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HEATH FSA OPEN ENROLLMENT BEGINS OCTOBER 1: ENROLLMENT MUST REACH 5% OR BENEFIT MAY BE LOST SEE PG. 7

CAMERAS IN THE CAB

FEDERAL JUDGE
SIDES WITH KCS ON
INWARD-FACING CAMERAS

In an Opinion released on July 25, the United States District Court in Shreveport, La. ruled that the decision by Kansas City Southern Railway (KCSR) to install two inward-facing cameras in the cabs of its locomotives presents a "minor" dispute under the Railway Labor Act, paving the way for the railroad to install the cameras immediately.

The "minor" dispute ruling is significant because the Railway Labor Act prevents Unions from exercising self-help over minor disputes.

The finding by Judge Elizabeth Erny Foote against the Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union (now SMART Transportation Division) was that the Carrier had an arguable contractual justification for its actions. According to the ruling, the contractual justification is based on the Carrier's existing use of stationary surveillance cameras in various train yards and other locations, inward-facing cameras in crew vans that transport KCSR crews to and from train assignments, and procedures for monitoring and recording phone calls between train crew employees and crew management regarding reporting to work. The Judge also held that it was not "frivolous to argue that the safety challenges posed by employees using personal electronic devices on the job necessitate the camera and review system proposed by KCSR."

Once it was determined the case was a "minor" dispute, the Unions then argued for a "status quo" injunction pending resolution of the dispute before an arbitrator. Judge Foote denied the Unions' argument.

BLET National President Dennis R. Pierce expressed disappointment at both aspects of the ruling, but vowed that the Union would continue the fight. "The Judge's ruling is a big disappointment, but in this day and age, it comes as no real surprise," Pierce said. "It is extremely difficult to convince any federal court that an RLA dispute is 'major.' We will continue to assist the KCS General Chairmen in their struggle. As the Judge explained, 'At the end of the day, the Unions may prevail regarding interpretation of the [Collective Bargaining Agreement]. We will now do our utmost to prove to an arbitrator that this outrageous intrusion in the lives of locomotive engineers and trainmen is well beyond what the contract allows KCSR to do.'" ©©

From left: Ron Mills, BLET General Chairman; Dale King, Tacoma Rail Superintendent; and Mike Twombly, BLET Vice President.



BLET, Tacoma Rail sign new 5-year agreement

Members of the Brotherhood of Locomotive Engineers and Trainmen have signed a new five-year contract with Tacoma Rail, retroactive to July 1, 2012.

This agreement covers about 20 locomotive engineers and contains a signing bonus and significant wage and paid time off improvements, as well as health and welfare benefits equal to other city workers in Tacoma, Wash. The agreement also provides (for the first time) regular 5-day bid assignments, a job application method of assigning work, a displacement rule, set lunch periods and an extra list with a 48 hour guarantee. In addition, the agreement has improved discipline, claims, and grievance rules.

BLET National President Dennis R. Pierce recognized the negotiating team of General Chairman Ron Mills and



From left: General Chairman Mills and Vice President Twombly.

Vice Chairman Marcus Mazique, who were assisted by National Vice President Mike Twombly, for a job well done.

"I thank these Brothers for their hard work in obtaining a superior contract," President Pierce said. "Tacoma Rail is unique in that it is owned by the City of Tacoma and operated as a public utility by the city and the

state of Washington."

Vice President Twombly said, "This outstanding agreement is the byproduct of good faith bargaining on both sides of the table and recognizes the leadership and hard work of BLET General Chairman Ron Mills and his committee."

General Chairman Mills said, "Vice President Twombly's vast knowledge of all the

past contracts that he has settled was the key to putting this contract together. His professionalism and insight into the changes that we were making were invaluable. We couldn't have done this without Mike's help."

BLET's Division 238 in Tacoma, Wash., represents members from both the BNSF Railway and Tacoma Rail. Tacoma Rail engineers ratified and signed the agreement on June 10, 2013, at the carrier offices at the Tide Flats yard facility in Tacoma, Wash.

