



DAILY NEWS UPDATES
WWW.BLE-T.ORG

Locomotive

ENGINEERS & TRAINMEN NEWS



JUNE 2014
VOLUME 28, ISSUE 4

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

BLET MEMBERS RATIFY NEW CONTRACT AT METRA SEE PAGE 5



BLET PICKET LINE: From left: BLET Division 71 members Steve Finnegan, John Fulton, Tom McPhillips, John Foulds and Steve Conklin.
Photo: BLET Division 71 Member John Vaccarelli

BLET STRIKE AT SEPTA

PRESIDENTIAL EMERGENCY BOARD ESTABLISHED IN 5-YEAR DISPUTE

About 220 members of the Brotherhood of Locomotive Engineers and Trainmen went on strike at the Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia just after midnight on Saturday, June 14. Also on strike were about

210 members of the International Brotherhood of Electrical Workers (IBEW). Together, the two unions shut down Philadelphia's regional rail system for 24 hours before action by the White House ended the strike.

On Saturday evening, June 14, President Barack Obama issued an Executive

Order establishing Presidential Emergency Board (PEB) No. 246 to investigate the contract disputes between SEPTA and the more than 400 union members represented by BLET and IBEW, and to recommend a settlement. Under the order, the workers returned to work after midnight on Sunday, June 15.

The President's action was in response to a letter earlier that day by Pennsylvania Governor Tom Corbett, who, on behalf of SEPTA, requested that a PEB be named. The Governor's request was made pursuant to Section 9a of the Railway Labor Act. Under the terms of the Ex-

CONTINUED ON PAGE 3

Cleveland to host BLET for 76th annual EUMA

Eastern Union Meeting Association (EUMA) Arrangements Chairman Patrick Redmond, Local Chairman of Division 607, cordially invites everyone to Cleveland for the 76th annual EUMA convention, August 4-8, 2014.

Brother Redmond and Co-Chairman James R. Blum, Legislative Representative of Division 526, have planned what is sure to be a memorable EUMA. Guests will stay at the

newly remodeled Westin Cleveland Downtown, which is within walking distance of BLET National Division headquarters.

The Westin Cleveland Downtown (777 St. Clair Ave., Cleveland, OH 44114) recently opened on May 15, 2014 following a \$64 million renovation. Reservations can be made by calling (888) 627-8085. Be sure to ask for the Brotherhood of Locomotive Engineers and Trainmen group rate to

CONTINUED ON PAGE 6



A view of the downtown Cleveland skyline from The Flats. The 2014 EUMA kicks off here on August 4, 2014. **Photo:** Positively Cleveland

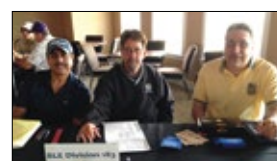


BLET President's Message

Fighting back in the War on Workers **pg. 2**

Better Energy Plan Needed

EPA needs a more balanced energy plan for coal **pg. 3**



Omaha Town Hall

Division 183 hosts informational meeting **pg. 5**

REGISTER FOR NEWS FLASH EMAIL ALERTS AT: WWW.BLE-T.ORG



FOLLOW US ON FACEBOOK: WWW.FACEBOOK.COM/BLETNATIONAL


BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

FIGHTING BACK IN THE WAR ON WORKERS

REMARKS BY BLET NATIONAL PRESIDENT DENNIS R. PIERCE AT THE THIRD REGULAR CONVENTION OF THE BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION OF THE TEAMSTERS RAIL CONFERENCE, JUNE 23, 2014.

Good morning, President Simpson, Secretary-Treasurer Geller, National Division Officers, Brother and Sister Delegates, and honored guests ...

I want to thank you for inviting me to address the Third National Convention of the Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference. I take great pride in serving as your Rail Conference President, and I want to thank you on behalf of your Brothers and Sisters in the Brotherhood of Locomotive Engineers and Trainmen for the fighting spirit you bring to the Conference, which makes us all so much stronger.

As railroad workers we live in very challenging times. The carriers confront us at every turn, seeking to change our workplace not for our betterment, but instead for their own profit..

But what we face is just one example of what is happening throughout our great nation today. There is an attack on working class Americans — both union members and non-union members alike — the likes of which haven't been seen in several generations. And this attack is changing the face of our nation in ways that should worry all of us.

The America I grew up in was a place where workers and their children had opportunities to become educated, and to pursue careers that would give them steady employment, a living wage with decent benefits, a secure retirement ... and a better life to pass along to the next generation.

We had a steadily improving social contract, and a culture that encouraged us to band together



... to work together ... to struggle together so that we — as a class and as a nation — could grow and prosper together. And the pursuit of that goal was called the American Dream.

The America of my youth was the product of tremendous struggle ... with the workers of America fighting to advance beyond the Great Depression, through battles like Auto-Lite and River Rouge. It was honed on the beaches of Normandy, and when the Greatest Generation came home they seized the opportunity offered by pro-worker legislation like the G.I. Bill and revolutionized the American standard of living.

But the struggles of our nation's workers go even further back than that ... to places like Ludlow and Homestead and Pullman. Our own Brotherhoods were born in an era where a worker had no rights, except as servant to the master ... an era where unions were illegal conspiracies ... and an era where if the Pinkertons didn't kill you, your job would do so, long be-

fore you reached old age.

My Brothers and Sisters, today we are much closer to that shameful period of history than you can imagine. We are in our fourth decade now of an unrelenting and ever-deepening attack against America's workers and the unions that represent them.

Wealth is more concentrated now than it was even at the beginning of the Great Depression. And political power is concentrating further by the week.

