, contact Brother Muscha by email: locong671@mlgc.com.

August 8-12, 2010

72nd Annual Eastern Union Meeting Association, Pittsburgh, Pa.

Hosted by Tom and Sue Caruso, Division 335, the 2010 EUMA will take place at the Sheraton Station Square Hotel in Pittsburgh, Pa. (300 West Station Square Dr., Pittsburgh, PA 15219-2000. Phone: (412) 261-2000. Rate: \$155). For details, contact the Carusos at: EUMA2010@verizon.net.

September 12-16, 2010

75th Annual Southwestern Convention Meeting, San Antonio, Texas. Hosted by Russell Elley, Local Chairman of Division 197, the 2010 SWCM will take place at the Hyatt Regency San Antonio, on the River Walk at Paseo del Alamo (123 Losoya St., San Antonio, Texas, 78205. Phone: (210) 227-1234. Rate: \$139). For details, contact Brother Elley by email: r.elley@att.net.

October 4-7, 2010

BLET National Division Convention, Reno, Nevada

The BLET's Second Quadrennial National Convention will be held at the Grand Sierra Resort and Casino in Reno. More details to come.

HIGH-SPEED RAIL

CONTINUED FROM PAGE 1

Jim Hoffa, General President of the International Brotherhood of Teamsters, echoed President Sorrow's sentiments.

"The highly skilled Teamsters who build and maintain our nation's railroad tracks and operate our freight and passenger rail network nationwide possess the skills, training and safety qualifications necessary to build, maintain and operate these new high speed rail lines and to safely handle the trains along the routes.

"I, along with Freddie Simpson, President of the Brotherhood of Maintenance of Way Employees and Paul Sorrow, President of the BLET, look forward to continuing our work with the Obama administration to preserve rail jobs and expand work opportunities for members of the Teamster Rail Conference." ©



Photos: California High Speed Rail Authority

A closer look at the 13 high speed rail projects receiving federal funding

WEST REGION — \$2.942 BILLION

CALIFORNIA

— \$2.344 BILLION

Purchasing right-of-way and constructing track, signals and stations; Also funding for San Diego-LA-San Luis Obispo (Surfliner) corridor and Oakland-Sacramento (Capitol) corridor.

EUGENE-PORTLAND-SEATTLE — \$598 MILLION

New bypass track construction and multiple upgrades to existing tracks; Portland Union Station renovations.

MIDWEST REGION — \$2.6 BILLION

CHICAGO-ST. LOUIS-KANSAS CITY

— \$1.133 BILLION

Track, signal and station upgrades to allow 110 mph passenger service between Chicago and St. Louis; Bridge improvements along St. Louis-Kansas City route.

MINNEAPOLIS-MILWAUKEE-CHICAGO — \$823 MILLION

Twin Cities planning study; Refurbish stations, 80 miles of track and install Positive Train Control on route from Madison to Milwaukee; Station and infrastructure enhancements, Milwaukee to Chicago.

CLEVELAND-COLUMBUS-CINCINNATI — \$400 MILLION

Track upgrades, new stations and maintenance facilities along Triple C route across Ohio.

DETROIT-CHICAGO

— \$244 MILLION

Improve signal systems and sidings; New station construction along route.

SOUTHEAST REGION — \$1.87 BILLION

TAMPA-ORLANDO-MIAMI — \$1.25 BILLION

Construction of 84 miles of new high speed track, build and enhance stations and purchase equipment.

CHARLOTTE-RICHMOND-WASHINGTON, D.C.

— \$620 MILLION

Purchase new locomotives, upgrade track and stations to increase top speeds to 90 mph on Raleigh to Charlotte route; Route improvements from Washington to Richmond and Raleigh to Richmond.

NORTHEAST REGION — \$485 MILLION

NEW YORK-ALBANY-BUFFALO-MONTREAL

— \$151 MILLION

Construction of new track and signal improvements along route; Various station upgrades.

NORTHEAST CORRIDOR (BOSTON-NEW YORK-WASHINGTON, D.C.)

— \$112 MILLION

Engineering and environmental work for new tunnel in Baltimore; new station at BWI airport.