Tacoma Rail has more than 100 employees and operates 14 locomotives over 200 miles of track in greater Tacoma and Olympia, Wash. The railroad services three major ports, K-Line, Hyundai, and PCT Evergreen container freight, and interchanges with the BNSF Railway and Union Pacific. ©©



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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

WHY I AM A PROUD UNION MEMBER

As you know by now, the BLET National Division launched a campaign many months ago to internally mobilize our members, young and old, to be more interested and more involved in our union. Our "Proud to be American, Proud to be Union" campaign has made a real difference in that internal mobilization effort, and the interaction I have had with members across the country has convinced me that our efforts are making a difference.

That is not to say that we have accomplished our goal that all members take an active interest in their union, or that our work towards that goal will stop. To the contrary, we have much work to do, and the Officers that I am proud to serve with on the Advisory Board are continuing in their efforts to be out in the field, meeting with the membership to hear first-hand about the issues important to them. Whether it be our attendance at a Division meeting, a General Committee Meeting, a State Legislative Board meeting, or at a Town Hall meeting organized by several Divisions, I remain convinced that our membership will better understand our mission as a union — and the role that they can play in our effort — when we take the time to meet face to face as Brothers and Sisters.

Unfortunately, and in large part due to work and family obligations — all further complicated by the 'carriers' outrageous and overbearing attendance policies — I know that many members cannot get to their Division's regular meetings, or to one of the meetings attended by the Officers of the National Division. That does not mean that they do not play an important role within our union's effort. They too can show their pride in the union movement, whether on the job

or in their off duty time, and this *Newsletter* message is to again invite those members to be more involved in their union.

As I have shared this message across the country, I have had many members ask candid and direct questions not only as to why they should be involved, but many who have never worked in a union represented work place ask why they should even be in a union at all. It is apparent from some of these exchanges that the forces that are waging the war on working class Americans have done a very good job of turning working class Americans against unions. That is true in spite of the fact that it is only because there is a "union pay scale" that the wages and benefits paid to non-union employees as high as they are. In fact, the ripple effect unions create throughout the economy is the very reason that the corporate interests who work to destroy labor unions are waging this war. Their goal is actually quite simple: less for working class Americans means more for corporate America.

It is also clear to me that we have an obligation to provide answers to those who have fallen victim to the anti-union rhetoric in this country, and are not convinced that they need a union in today's railroad workplace.

To that end, I would like to share with you our recent experience on two short line railroads, as I am certain that these experiences should bring home to all members the relevance of and need for strong union representation in our industry.

A few short years ago, the operating employees on a WATCO owned short line in Austin, Texas, the Austin Western, voted to be represented by the BLET as part of a union organizing effort. From day one, WATCO refused to bargain in good faith, and dragged their feet in nego-



President Pierce at the 2013 SWCM in New Orleans.

tiations. At the point in time that the union could be challenged as the representative, generally two years after the union was first designated, WATCO management started a propaganda campaign designed to convince its employees to dump the union. That effort gained steam largely due to the Carrier's own refusal to bargain in good faith on a first agreement. The union's demands included a seniority roster — something most of us take for granted — and the right to due process prior to discipline being assessed. Although the union and the Carrier did ultimately reach a tentative agreement that provided these protections, the carrier-backed group trying to dump the union obtained sufficient A-Cards to require an election to determine what union would represent the employees. They named their so-called union "Union Free," making it clear what their goals were. When the votes were counted, "Union Free" didn't get a majority of those votes; instead the majority of the employees were convinced to vote no union at all.

These employees were within a stone's throw of having the contractual protections provided by a seniority roster and a due process rule for discipline, but the absence of the due process rule during the bargaining period is what allowed the railroad to terminate almost every employee who originally voted for BLET representation. By their own misguided choice, the remaining employees are now at-will employees with no protections from termination, and no seniority roster to protect their work rights.

A similar event occurred recently on the Ohio Central Railroad. The primary difference being that BLET did successfully negotiate a first agreement on that property. Even with a seniority roster and a due process rule in place, several dozen newly-hired employees of that railroad were convinced that they would fare better without a union representing them, and they intentionally voted to go non-union rather than vote for the carrier-invented union created to trigger a representation dispute. The day that BLET was decertified, those employees lost

their rights to work assignments based on their seniority, and they lost all rights to a hearing before being terminated.