American workers today are facing a double-barrel assault that is designed to permanently tip the scales in favor of Corporate America and undo everything we and our forefathers achieved in more than a century and a half. Having bought up virtually all U.S. media, the one percent now wants to spend untold billions to buy the political system outright, cynically arguing that "money equals speech."

And just what does that really mean, anyway? "Money equals speech." Does it mean that if I don't have enough money I have no voice?

Corporate America's other target, my Brothers and Sisters, is you and me ... unions ... the organized voice of workers. They peddle workplace freeloading and deceitfully call it "right to work." And to prevent unions from having the full financial support of all who benefit from union representation, they created the "right to freeload" by pushing legislation that would make us track down every individual member and have him or her write a check under a hypocritical concept called "paycheck protection."

But there's a third leg to this anti-worker stool that is even more sinister than that. Back around 1886, the notorious Robber Baron Jay Gould — of Erie Railroad and Union Pacific infamy — proudly proclaimed that he could "hire one half of the working class to kill the other half."

In recent years, Corporate America and its bought and paid for politicians and pundits have taken "divide and conquer" to new heights ... by pitting union

worker against non-union worker ... by pitting government worker against private sector worker ... and by appealing to the basest of anti-social human traits: selfishness.

When I was growing up, it was a widely welcome sign of progress when your friends or neighbors or town did well; a second TV or a second phone was cause for celebration. People would say "I have to get me one of those jobs with decent wages, good benefits and a nice retirement."

Most of the time, it was the neighbors of railroaders ... and steel workers ... and auto workers ... and a host of other union manufacturing jobs ... who said that.

And when someone moved ahead it was viewed as everyone taking a small step forward ... but not anymore.

Instead, today it's "Why should he or she make that much money when I don't?" Or "Why should that person have employer sponsored health care when I don't?" Or "Why should they get a defined benefit pension when all I have is this lousy 401K?"

In other words Corporate America and the richest one percent are trying to convince what's left of the working middle class that they should not want to "Keep up with the Joneses", they should instead "Tear it away from the Joneses." And they're succeeding.

Look all around you and you'll see evidence of how they try to pit the young against the old ... the organized against the unorganized ... public sector workers against private sector workers ... and on and on.

But that's not enough for the richest one percent, they're taking it even further than that by working to ensure that only those politicians who support their attacks on working class Americans will be elected.

Turning workers against workers isn't enough to accomplish that, so to make it harder

CONTINUED ON PAGE 4

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing 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.

The volume of e-mails received makes it impossible for the National President to answer all unofficial communications. Therefore, it is the policy of the BLET that e-mails addressed to the National President will be reviewed and forwarded to

the appropriate officer or staff for a timely response; however, an e-mail message is not considered an official communication.

Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender's membership status will not receive any reply or acknowledgement. This poli-

cy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member's unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

ADOPTED AT CLEVELAND, OHIO ON JULY 22, 2010. ©©



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

RIGHT TO WORK IS STILL WRONG

The annual state legislative folly that spurs pro-corporate lawmakers to introduce legislation to hack away at workplace rights and wages for millions of middle-class families is well under way. And it is failing — again.

Despite the best efforts of the Koch brothers and their friends at the American Legislative Exchange Council (ALEC), right-to-work measures have already gone down in flames in Kentucky, New Hampshire and Oregon. And the path to victory for big business is far from assured in Maine, Missouri, Ohio or Pennsylvania either.

It seems the public is becoming wise to their arguments. People see how the corporate class is putting a reduction in business tax rates first and investment in the

future of our communities last. It's just another attempt by rich CEOs to tip the economic scales even more in their favor at the expense of hard-working Americans.

In Missouri, for example, about a thousand right-to-work opponents showed up at the state capitol late last month to call on lawmakers to defeat a measure current before the House. Many lawmakers there realize the measure is an attempted power grab by the same corporate cronies who have outsourced middle-class jobs overseas and offshore their profits to avoid paying taxes. Missouri Gov. Jay Nixon (D) has promised to veto any such bill that makes it to his desk.

Right-to-work is a ruse. These laws depress wages, resulting in workers making about \$1,500 less than those living elsewhere. They

are also more likely not to receive health insurance and more likely to work in a dangerous workplace. In addition, it is proven not to be a deciding factor in where businesses locate.

Lawmakers must resist the cheap corporate rhetoric pushed by ALEC and others that makes right-to-work seem like a solution. It isn't. All it seems to help create is less pay, less freedom in the workplace and maybe most important of all, a smaller middle class. If that's seen by some as progress, government should be taking a pass on it.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



66 Right-to-work is a ruse. These laws depress wages, resulting in workers making about \$1,500 less than those living elsewhere. They are also more likely not to receive health insurance and more likely to work in a dangerous workplace. In addition, it is proven not to be a deciding factor in where businesses locate. Lawmakers must resist the cheap corporate rhetoric pushed by ALEC and others that makes right-to-work seem like a solution. It isn't.

99

SEPTA STRIKE

CONTINUED FROM PAGE 1

ecutive Order, all pre-strike conditions were restored and may not be changed for 120 days, except by agreement of the parties to the disputes. The PEB held hearings in Philadelphia on June 23-24, and its Report was pending as this issue of the *Locomotive Engineers & Trainmen News* went to press.

BLET members at SEPTA have been without a contract for nearly five years. The National Mediation Board released the BLET and the IBEW from mediation with SEPTA on May 14, creating a 30-day cooling off period, which expired at 12:01 a.m. Eastern Daylight Time on June 14. At that point self-help became available to the parties. In advance of the June 14 deadline, the BLET conducted a strike authorization vote and an overwhelming 98.84 percent of BLET members working at SEPTA voted to strike.