BRUNSWICK-PORTLAND-BOSTON

— \$35 MILLION

Upgrade track and grade crossings to extend passenger rail service from Portland to Brunswick, Maine.

PHILADELPHIA-HARRISBURG-PITTSBURGH

— \$27 MILLION

Eliminate three remaining grade crossings on the route to boost top speed to 110 mph; Fund a study to extend service to Pittsburgh

NEW HAVEN-SPRINGFIELD-ST. ALBANS

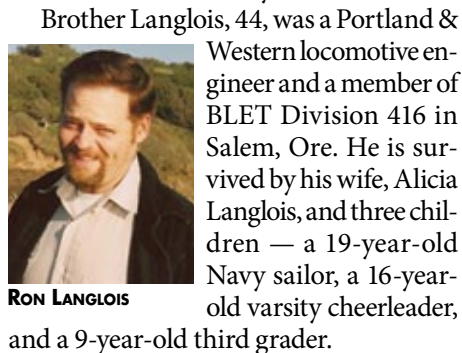
— \$160 MILLION

Upgrades to Amtrak's Vermonter service; Add second main track on New Haven to Springfield route; Vermonter New England Central route improvements

TO DOWNLOAD A PDF OF THIS INFORMATION, VISIT:
www.ble-t.org/pr/pdf/hsr2010.pdf

BLET member found dead in Eugene, Ore.

The death of BLET member Ron Langlois has been ruled a suicide by police in Eugene, Ore. Police originally investigated the death as a homicide after a co-worker found Langlois, 44, dead of a gunshot wound outside of his locomotive on February 6.



RON LANGLOIS

Brother Langlois, 44, was a Portland & Western locomotive engineer and a member of BLET Division 416 in Salem, Ore. He is survived by his wife, Alicia Langlois, and three children — a 19-year-old Navy sailor, a 16-year-old varsity cheerleader, and a 9-year-old third grader.

Langlois, 44, became a railroad conductor in 2003, his wife said. He had been a

member of the BLET since July 1, 2004.

BLET Division 416 has established a memorial fund at Wells Fargo Bank for those wishing to make a financial contribution to the Langlois family. Checks should be made payable to the "Ronald L. Langlois Memorial," and can be made at any Wells Fargo Bank facility.

Division 416 Secretary-Treasurer Julie

M. Trickler has advised that donations can be mailed to her and she will then deposit the donations in the account. Her address is: P.O. Box 3413, Albany, OR 97321.

Additionally, remembrances to the Ronald Langlois Memorial Fund for his children can be made at Pacific Cascade Federal Credit Union, 1190 Mohawk, Springfield, OR 97477, (541) 747-6125. ©

Update from BLET Tax Compliance department

Internal Revenue Service regulations require the BLET National Division to inform its members that a certain portion of your National Division dues are not tax deductible as a miscellaneous itemized deduction on your personal tax returns.

According to the National Secretary-Treasurer's office, the portion of the National Division dues that is not subject to deduction as an Itemized Deduction on a Form 1040 tax return is 13 percent for 2009.

The 13 percent reflects expenses associated with political lobbying efforts by the BLET, which are not tax deductible.

The non-chargeable expenses reported on the union's Dues Objector Report provides the basis for dues not subject to deduction. ©

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BLET FELA Directory

As of MARCH 18, 2010

Our union has designated attorneys who are qualified to serve as counsel for BLET members in accordance with the Federal Employers' Liability Act (FELA) governing workplace accidents. In the event of an injury or death and before reaching any settlement with a railroad, members or surviving families should contact an attorney listed to get

competent advice concerning their legal rights under the FELA. In addition, if you or any members of your family have questions concerning medical malpractice, product liability or other types of injury cases, please don't hesitate to contact one of these law firms for a consultation concerning your rights and remedies. ☺☺



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BLET AUXILIARY

All you need to do is ask



BY BECKY SCHNEIDER
PRESIDENT
BLET AUXILIARY

Part of the reason our Auxiliary came into being back in 1887 was to support the BLE, now BLET. As the times have changed, so have the ways that we exercise our support.