I would ask each member to stop and think about your own employer and the way it treats you now, even with union representation. Without representation, imagine the assignments at your terminal being awarded not by seniority, but instead based upon the whims of a local trainmaster. Imagine the employer having the right to fire you only because that same trainmaster decided you were a problem because you considered a safe work place to be more important than a dangerous workplace where production was the only priority. Imagine that same trainmaster setting your pay thousands of dollars a year less than his favorite employee's pay. That is just a piece of what the non-union railroad world looks like, and I am certain that all BLET-represented operating employees can relate to how swiftly your work experience would change if you were not protected by a contract collectively bargained by your union.

My comments are not to suggest that a labor union will ever be able to successfully address every outrageous act that railroads may visit on their employees. But I am certain that I would not want to work in a railroad environment where core protections that we often take for granted are not available. The only way to prevent that from happening in our lifetimes is to make the union movement stronger in the face of all the attacks against us ... and that's where you play a huge role. Become involved in your union; join me and show your employer that we all stand tall and are proud to be union.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 In fact, the ripple effect unions create throughout the economy is the very reason that the corporate interests who work to destroy labor unions are waging this war. Their goal is actually quite simple: less for working class Americans means more for corporate America. 99

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

A REVOLUTION AGAINST POVERTY

Corporations are squeezing workers across the globe to maximize profits and minimize wages. But workers are standing up and fighting back.

Whether it's fast food workers in the U.S. or mass protests across Europe, one thing is clear — workers are no longer keeping quiet while being abused by big business.

Why is this happening? Because good-paying jobs that were plentiful just a few years ago have not been replaced after the last recession. Instead, adults trying to support their

families are seeking out restaurant and retail jobs that pay poorly. Once they are there, wages largely remain stagnant and work hours are unreliable.

More than 36 percent of fast-food workers over 20 are raising children. But 79 percent of those in the same age group make less than \$10.10 an hour. Meanwhile, a recent report by the National Employment Law Project notes the largest losses in real wages in the last three years have occurred in the low- and middle-income job categories.

Companies are profiting by sending more jobs overseas and leaving working men and



women with few options to support their families.

More and more states are increasingly falling under the influence of the American Leg-

islative Exchange Council. ALEC, which acts as a go-between for corporations and state lawmakers, is doing everything in its power to strip workers of their rights while lessening rules for big business. It has pushed for the implementation of laws that limit workers' ability to organize.

But workers are fighting back. We are in the midst of a global revolt against poverty. The media missed the boat on the massive worker unrest that began just two years ago. Protests in North Carolina and Wisconsin and low-wage worker walkouts in Michigan and much of the

Midwest continue to be under-reported and ignored. You can draw a straight line from the Wisconsin uprising of 2011 to today's actions.

We need to get the economy moving again to rebuild the middle class. Workers' backs are against the wall. Business is booming for big corporations. Companies must do their part by paying a living wage and treating workers fairly.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

66 ALEC, which acts as a go-between for corporations and state lawmakers, is doing everything in its power to strip workers of their rights while lessening rules for big business. 99

Prepare now for 2015 Triennial elections

Even though Triennial elections for BLET Divisions won't be held again until 2015, members are reminded of the 24-month continuous good standing requirement and how it can impact their ability to serve the Brotherhood in an elected office.

Nominations will be held at each Division's first regular meeting in September of 2015. To be nominated for a division office you must have paid your dues for 24 consecutive months prior to the election. This "24-month rule" includes all dues the member is required to pay.

In other words, only members who have 24 consecutive months of good standing may be nominated to run for office. This means a member must have paid all required dues to any BLET division from August 2013 through August 2015.

However, there is an exception. Those in active duty in a reserve component of the military or the National Guard for a period lasting more than 30 days but not more than 24 consecutive months

are not required to pay dues during such period to maintain their continuous good standing.

The International Brotherhood of Teamsters Constitution provides that members are eligible to run for election only if they are "in continuous good standing... and actively employed in the craft... for a period of twenty-four (24) consecutive months prior to the month of nomination" (IBT Constitution, Article II, Section 4(a)(1), as codified in the Note to Section 1 – National Division Rules of the BLET Bylaws).

In general, "continuous good standing" means the timely payment of dues for each of the 24 months during the applicable period together with no interruptions in active service during that period.