In a June 7 letter addressed to all SEPTA locomotive engineers, the Carrier's General Manager, Joseph M. Casey, announced that the Carrier would begin to implement its bargaining demands on Sunday, June 15. That action by SEPTA triggered the strike.

In a June 10 letter to all SEPTA locomotive engineers, BLET National President Dennis R. Pierce said: "The Carrier's letter baldly admits that its 'wage increases are being put into effect in an effort to avoid another Presidential Emergency Board.' The Carrier is afraid of a formal investigation of this dispute by an unbiased tribunal — such as an Arbitration Board or a Presidential Emergency Board — because such an investigation will document how it is trying to cheat its Locomotive Engineers. Your leadership has made it clear



BLET and IBEW members walk the picket line together at SEPTA's Frazer Yard. Photos: BLET Division 71 member John Vaccarelli

throughout the course of bargaining that the only fair settlement is one that rewards each Locomotive Engineer with the full value of the 'pattern' settlement between SEPTA and Transport Workers Union Local 234; nothing more, and certainly nothing less. However, the Carrier has obstructed at each and every step of the process by refusing to provide data regarding the economic enhancements to the TWU 234 pension plan and refusing to acknowledge that those enhancements have value that is part of the 'pattern.' The Carrier is compounding this bad faith bargaining, demanding that you be punished by denying you even the value of its self-serving definition of the 'pattern' for not accepting its dictates."

Commenting on the course of events leading up to the strike, BLET Vice President Stephen J. Bruno said, "Responsibility for the shutdown lies squarely with SEPTA and with Governor Corbett. The BLET and IBEW agreed over six weeks ago to binding arbitration on the two issues separating the parties — payment of the full value of the TWU's pattern contract and payment to our members of the full value of that package during the term of the agreement — but SEPTA rejected that proposal.

"Then, in the hours leading up to the strike and in a response to a NMB request that the parties meet one last time in the public interest, SEPTA and the Governor attempted to frustrate the authority of the NMB by proposing an extra-legal, state-

run process that would have done nothing but delay resolution of this dispute even further," Bruno added. "Not once during this meeting did SEPTA make a single substantive proposal to resolve our dispute. It is unfortunate that SEPTA's intransigence caused this inconvenience to the good citizens of the Philadelphia area."

President Pierce reaffirmed the National Division's support for Division 71 Local Chairman Rich Dixon and the SEPTA workers involved in the struggle. "I want to thank and congratulate the BLET and IBEW members who stepped up today in their fight for a fair contract," Pierce said. "This battle has moved on to another phase, and we will continue to do everything within our power to ensure that their goal is achieved." ☺☺



PRESIDENT PIERCE'S MESSAGE

CONTINUED FROM PAGE 2

for those that oppose them, corporate sponsored groups like ALEC are advancing so-called "Voter ID" laws that really are a poll tax that are designed to keep people from voting who don't have the economic means to obtain the types of ID they require.

Many other states are slashing voting days and hours to make it much harder to vote, especially for students and shift workers.

And, most recently, Texas is looking at having your voting rights expire every four years — whether or not you vote — and force everyone to stand in a line in order to re-register, which imposes yet another burden on workers.

Now, you may ask what that has to do with BMWED members, and BLET members, and other railroad workers.

Well, in 1948 the voting age population in the United States was just under 95 million. There were almost one and a half million railroad workers. Rail workers by themselves made up more than 1½ percent of the voting age population. If you add spouses, adult friends, and relatives to that number — and remember that railroad workers were more clustered in cities and railroad towns in those days — it is clear that the Brothers and Sisters who preceded us constituted a very powerful voting bloc.

By 2002 the size of the railroad workforce had declined over 85 percent, while the voting age population grew more than 127 percent. Instead of being over 1½ percent of the electorate, railroad workers represented barely one tenth of one percent. Our voting strength declined by almost 94 percent in the span of just two generations, and as our members move from cities to suburbs our strength was diluted even more. This same dilution has happened to all unionized work forces.

But that's not enough for Corporate America either, and that is why they are attacking both worker rights and voting rights.

Ironically, while the richest one percent have convinced many working class Americans that those of us that have good paying jobs with decent benefits should get no more than what less fortunate workers have, they have done a masterful job of convincing working class Americans that the same rule should not apply to them. In 2013, the AFL-CIO reported that the CEO to worker pay ratio in America hit 333:1, one of the highest ratios in the civilized world. And when CEOs were compared to minimum wage workers, the ratio was 774:1.



BMWED National officers are sworn in at the conclusion of Third Regular Convention on June 25, 2014. Incumbent president Freddie N. Simpson (far right) was reelected to another four year term.

Even so, corporate owned politicians not only refuse to raise the minimum wage, the infamous Michelle Bachman recently said that unemployment in America could be completely wiped out if the minimum wage was totally eliminated. Take a minute to think about what her vision of America looks like: it's called working class Americans living in poverty while CEOs reap all of the profits. That is not the America that I grew up in; instead, it is the destruction of the American Dream and our very way of life.

Think about this for a minute ... somewhere around the 1860s the American system of law created a new "person" called the corporation. This was done so the wealthy could pool money — literally create a union of capital — and if things went badly they could walk away from the wreckage with their personal fortunes intact.

In today's world, the Supreme Court has said that these corporations are people, and for that reason they can spend unlimited amounts of money buying elections. As a resident of the state of Texas, I recently saw a bumper sticker that said, "I will believe that corporations are people when Texas executes one". Now the Supreme Court is being asked to take corporate rights to another level by ruling that a corporation has the right to religious freedom because it is a "person" and can, therefore, dictate what forms of health care will be available to women workers this corporate person employs.