Our members have tackled many issues, including extreme cab temperatures, fatigue, inadequate or untenable housing conditions, dangers of remote control lo-

comotives, work place safety, and the safety of our communities against potentially dangerous railroad practices. Most recently, some of our members were asked to help get the word out about Union Pacific's latest hair-brained idea of running trains that are over three miles long. While it may be that such trains can be run, the more important question is "should they be run?" Working with the BLET Divisions, our members contacted various media outlets along the train's route letting them know the train would be traveling through our communities, and of the potential operational problems that could arise from the absurd length of the train. We learned that none of the communities were notified about the run by the UP. Of course, when the media contacted UP, they were told that this was a "pilot project," and there

were currently no plans to run these types of trains. Color me skeptical, but if they were not trying to determine the viability of such operations, then why would they feel the need to run this monster train at all?

This is just the latest example of how we can help the BLET and you. Since many issues affecting railroaders are more local in nature, in working with the local division, the Auxiliary can help to address those issues without fear of reprisal or of being fired. That is one of the biggest advantages the Auxiliary can offer to BLET members — using our members to do what they cannot.

While very broad in scope, the Auxiliary's mission of education and support at the local, state and national levels is the purpose for which we exist. We do

our best to support our members and their families in good times and bad; to educate both BLET and Auxiliary members, arming them with the information they need to know, including their rights on the job; and support of issues that affect not only BLET members and their families, but also the communities in which we live.

If you would like to join us in our mission, or would like more information about the BLET Auxiliary, please go to our website at www.bletauxiliary.net, or contact any of our National Officers or myself.

We are here to help you, all you need do is ask! @@

A historical charter

Division 25 donates 145-year-old artifact to BLET National Division



Brotherhood history: Paul Sorrow, left, and Bill Walpert, right, accepting a 145-year-old charter from Division 25 Secretary-Treasurer Kevin Cottrell (center).

Brother Kevin Cottrell, Secretary-Treasurer of BLET Division 25 (Terre Haute, Ind.), brought a significant piece of Brotherhood history along with him to a recent Education & Training

Department workshop. On behalf of his members, he donated the Division's original 145-year-old charter to the BLET National Division. He gave the charter to BLET National President Paul Sorrow and National Secretary-Treasurer Bill Walpert at a Secretary-Treasurer workshop in Cleveland on December 15, 2009.

The charter is now one of the oldest in the BLET archives. It is dated December 27, 1864, and bears the signature of Grand Chief Engineer Charles Wilson. The BLE was founded in 1863, and Wilson was the Brotherhood's second president. He served from 1864-1874.

Brother Cottrell said the charter had been passed down from one Secretary-Treasurer to the next over the past 145 years. When he

won election to the office during the recent Triennial Elections, he wanted to make sure the valuable artifact was given a safe home.

"I am pleased to accept this priceless artifact from Brother Cottrell and the mem-

bers of BLET Division 25," National President Paul Sorrow said. "The Brotherhood was in existence for 19 months when the Division 25 charter was signed. It is a significant piece of history and I am proud to display it at BLET headquarters."

National Secretary-Treasurer Walpert, who is charged with the duty of preserving the archives and records of the National Division under the BLET Bylaws, said

the charter is in excellent shape considering its age. However, it has been sent to an archivist to better protect it for display using UV-resistant glass and an acid-free matte.

"With proper care there is no reason why this charter shouldn't be around for another 145 years," Walpert said. @@



Workshop for new Secretary-Treasurers

The BLET Education & Training Department completed a workshop for Secretary-Treasurer's in Jacksonville, Fla., on March 3. The class consisted mainly of newly-elected and first time Secretary-Treasurers. Instructors in the class and members in attendance are as follows:

SEATED, FROM LEFT: Walt Schmidt, BLET Director of Online Services; Bob Broka, Director of BLET Record Department; William Walpert, NST & Director of Education & Training; and Ken Kroeger, Coordinator of Education & Training & Special Representative.

SECOND ROW: Morgan Wise, Secretary-Treasurer, Division 212; C.C. Fuller, S-T, Division 75; James McCarter, S-T, Division 435; Rollin Young, S-T, Division 7; and Ken Milburn, S-T, Division 393.

THIRD ROW: Shawn Cumber, S-T, Division 169; James Norris, S-T, Division 316; Michael Lacey, S-T, Division 769; David Powers, S-T, Division 532; Dr. Elaine Reese, Office of Tax Compliance, Director; and Howard Scales, S-T, Division 918.