Should you have any questions about this calculation, please contact the BLET National Division, Office of the National Secretary-Treasurer. Questions involving an interpretation of the BLET Bylaws must be referred to National President Dennis R. Pierce. ©©

BLET OFFICERS ELECTION RULES AND FORMS AVAILABLE ON BLET WEBSITE

The BLET National Division announced on August 13 that official forms and documents for BLET members seeking to run for office in the 2014 National Division Officers Election are available on the BLET website.

The program Adobe Acrobat is required to download and view the documents, which are available here: www.ble-t.org/2014election.

The website provides interested members with all elec-

tion-related documents in one convenient location.

Section 48 of the National Division Rules of the BLET Bylaws governs the election of National Division Officers. Pursuant to Section 48, the National Secretary-Treasurer has issued these Election Rules, which were approved by the BLET Advisory Board on May 7, 2013.

The documents being made available on the new website include the Election Rules, in-

terpretations of the Election Rules (also known as Election Rules Advisories), nomination forms, forms for members to declare their candidacy for office, and various other financial reporting forms that are required by the Election Rules.

The BLET's Third Quadrennial National Convention is slated for September 29 through October 2, 2014, at the Rio Hotel and Casino in Las Vegas, Nevada. ©©



Texas Pacifico interchanges with Ferro Mex and several other major carriers.

BLET scores organizing win at Texas Pacifico

The Brotherhood of Locomotive Engineers and Trainmen (BLET) scored a short line organizing victory in August as a majority of workers at Texas-Pacifico Transportation Ltd. voted to make the BLET their designated collective bargaining representative.

The National Mediation Board certified the election results on August 22. The organizing victory brings about 25 new train and engine service employees into the ranks of the BLET.

BLET National President Dennis R. Pierce welcomed the new Texas-Pacifico workers to the House of Labor and thanked them for voting BLET. The Brotherhood will begin contract negotiations with rail management as quickly as possible, he said.

"The best way to respond to the confidence shown by our new Texas-Pacifico members is to help them realize the goals they identified in their first-ever collec-

tive bargaining agreement," President Pierce said, "and that job begins today."

President Pierce thanked Kent Confer, BLET Special Representative and Director of Organizing, for his hard work in securing the election victory at the Texas-Pacifico property.

President Pierce said the Texas-Pacifico members will belong to the BLET's BNSF (former AT&SF) General Committee of Adjustment. He thanked General Chairman Alan Holdcraft, 1st Vice Chairman Robby Cunningham, and Secretary-Treasurer Chris Mosser for their assistance in the organizing effort.

Texas-Pacifico operates freight service over approximately 380 miles in West Texas, from San Angelo Junction to Alpine Junction. It also operates from Paisano Junction to International Bridge near Presidio, Texas, and it interchanges with the BNSF Railway, Union Pacific, Ferromex and the Fort Worth & Western Railroad. ©©

Herb Harris reelected chairman of DC State Legislative Board

Herbert Harris Jr. was reelected by acclamation to continue serving as Chairman of the BLET's District of Columbia State Legislative Board at the group's quadrennial convention on July 11, 2013.

The Honorable Vincent C. Gray, Mayor of the District of Columbia, attended the meeting and designated the day "Brotherhood of Locomotive Engineers and Trainmen Day" in the Nation's Capital.

Brother Harris is an Amtrak locomotive engineer and member of BLET Division 482 (Washington, D.C.). He has been a BLET member since 1997 and was first elected Chairman in 2005.

Also elected by acclamation during the convention were: 1st Vice Chairman Bruce K. Evans, Division 14 (Washington, D.C.); 2nd Vice Chairman Carlyle L. Smith, Division 482 (Washington, D.C.); Secretary-Treasurer Christopher S. Dort, Division 14 (Washington, D.C.); and Audit Committee Chairman Peter J. Sullivan, Division 482 (Washington, D.C.).

BLET National President Dennis R. Pierce extended congratulations to Brother Harris and all members and officers of the District of Columbia State Legislative Board. He expressed regret that he could not attend the meeting himself. John P. Tolman, BLET Vice President & National Legislative Representative, represented the National Division on behalf of President Pierce. Vice President Tolman briefed the members on pending legislative, political and regulatory issues.

"I offer sincere congratulations and thanks to Brother Herb Harris and all members of our District of Columbia State Legislative Board for their ongoing commitment to the Brotherhood of Locomotive Engineers and Trainmen," President Pierce said. "I have every confidence that Brother Harris and his team of officers

will continue doing a professional job of representing the best interests of our members in the Washington D.C. area."