Really? And for those of you that think that this is not your fight, beware of these steps towards an America where corporations own all of the rights and the working class owns none. If the Supreme Court

rules that corporations can object to and not pay for health and welfare benefits due to a so-called religious belief, where does that leave you or any other working class American? It leaves you at the mercy of Corporate America, a group who has no shame and no conscience, and in my book, is a group that would have been cast out of the temple in Biblical times.

The bottom line is that so long as you don't have any rights as a worker, all your other rights will be like reeds in a field ... subject to being blown this way and that according to the political winds of the day. Our only way to combat that is to remember that the true strength of the working class is when we all pull in the same direction. That is why so many corporate owned politicians and pundits preach the gospel of division. They work to divide us over social issues, knowing full well that once divided, the working class will be crushed by a government not of the people, or for the people, but a government of the corporation and for the corporation. And this is the piece that should concern us all: the percentage of voting working class Americans who are routinely persuaded to vote against their own economic interest has reached scary proportions.

So, what is to be done?

Brothers and Sisters, if we are to survive this onslaught and to begin to turn the tide, we must renew our ties to our roots ... to become almost counter-culture, by transforming our unions into the types of organizations that existed when workers made their greatest advances ...

... we need an informed and mobilized rank and file ...

... we need to restore a sense of history, tradition and pride in our great Brotherhoods among

each and every one of our members ...

... we need to understand the big picture so we can properly identify opportunities where we can push the struggle in our favor ...

... we need to debate our course and — when the decision has been made — we must move forward with singular mind, message and action ...

... and finally, we must work to elect politicians who will stand up for and represent working class Americans. Politicians like Independent Bernie Sanders, and Democrat Elizabeth Warren. These two are challenging the corporations and the banks that have for so long been accountable to no one. They are challenging those politicians and bankers who think that our children who are bold enough to want a higher education should come out of college as indentured servants due to outrageous interest rates on college loans. They are challenging those who support an America where since 1978, after adjustments for inflation, CEO pay ballooned by 937%, while worker compensation only rose by a little over 10%.

These are the types of politicians that we must support, and we must not let any one politician's view on a single social issue distract us from what that same politician's views are on working class Americans. We must educate ourselves on all of the issues and viewpoints, and work to make sure that the America that we grew up in, the very American Dream, is made possible for those that actually do the work in this great country, not just for the CEOs who make dollar after dollar off the backs of those doing the work.

That is my goal, and that is what we've been working on in the BLET for the last several

years. It isn't quick and it isn't cheap ... but quick and cheap things don't last very long, and we have to rebuild our unions into fighting machines that will carry the struggle for working class generations into the future.

And for those who are fortunate enough to be entrusted with a leadership position — like Freddie and me — well, we have an even larger obligation: we have to steer everyone through some rocky straits ahead.

We have to work together ... every day ... when it's easy and especially when it's hard ... and we also have to reinvigorate the cultures in our organizations so that they can continue to be the fighting machines you read about in labor history books.

We have to be prepared to work in solidarity for the greater good ... and we have to do that whether or not each of us is going to get everything he or she wants ... so long as all of us get everything we need. And we have to involve all of Rail Labor — even unions we may have clashed with over the years — because there's just too much at stake to leave anyone on the sidelines.

When we lead that charge, my Brothers and Sisters, and when the rest of the Labor Movement joins that march, all of our rights as working class Americans, and all of the other civil rights under attack today, will become more secure. And when the Labor Movement marches forward on the advance, all civil rights become securer still, as we reinvigorate American culture and our political system with working class values.

I am proud of the BLET's association with the BMWED, the Rail Conference and the IBT, and I am privileged to serve as your Rail Conference President. During my tenure, your leadership and the BLET's leadership have consistently looked for ways to advance the interests of Rail Conference members, and to set the table for all of Rail Labor.

We're going to be doing that again in a few short months when we return to the national bargaining table.

We need to strengthen ourselves — internally and externally — to meet that challenge. I commit to you that the BLET is working to be even stronger next week, next month and next year than it is today.

And I am confident that the BMWED will continue to fight by my side as strong as it has always, not just at the bargaining table, but in the never-ending struggle for workers' rights, upon which all of our rights depend.

Thank you and let's move forward together!

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 The bottom line is that so long as you don't have any rights as a worker, all your other rights will be like reeds in a field ... subject to being blown this way and that according to the political winds of the day. 99

BLET members ratify new contract at Metra

Over 96% of voting members of the Brotherhood of Locomotive Engineers and Trainmen ratified a new five-year collective bargaining agreement with Metra on May 19. The agreement covers approximately 200 members.

The agreement provides for five general wage increases and two retroactive payments totaling a compounded value of 21.2 percent over the life of the agreement, which runs through January 1, 2019. Members will also receive a \$3,000 signing bonus. Wage increases will become effective July 1, 2014, and include retroactive payments for affected employees to July 1, 2012.

The agreement also governs numerous work rules and employee health and welfare benefits. The BLET secured a 23.8



percent increase to the membership's deferred compensation plan, and Metra's contribution will increase to \$10.40 per member, per day by the end of the agreement.

Other improvements include a 38 percent increase in certifi-

cation pay for locomotive engineers to \$18 per day. Also, members will now be allowed to bank personal leave days accumulated while working in other crafts prior to earning promotion to locomotive engineer.

BLET National President

Dennis R. Pierce thanked the BLET's Metra membership for their participation in negotiations and their strong turnout in the ratification process. He also commended the members of the negotiating team, which included General Chairmen C.

E. Craddock, P. M. Semenek and M. A. Taylor, as well as National Vice President S. J. Bruno.

"This new contract with Metra ensures that our members will continue receiving fair and equitable compensation," President Pierce said. "Our members were involved throughout the negotiating process, and we negotiated the best possible contract with wage and bonus increases and maintained our level of excellent benefits."