FOURTH ROW: James Estle, S-T, Division 117; Andre' Allen, S-T, Division 366; Kenneth Ealey III, Oklahoma State Legislative Board S-T, Division 141; Thomas Price, S-T, Division 328; Butch McGarvey, S-T, Division 79; and Joseph Scruggs, S-T, Division 239.



RETIREMENTS

BLET honors Bob Broka with Honorary Membership

Robert D. Broka, long-time Director of Records for the Brotherhood of Locomotive Engineers and Trainmen, is retiring after nearly 40 years of employment at BLET National Division headquarters. And in recognition of his years of dedicated service, the BLET Advisory Board has unanimously voted to honor him with the coveted title of Honorary Member.

Brother Broka becomes the 16th Honorary Member in the 147-year history of the BLET and its predecessor organizations. During a retirement ceremony at National Division headquarters on February 12, Brother Broka was presented with a plaque by BLET National Secretary-Treasurer Bill Walpert thanking him for his “40 years of outstanding dedication and commitment to the Brotherhood.”

Additionally, he was presented with a Proclamation signed by BLET National President Paul Sorrow. In the Proclamation, President Sorrow wrote: “The life, work and creative energy of Bob Broka has served as an inspiration for thousands of members of the BLET, and for nearly 40 years Bob has dedicated his career to helping Secretary-Treasurers of all levels of the Organization in his capacity as



Happy trails: Bob Broka is retiring after 40 years of service to the Brotherhood. He receives congratulations from National President Paul Sorrow, left, and National Secretary-Treasurer Bill Walpert, right.

Director of the Records Department.”

Broka was hired on June 10, 1970, during the administration of International President C.J. Coughlin. His 40 years of service spanned the administration of 11 different International and National Presidents and eight different International and National Division conventions.

In recent years, he has helped lead the transition into the modern-era of online dues reporting. BLET Secretary-Treasurers now file their monthly dues remittance



reports using cutting edge Internet-based technology instead of archaic paper filing methods.

Brother Broka is a 1969 graduate of Defiance College in Defiance, Ohio. As a freshman he attended DePauw University in Greencastle, Ind., where he roomed with future U.S. Vice President Dan Quayle.

“We will never be able to replace Bob’s outgoing personality and knowledge of the Brotherhood’s history and bylaws,” said BLET National Secretary-Treasurer Bill

Walpert. “His one-of-a-kind personality boosted office morale and helped make coming into the office an enjoyable experience for me over the years. His professionalism and dedication are beyond reproach.”

President Sorrow welcomed Brother Broka to the BLET as an Honorary Member.

“It is an honor to present him with Honorary Membership in the Brotherhood, and it is a pleasure to call him Brother Broka,” President Sorrow said.

Brother Broka remains close friends with the Brotherhood’s 13th Honorary Member, long-time BLE employee Ra Tully, and 15th Honorary Member Harold Ross. Other Honorary Members include J. Edgar Hoover, Director of the Federal Bureau of Investigation; Hollywood producer Jay Sommers; Railroad artist Howard Fogg; Railroad photographer and BLE Public Relations Director Richard J. Cook; 35-year Washington D.C. office employee Betty Child; and 50-year BLE Building Association Employee Audré H. “Aud” Balogh.

“On behalf of all men and women of the Brotherhood, I extend best wishes to Brother Broka for a healthy and happy retirement,” President Sorrow said. ©©

Reenergizing mobilization

Membership input key as BLET ramps up Mobilization Network

The BLET is re-energizing its mobilization network to increase membership involvement on key issues of importance to the Brotherhood.

Originally, the term “mobilization” was used in a military sense to describe the act of assembling troops and supplies and making them ready for war. In today’s union terminology, mobilization is a communications network to disseminate information as quickly as possible throughout the organization. It is a grassroots effort to involve the membership in ongoing campaigns.

The types of campaigns may differ but the goal always remains the same: To get the membership involved.

“The mobilization process strengthens unity among the membership and is a powerful communication and information sharing tool,” BLET National President Paul Sorrow said. “The National Division stands behind Mobilization. Communication is the cornerstone of my administration. With the strong support of First Vice President Dennis Pierce and National Secretary-Treasurer Bill Walpert, we are re-energizing the BLET’s mobilization network to improve the flow of communication throughout our Brotherhood.”