"I would like to thank the local officers and especially the members for their determination and unqualified support for our negotiating team during these negotiations," Vice President Bruno said.

The BLET's 200 Metra locomotive engineers serve more than 100 communities at 241 stations in the Chicago area. ©

The James R. Hoffa Memorial Scholarship Fund

Announces This Year's Essay Contest Topic

"The vast majority of union members make more than the minimum wage. Why should Teamsters care what the minimum wage is?"



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

Deadline for submissions is
September 30, 2014

For students attending a community college, 4-year institution or a technical/vocational program, age 23 and younger, who are the son, daughter or financial dependent of an eligible Teamster Member Relation (as defined in the application).

Win
CASH
for Class



BLET DIVISION 183 HOSTS TOWN HALL MEETING IN OMAHA

The officers of BLET Division 183 hosted a Town Hall Meeting on Monday, June 9, in Omaha, Neb. All BLET 183 and 699 Division members, as well as BLET members working in the Western Iowa, Eastern Nebraska area, were invited to attend.

Guest speakers included BLET National President Dennis Pierce, BLET First Vice President Lee Pruitt, Union Pacific-Eastern District General Chairman Dave Geisler, Nebraska State Legislative Board Chairman Pat Pfeifer and Iowa State Legislative Board Chairman Orlando Penrod.

The Town Hall meeting provided an opportunity for members to get informed, ask questions and voice concerns. ©



2014 EUMA IN CLEVELAND

CONTINUED FROM PAGE 1

receive the discounted room rate of \$145 per night. The hotel is only 15 minutes from Cleveland Hopkins airport and is in close proximity to top downtown attractions such as the Rock & Roll Hall of Fame, Progressive Field, Horseshoe Casino, Great Lakes Science Center, and the new East Fourth entertainment district. The deadline for hotel reservations is July 21.

Brother Redmond and Brother Blum have established an exclusively online reservation system for the 2014 EUMA. There will be no paper registration forms used this year. All parties planning to attend the 2014 EUMA must register online, and links are on the National Division website (see below).

This year EUMA begins on Monday, August 4, and the day's itinerary includes a tour of BLET National Division headquarters, featuring the Brotherhood's historic murals and recently updated historical museum featuring BLE and railroad artifacts dating to the 1850s. There is also a welcome reception in the evening at the nearby House of Blues.

The convention kicks off on Tuesday morning, August 5, with the opening ceremony featuring guest speakers. Following lunch, BLET members will participate in a closed meeting while the BLET Auxiliary will hold an open informational meeting. During the on-

line registration process, members also can purchase \$15 tickets to Progressive Field as the Cleveland Indians will host the Cincinnati Reds.

The annual EUMA golf outing will be held at Cleveland's Manakiki Golf Course on Wednesday, August 6. For non-golfers, nearby attractions include the Rock and Roll Hall of Fame, Great Lakes Science Center, Cuyahoga Valley Scenic Railroad, Greater Cleveland Aquarium, Cleveland Zoo and Rainforest, Cleveland Museum of Art, Cleveland Museum of Natural History, A Christmas Story House and Museum, Horseshoe Casino, Cedar Point Amusement Park, and many other family-friendly locations.

Members will participate in numerous workshops on Thursday, August 7, including training sessions for Secretary-Treasurers, Local Chairmen, Legislative Representatives and Division Trustees. The 2014 EUMA is also offering sessions on hazardous materials, Railroad Retirement, health and welfare, Federal Railroad Administration regulations, and the BLET Mobilization Network. The 76th annual EUMA concludes with a banquet the evening of August 7.

"We look forward to seeing all of you in Cleveland for the 76th annual EUMA," Brother Redmond said. ©

**FOR MORE INFORMATION,
PLEASE VISIT THE NATIONAL
DIVISION WEBSITE:**

WWW.BLE-T.ORG/INFO/MEETINGS/EUMA

Cleveland will offer many outstanding attractions during the 2014 EUMA.



Photos: Positively Cleveland

BLET's Western General Chairmen conclude annual meeting

The BLET Western General Chairmen's Association (WGCA) held its annual meeting in Las Vegas from May 12-14, 2014.

All officers were reelected to one-year terms: Chairman Matt O. Wilson (General Chairman, BNSF/MRL); Vice Chairman John W. Reynolds (General Chairman, CN-Wisconsin Central); and Secretary-Treasurer J. Alan Holdcraft (General Chairman, BNSF-former AT&SF). Also reelected were Executive Committee Members Sam W. Parker (General Chairman, Kansas City Southern) and J. Warren Dent (General Chairman, Union Pacific-Southern Region).

BLET National President Dennis R. Pierce congratulated all officers and thanked them for their ongoing dedication to the Brotherhood. National President Pierce addressed the body along with: First Vice President E. Lee Pruitt; National Secretary-Treasurer William C. Walpert; and Vice President & National Legislative Representative John P. Tolman.

President Pierce, a former Chairman of the WGCA, addressed the body regarding the major issues being handled at the National Division. First Vice President Pruitt provided information regarding his assignments and NST Walpert



Matt Wilson

provided an update on the Brotherhood's finances. Vice President Tolman updated the group regarding the latest in Washington, D.C.

The group also heard from three additional guest speakers. BLET Director of Regulatory Affairs Vincent G. Verna brought everyone up to speed on the RSAC process. General Counsel Mike Wolly gave a presentation outlining the relationship between New York Dock and Article IX of Arbitration Award 458. The group also heard from Joe Riley, a railroad safety specialist with the Federal Railroad Administration.

The WGCA's membership includes the General Chairmen from the Western region of the United States. They meet annually for the purpose of discussing a wide range of issues. ©

LIKE US ON FACEBOOK



Losing your income doesn't have to be.

- Claim payments up to your policy limit even if you sign a waiver
- Receive your full daily benefit if you are decertified and decline to exercise your seniority
- Claim payments deposited in your account every week



(800) 514-0010
www.lecma.org



Transportation workers protecting each other since 1910.

Teamsters, Rail Conference demand crackdown on cheap Korean steel imports

Teamsters General President James P. Hoffa and top leaders with the Teamsters Rail Conference are calling on the Department of Commerce to fully weigh the concerns of the U.S. steel industry as it continues its anti-dumping probe into cheap imports being brought into this country by South Korea and eight other nations.

In a letter sent to Commerce Secretary Penny Pritzker dated June 5, Hoffa was joined by Teamsters Rail Conference President Dennis Pierce, President of the Brotherhood of Locomotive Engineers

and Trainmen (BLET), and Freddie Simpson, president of the Brotherhood of Maintenance of Way Employees Division (BMWED), in raising objections to a preliminary ruling regarding Oil Country Tubular Goods (OCTG) imported into the U.S.

The Teamsters join the United Steelworkers, the U.S. Steel Corporation and the Alliance for American Manufacturing in voicing concerns about the ongoing investigation.

OCTG production is a critical segment of the steel industry and helps provide solid middle-class jobs to sev-

eral sectors, including the 70,000 members of the BLET and BMWED. But those are threatened when others are allowed to dump cheap product in the U.S. OCTG imports have doubled since 2008 and Korea is responsible for almost half of the increase.

"American steel producers employ 8,000 workers across the country making OCTG and each of those jobs supports seven more in the supply chain," Hoffa, Pierce and Simpson wrote. "The steel produced for the U.S. energy market accounts for ten percent of domestic production. It

is imperative that American OCTG producers have a level playing field on which to compete."

Noting that the agency is set to make a final ruling next month, the Teamsters urged Pritzker to devote "all available resources" to make sure the information sought from the countries being investigated is accurate. Hoffa, Pierce and Simpson also suggested that Commerce officials review and revise its preliminary decision so that it incorporates "the true costs of production and profit margins among the Korean producers of high-end OCTG pipes." ©

2014

Calendar & Events

MARK YOUR CALENDARS!

BLET REGIONAL MEETINGS

June 15-19, 2014

87th Annual Southeastern Meeting Association (SMA)

SAVANNAH, GA.

Arrangements Chairman D.C. Dickey, Local Chairman of Division 646, welcomes all BLET members to beautiful Savannah, Ga., for the 2014 SMA. At the Westin Savannah Harbor Golf Resort & Spa.

June 29-July 3, 2014

74th Annual International Western Convention (IWC)

MINNEAPOLIS, MINN.

Arrangements Chairman David K. Brown, Chairman of the Minnesota State Legislative Board and Legislative Rep. of Division 517, will host the 2014 IWC at the Hilton Minneapolis.

August 4-8, 2014

76th Annual Eastern Union Meeting Association (EUMA)

CLEVELAND, OHIO

Arrangements Chairman Patrick Redmond, Local Chairman of Division 607, and Co-Chair James R. Blum, Legislative Rep. of Division 526, welcome all BLET members to Cleveland for the 2014 EUMA. Guests will stay at the newly-renovated Westin Downtown Cleveland, within easy walking distance of BLET National Division headquarters. See page 1 for details.

September 7-11, 2014

79th Annual Southwestern Convention Meeting (SWCM)

ST. LOUIS, MO.

Arrangements Chairman Dave W. Grimes, Local Chairman of Division 42, will host the 2014 SWCM at the Hilton St. Louis at the Ballpark Hotel. For more information, visit the SWCM website: bletsbcm.org.

September 29-October 2, 2014
BLET Third National Convention

LAS VEGAS, NEVADA



Delegate registration begins on September 28. Convention will be held at the Rio Hotel and Casino. Delegate kits were mailed in early June 2014.

SIGN UP FOR BLET NEWS FLASHES!

REGISTER AT WWW.BLE-T.ORG TO GET BROTHERHOOD NEWS EMAILED TO YOU

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

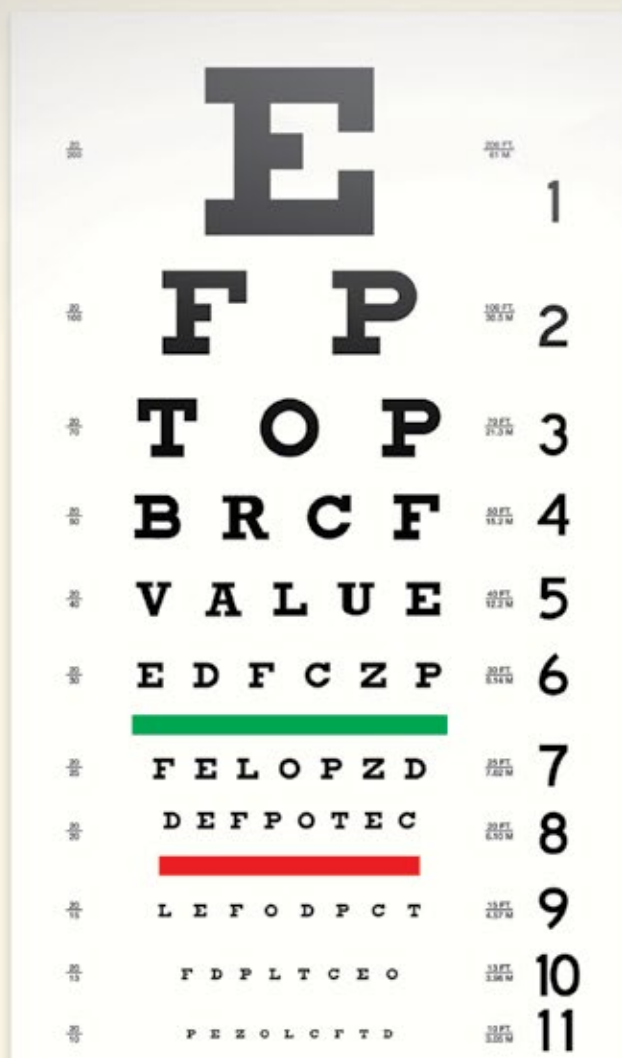
The News Flash alerts are news articles from the BLET National Division website that are automatically emailed to you.