NST Walpert heads the BLET’s Department of Internal Mobilizing, Organizing and Strategic Planning.

“Whether it’s a campaign to lobby Congress or a get out the vote drive, mobilization makes a remarkable difference,” he said. “Mobilization makes a measurable difference and is proven effective.”

Dusting off the network

In December of 2009, President Sorrow

decided to re-energize the Mobilization Network and test its effectiveness with a get out the vote campaign on the Burlington Northern Santa Fe.

Approximately 6,000 BLET engineers on the property were getting ready to cast their votes on a new contract. Instead of a widespread launch, the Mobilization Network was tested on a few select BNSF Divisions.

“The results were very plain to see,” National President Sorrow said. “We did not attempt to sway the vote one way or the other. We just wanted to make sure members exercised their right to cast their vote on the contract. The rate of return for Divisions where the Mobilization Network was in place was much higher than Divisions where the Network was not in place.”

More than 3,500 members cast ballots in the election with 75 percent voting in favor. In announcing the election results, BLET Vice President Steve Speagle said, “I am very proud of the high level of participation by the BNSF engineers.”

Mobilization’s second test

In January, the mobilization network was given another test — this time on a larger scale.

Congress was considering health care legislation that would be harmful to BLET members. Instead of targeting a few divisions on a single property, the Mobilization Network was activated system-wide on the entire BNSF and CSXT properties.

Though the Network was not yet fully operational, the results were successful. The BLET was part of a large union coalition that successfully convinced the congressional leaders to rework the harmful proposal.

Mobilization Network Structure

NOTE: The basic Mobilization Network Structure depicted here will vary on each railroad depending on various factors, including but not limited to geographic size of the railroad and the number of BLET members represented.



Network structure

The BLET’s Mobilization Network is broken into two regions — one National Mobilization Coordinator will be in charge of the territory east of the Mississippi and a second will direct the territory west of the Mississippi.

Reporting to the two National Mobilization Coordinators will be the system mobilization coordinators and the respective General Chairmen from each property (or his designee, where applicable).

Reporting to each General Chairman (or his designee) will be several Regional Mobilization Coordinators (where applicable).

Each BLET Division will then appoint one Division Mobilization Contact, who will report to his/her Regional Mobilization Coordinator. Each Division will be broken down into 10 member teams, and will appoint one Team Captain for each 10 Team Members.

The Team Members will report to the Team Captain, and the Team Captain will report to the Division Contact.

The Network will create a chain of com-

mand and communication. In the event of breaking news or an emergency situation, the Mobilization Network will be able to spread the news throughout the entire Brotherhood in just a matter of minutes.

Your help is needed

In the coming weeks and months, the BLET National Division will be expanding the Mobilization Network to include other properties (such as Norfolk Southern, Union Pacific, and Kansas City Southern, just to name a few).

“When the time comes, it will be extremely important that we receive the cooperation of all members to help gather contact information for the Mobilization Network,” NST Walpert said. “We need current contact information from our members for the network to function, and I ask for your cooperation in helping to make our Mobilization Network the strongest communication tool in the House of Labor.”

Additional updates will be provided periodically as the National Division works to expand the Mobilization Network. ©©



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MARCH 2010 PHOTO OF THE MONTH



Metra locomotives 179, 207 and 182 are seen in this photograph from May 17, 2008. Locomotives 179 and 182 are F40PH-2 models, while 207 is an F40PHM-2. All are used in commuter service on Metra's Rock Island District between Joliet and Chicago.

BLET member David Daruszka took this photograph at the Blue Island, Ill. coach yard,

formerly owned by the storied Chicago, Rock Island & Pacific Railroad. This sunny Saturday finds the locomotives tied up for the weekend, with all weekend service originating out of Joliet, Ill. Metra provides commuter rail service for the Chicago area on seven separate divisions as well as through two purchase-of-service carriers.