TO REGISTER, JUST GO TO WWW.BLE-T.ORG. In the lower right hand corner of the page, you will find an area to

enter your email address to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.

FOCUS ON VALUE



Daily Benefit Level	\$100 (\$102*)	\$150	\$200 (\$201*)	Difference on \$200. With BR&CF You Save.
BR&CF	\$38.00	\$57.00	\$76.00	
LECMCA (*)	\$59.50	\$87.50	\$117.25	\$41.25 every month
UTU	\$66.00	\$99.00	\$132.00	\$56.00 every month

The BR&CF is the least expensive protection when disciplined for eligible occurrences. We are affordable. You could save up to \$672 each year. A BR&CF membership offers you the best price, value and service. To apply for membership... act today... ask a BR&CF member where you work for an application or visit our web site at www.brcf.org or call us toll free at 800 233-7080.

LECMCA and UTU rates are accurate and effective on date of print.





Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

1370 Ontario Street, Mezzanine
Cleveland, OH 44113-1702

BLET Publications Committee:

Dennis R. Pierce, National President
E. "Lee" Pruitt, First Vice President & Alternate President
William C. Walpert, National Secretary-Treasurer
John P. Tolman, Vice President & National Legislative Rep.
John V. Bentley Jr., Editor
Bill Joyce, Art Director/Assistant Editor
www.ble-t.org • (216) 241-2630

COPYRIGHT 2014, ALL RIGHTS RESERVED
VOLUME 28 • NUMBER 4 • June 2014

LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,
1370 Ontario Street, Cleveland, OH 44113-1702.
Periodicals postage paid at Cleveland, OH.

USPS: 0002-244 ISSN: 0898-8625

POSTMASTER: Send address changes to

Locomotive Engineers & Trainmen News — BLET Records Department,
1370 Ontario Street, Mezzanine Cleveland, OH 44113-1702.

Periodicals Postage
PAID
at Cleveland, OH.

6/14

Photo of the Month: June 2014



MONTANA "J" TRAIN: A "J" train operating on Montana Rail Link hauls three 737 fuselages from Wichita, Kan. to Renton, Wash., where they will be used to build the popular airliner. Photo taken in late December 2013 at Blossburg, just west of the continental divide at Mullan Pass in Montana. **Photo:** J.D. (Tuch) Santucci, BLET Division 262 (Missoula, Mont.).



Are you a photographer? The National Division's Public Relations Department, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contribute their

images to the "Photo of the Month" section of the Newsletter. If you'd like to submit a photo for consideration, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email: Bentley@ble-t.org.

Please note only high resolution images can be used. Members are also encouraged to review their employer's policies regarding the use of cameras and other electronic devices while on duty.

Advisory Board April 2014 Activity

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

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Cleveland; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; Advisory Board mtg., UP St. Louis Hub Town Hall mtg., St. Louis, Mo.; California State Legislative Board mtg., Santa Barbara, Calif.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; NYD negotiations, UP-Southern Region GCA, Omaha, Neb.; Town Hall mtg., Division 42, St. Louis, Mo.; Holiday; California State Legislative Board mtg., Santa Barbara, Calif.

NATIONAL SECRETARY-TREASURER WILLIAM C. WALPERT: General supervision of accounting dept., records dept., online services dept., tax compliance dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Publications Committee; Teamsters Rail Conference Policy Committee; Trustee, National Railroad Retirement Investment Trust (NRRIT); Mtg. w/ BMWED Secretary-Treasurer, re: Information technology, Detroit; Town Hall Mtg., St. Louis, Mo.; HazMat training class, Houston, Texas; Graduation ceremonies, National Labor College, Silver Spring, Md.; California State Legislative Board mtg., Santa Barbara, Calif.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Coordinate content of NLO website; Weekly PAC committee and legislative mtgs.; Attended function for Senator Warren, Washington, D.C.; Mtg. w/ Brendan Boyle, candidate for U.S. House from PA-13, Washington, D.C.; Farewell reception for NTSB Chairman Debbie Hersman, Washington, D.C.; National Transportation Safety Board Rail Safety Forum on the transportation of crude oil and ethanol, Washington, D.C.; Meeting with Representatives Kilmer, Larsen and DelBene's staffs, Washington, D.C.; Function for candidates for State House and Statewide elections, Massachusetts; Function for Rep. Langevin, Providence, R.I.; California State Legislative Board mtg., Santa Barbara, Calif.; Ohio State Legislative Board mtg., Columbus, Ohio; Various meetings and functions with Representatives and Senators.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of BLET Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Indiana Harbor Belt; and Belt Railway of Chicago; Study dockets for Referee Meyers; Assist GC Semenk w/ arbitration research for rules issue; Work w/ Doug Davidson on Circular 137; Mtg. w/ CN, re: PLB 7236, WC, Chicago; Assist GC Cundari w/ disciplinary issues and rules issues, IHB, Chicago; Assist GC Hannah w/ arbitration research, UP-WL; NRAB admin; Assist w/ review of CSX engineer certification issues; Referee Meyers, BNSF/MRL, Chicago; NMB arbitration utilization project conference call, NRAB, Chicago; Referee Meyers, UP-C, Chicago; Assist GC Reynolds w/ Hours of Service & Discipline issues, WC; Further discussion on Docket 47874, NRAB; Assist GC Reynolds w/ waiver issues, WC; Assist GC Craddock w/ rules issue, IC.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western), Central Region, Southern Region; On duty at home office; General office duties, telephone, email, correspondence communications, etc.; Union Pacific-Southern Region GCA New York Dock Section 4 negotiations, Omaha, Neb.; Union Pacific General Chairman's update, Omaha, Neb.; UP-Western Region PLB 7228, Chicago; UP inward facing camera mtgs., Cleveland; UP-Eastern District PLB 5604, Miami, Fla.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Grand Trunk Western; Union Pacific-Southern Region GCA special assignment; Dispute Resolution Committee (DRC) issues, CSXT; General office duties, paperwork, correspondence, emails, telephone calls, etc.; Winter Haven extra board discussion, conference call; SAA discussions, Houston; PLB 7655, assisting GC Karakian, GTW, Chicago.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Great Western; General office duties, telephone, email, correspondence communications, etc.; Division 64 mtg. w/ GC Holdcraft, Newton, Kan.; Division 736 and Division 189 mtgs. w/ GC Brown, Wichita Falls and Fort Worth; Texas Pacifico contract rollout w/ GC Holdcraft, San Angelo, Texas; PLB 7493 w/ GC Wilson, MRL, Miami.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, South-Rail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Montreal, Maine & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; General office duties, telephone, email, correspondence communications, etc.; DM&E issues and CP Rail issues, assisting GC Semenek; KCS issues, assisting GC Parker; Springfield Terminal/D&H issues, assisting GC Moore; Louisville & Indiana issues and contract negotiations, assisting GC Hartill; Mtg. w/ KCS on TexMex issues, w/ GC Rodriguez, Houston; Huron & Eastern agreement, assisting GC Latrig; Wheeling & Lake Erie issues, assist GC Dehart; Mid South issues, assisting GC Craddock; Division 627 mtg. w/ GC Parker, KCS issues, Pittsburg, Kan.; Division 669 mtg. w/ GC Parker, KCS issues, Poteau, Okla.; Louisville & Indiana Division mtg. w/ GC Hartill, re: tentative contract, Scottsburg, Ind.

VICE PRESIDENT STEPHEN J. BRUNO: Assigned to various Rail Safety Advisory Committees (RSAC); Regulatory duties as assigned by the President; Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; Birmingham Southern; Internal reports, telephone calls, correspondence, email, general office duties, etc.; Metra, CP, CN contract negotiations, Chicago; Town Hall mtg., St. Louis, Mo.; HazMat training, BLET Safety Task Force, Houston, Texas; Membership database review bids, conference call.

VICE PRESIDENT R.C. (RICK) GIBBONS: 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; Ohio Central; RSAC/RSIA Fatigue Management Group; General office duties, telephone, email, correspondence communications; PLB 7574, NS negotiations, w/ all NS GCs, Ft. Myers, Fla.; IORY negotiations w/ GC Cole, Columbus, Ohio; NS negotiations, all NS GCs, Virginia Beach, Va.; Ben Martin triennial GCA mtg., Albany, N.Y.

COLORADO BILL SEEKS TO PRESERVE AMTRAK'S SOUTHWEST CHIEF

In mid-May, Colorado Governor John Hickenlooper signed legislation to preserve the current route of Amtrak's Southwest Chief, helping to secure the jobs of locomotive engineers and other unionized crafts.

Supported by the Brotherhood of Locomotive Engineers and Trainmen, the new law establishes a Commission charged with securing the means necessary to keep the Southwest Chief running through Southwest Kansas, Southeast Colorado and Northern New Mexico.

With the signing of HB 14-1161, Colorado joins Kansas and New Mexico in a multi-state partnership applying for \$24.5 million in grant funds from the U.S. Department of Transportation to pay for repairs to the railroad tracks that the Southwest Chief travels on. Amtrak had reported that it may need to re-route or cancel the South-

west Chief service if tracks were not upgraded.

Members of the Brotherhood of Locomotive Engineers and Trainmen in Colorado were active in lobbying to save the Southwest Chief and in supporting HB 14-1161, reports Colorado State Legislative Board Chairman Jim Wilmesher. Brother Wilmesher attended the signing ceremony on behalf of the BLET.

"The Governor spoke briefly about this new law being demonstrative of Colorado's commitment to keeping the Amtrak Southwest Chief and its current routing with the possibility of adding a couple of additional stops," Brother Wilmesher said. "His comments spoke to all the hard work of the Pueblo County Commissioners, Representatives of La Junta, Lamar, Walsenberg, Pueblo, Trinidad in Colorado, and La Vegas, Raton, and other municipalities in New Mexico and Kansas that have banded to-

gether to retain this passenger rail service."

The route also has in important role New Mexico's economy. Brother Pat Lynch, Chairman of the BLET New Mexico State Legislative Board, has been extremely active in lobbying his state's legislature to fund the necessary repairs and preserve the route.

BLET National President Dennis R. Pierce thanked Brother Wilmesher, Brother Lynch and the all members in both states who have played a role in lobbying to save the Southwest Chief.

"The passage of HB14-1161 into law shows the commitment that Colorado has to keeping, maintaining and improving this vital passenger rail corridor through Colorado," President Pierce said. "I am proud to thank Chairman Wilmesher and Chairman Lynch and all involved members for a job well done." @@