About the photographer: David Daruszka is a locomotive engineer on Metra's Electric District (former Illinois Central), and is the BLET Legislative Representative for Division 131. Prior to his employment with Metra he worked for the Chicago & North Western, the Illinois Central and the Wisconsin Central in engine service. He studied design and photography at the Illinois Institute of Technology and the University of Illinois, Chicago where he received his B.A.

A message from
Teamsters General President
James P. Hoffa

Quality jobs for Americans

Job Creation

The message from Massachusetts is clear: Voters want their elected representatives to find ways to create more jobs.

I believe Scott Brown won the Senate race in Massachusetts because of 20 percent unemployment among blue-collar workers. That was the same message Congress heard. Lawmakers are considering legislation to generate jobs. The final bill will probably include tax credits, spending on roads, railroads and



bridges, help for the unemployed and financial assistance to the states.

Such efforts will surely help in the short run. The Senate could also boost employment for the next two years by passing a bill that authorizes spending by the Federal Aviation Administration. About 250,000 people would be put to work over two years modernizing our air transportation system.

Support for Working Families

In the long run, though, lawmakers need to tackle several major tasks to get our economy moving. They have to restore our manufacturing base and protect pensions to save jobs.

It isn't just the assembly line workers thrown out of work when a factory shuts down. It's the plant manager's accountant, the workers' kids' teachers, the rail engineers moving product and the waitress at the restaurant outside the factory gates.

We must put an end to policies that encourage job creation overseas at the expense of working families here. Tax dollars spent to encourage industries such as clean energy should be restricted to U.S. companies when possible.

Advisory Board January 2010 Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published monthly:

National President Paul T. Sorrow — National Division office; General supervision of BLET activities; General office duties; Various correspondence and telephone communications; Supervision of office administration; General supervision of Special Representatives; President, Teamsters Rail Conference; IBT Rail Conference, Ft. Lauderdale, Fla.; RLBC mtg., Washington, D.C.; National Mediation Board mtgs., Washington, D.C.; Mtg. with Teamsters, Washington, D.C.; CRILO winter mtgs., Washington, D.C.

First Vice-President Dennis R. Pierce — Director, Passenger Department; Director, Short Lines Department; Director, Trainmen's Department; Assigned to CSX Eastern Lines, Western Lines, Northern Lines, Conrail (SAA/CSX-Northern District); CNHC; CNWC; CN-EJ&E; Gary RR; Indiana RR; Alabama State Docks; Special Projects BNSF GCoAs; General office duties, Cleveland; Teamsters Rail Conference policy mtg., Ft. Lauderdale; Public Law Board 7353, Jacksonville; Conrail General Committee-CSX negotiations, Ne York Dock, Jacksonville; PLB 6475 executive session; CRILO health & welfare mtgs., Miami; BLET-CSX SAA dispute resolution committee mtg., Miami.

National Secretary-Treasurer William C. Walpert — General supervision of accounting dept., records dept., online services dept., IT Dept., tax compliance dept.; public relations dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Mtgs. with vendors and financial institutions; Standard Building operations oversight; Rail Conference mtg., Ft. Lauderdale; Workshop for LM-2 filers, Phoenix, Ariz.; Mtg. with IBT officers and staff, re: per capita, Washington, D.C.; CRILO mtgs., Miami; Advisory Board mtg., Miami.

Vice-President Merle W. Geiger Jr. — Assigned to: Kansas City Southern; Texas Mexican RR; Mid-South Rail; SouthRail; Gateway Western; CP Rail System/US (CP/DME/ICE); Indiana Southern RR; Utah RR; Panhandle Northern RR; Great Western RR; Indiana Harbor Belt; and Belt RR of Chicago; Contract mtgs., Great Western RR, Denver, Colo.; Conference call w/ KCS; PLB 7345 (CP) session, Chicago; Travel to Miami for Advisory Board mtgs.

Vice-President Stephen D. Speagle — Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA); Assist with DMIR; Holiday; Office work; PHL section 6 notices, San Francisco; PHL safety awards banquet, Long Beach, Calif.; Conference with BLET & BNSF attorneys on PLB, BNSF; Attend Divisions 602, 315 and 577 party, Decatur; Travel to Miami for Advisory Board mtg.

Vice-President E.L. "Lee" Pruitt — Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; UP-Eastern District; Office duties and paper work, filing, correspondence, etc.; Vacation; Work/rest negotiations, UP-WRGCA, assisting GC Dayton, Portland, Ore.; Hub work dispute, UPED/VWR GCAs, assisting GC Dayton and Young, Denver, Colo.; Advisory Board mtg., Miami, Fla.; Assisting General Chairmen UPRR and Tacoma Belt.

Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington, DC office; BLET Security Officer; General Office Duties, telephone, correspondence; Coordinate content of NLO website; Rail Conference policy mtg., Ft. Lauderdale; Hosted nat'l. & state healthcare reform conf. call; Mtg. w/ NTSB, re: inward facing cameras; Mtg. w/ majority leader on health care excise tax, Washington DC; Participated in the Senate race, Boston; State Legislative Board Chairmen conf. call; JTI high speed rail conf.; Mtg. w/ President Sorrow & NMB, Washington DC; Situational awareness task force conf. call; RSAC passenger Hours of Service conference, Chicago and Washington DC; Numerous receptions with various U.S. Representatives, Washington DC.

Vice-President Marcus J. Ruef — Labor member-

"Buy American"

But multinationals and their front groups will fight tooth and nail against "Buy America" policies for government spending. They'll claim such policies will cost jobs. They don't say those jobs are in China, South Korea and Spain.

Take, for example, stimulus money to encourage the renewable energy industry. ABC News and the Investigative Reporting Workshop found that 80 percent of \$1 billion in grants for wind energy went to foreign-owned companies. That's unacceptable.

Reps. Earl Pomeroy and Pat Tiberi have introduced a bill that will go a long way to stabilizing our pension plans. The Preserve Benefits and Jobs Act will help many Americans keep their pensions—and many more keep their jobs. It's a good start to get working Americans back on the path to recovery.

Fraterally,

James P. Hoffa

James P. Hoffa

TEAMSTERS GENERAL PRESIDENT

NRAB, Vice Chairman, First Division; Director of Arbitration Dept; Assigned to Amtrak; Southeastern Pennsylvania Transportation Authority (SEPTA); Long Island Railroad (LIRR); New York & Atlantic (NYAL); New Jersey Transit (NJT); PATH; Metra; Holiday; Research; Conf. call w/ UTU and BRC, re: select deadlock neutral, SBA 1164; Review Septa TC submission; Review interp. To 1-26337 for possible court appeal; Assist GC Quinn, LIRR; Arbitration Dept. mtgs w/ First VP and mtg. w/ Executive Cmte., Cleveland; Assist GC Darcy w/ LERB petition, NJT; Assist GC Dayton w/ various issues, UP-W; Arrange for passenger HOS seminar; Prep & mtgs. on "Breslin" arbitration, Septa; SBA 933 hearing, Philadelphia; Assist GC Quinn w/ Crawley case, NYAL; Travel to Miami for Advisory Board mtg.

Vice-President Mike Twombly — Assigned to Delaware & Hudson; Springfield Terminal; St. Lawrence & Atlantic; Montreal, Maine & Atlantic; Union RR; Birmingham Southern; Huron & Eastern; Duluth, Missabe & Iron Range; DM&IR-Two Harbors; South Buffalo Rwy; Iowa, Chicago & Eastern; Indiana & Ohio; Indiana & Southern; Louisville & Indiana; Meridian Southern; Talleyrand Terminal RR; MMA negotiations, Bangor Maine; Talleyrand Terminal issues; DMIR NY Dock; CF&E arbitration research; Austin & Western discussions; Pan Am Southern mtg.; D&H Binghamton/Saratoga pool; MMA mediation prep; DME/ICE Savannah/Chicago pool; PLB 6560; PLB 7264; Mtg. w/ CSXT GC Finamore; Talleyrand Terminal mtg. & investigation, Jacksonville, Fla.; Travel to Miami for Advisory Board mtg.

Vice-President Willard E. Knight — Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; WNY&P mediation mtg., Amherst, N.Y.; General office duties.

Vice-President Gil Gore — Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; UP on-property negotiations; UP-SR GCA transition work w/ GC Dent, Harvey, La.; DRC mtg. documentational & reviewing agreements, CSXT; Mtg. w/ CSXT and BLET GC in DRC, Miami; Advisory Board mtg., Miami.