A distinguished list of guest speakers also attended the convention, including: Joe Boardman, President & CEO of Amtrak; Congresswoman Eleanor Holmes Norton (D.C.); Vincent C. Gray, Mayor of the District of Columbia; Thelma Drake, Director of Rail and Public Transportation for the state of Virginia; and Simon Taylor, Assistant Administrator, Maryland Transit Administration (MTA).

Also in attendance were: Timothy Craver, Virginia State Legislative Board Chairman; Fred Cox, 2nd Vice Chairman, Norfolk Southern-Southern Lines General Committee of Adjustment; Chris Brown, President and Legislative Representative of Division 52 (Baltimore, Md.); and Amy Sine, Local Chairman of Division 14 (Washington, D.C.).

"Our 2013 quadrennial convention is the culmination of years of dedication and work by the officers and members of the DCSLB," Brother Harris said. "We have successfully represented our members at every level of government and are planning an even bolder and broader future agenda."

Brother Harris presented commemorative BLET clocks to Congresswoman Holmes-Norton, Mayor Gray, and Ms. Drake. Ms. Drake was also given special recognition for the commitment Virginia has made to Amtrak and intercity passenger rail during her tenure.

The BLET's District of Columbia State Legislative Board represents approximately 215 active members who live in seven states throughout the Mid-Atlantic region. The DCSLB is the only state legislative board comprised entirely of passenger and commuter locomotive engineers. @@

"I have every confidence that Brother Harris and his team of officers will continue doing a professional job of representing the best interests of our members in the Washington D.C. area."

— DENNIS R. PIERCE



From left: Chris Dort, DCSLB S-T; Peter Sullivan, DCSLB Audit Committee; Jeffery Buie, DCSLB Audit Committee; Bruce K. Evans, DCSLB 1st VC; Joe Boardman, Amtrak President & CEO; Herb Harris, DCSLB Chairman; John Tolman, BLET VP & NLR; Tim Craver VASLB Chairman; Fritz Edler, outgoing DCSLB S-T; Brian Gallagher, Director-Amtrak; and Vice Verna, BLET Director of Regulatory Affairs.

MATT THORNTON REELECTED CSXT WESTERN LINES GENERAL CHAIRMAN

Matt A. Thornton was reelected General Chairman of the BLET's CSXT Western Lines General Committee of Adjustment at the GCA's quadrennial meeting in Gatlinburg, Tenn., from July 24-26, 2013.

A CSXT locomotive engineer, Brother Thornton is a member of Division 781 (Erwin, Tenn.) and has held continuous membership in the BLET since June 1, 1981. He was elected Senior Vice General Chairman in 2009, and then assumed the General Chairman's duties following the promotion of Don Moates to the BLET Advisory Board on July 1, 2010.

Also elected were: Senior Vice General Chairman W.K. (Keith) Kerley, Division 782 (Etowah, Tenn.); and Secretary-Treasurer David Fitzgerald, Division 781 (Erwin, Tenn.).

Alternate officers are as follows: 1st Alternate Ben Freeman, Division 190 (Huntington, W.Va.); 2nd Alternate Justin B. Dzan, Division 365 (Louisville, Ky.); 3rd Alternate Scott A. Berger, Division 489 (Covington, Ky.); 4th Alternate Justin C. Wilcox, Division 781 (Erwin, Tenn.); and 5th Alternate John V. Pedro, Division 26 (Richmond, Va.).

The delegates also elected four Regional Chairmen, including: Eastern Regional Vice General Chairman W.R. (Rick) Skidmore, Division 782 (Etowah, Tenn.); Northern Regional Vice General Chairman Steven E. Kaiser, Division 165 (Louisville, Ky.); Western Regional Vice General Chairman Chad M. Shipp, Division 742 (Evansville, Ind.); and Southern Regional Vice General Chairman E.W. (Bubba) Rice Jr., Division 140 (Mobile, Ala.).

Representing the National Division at the quadrennial meeting were BLET National President Dennis R. Pierce and National Vice President Gil L. Gore. Brother Gore is the Vice President assigned to the CSX properties.

"I congratulate Brother Thornton and all members of the CSX Western Lines General Committee



Members and officers of the CSX-Western Lines General Committee of Adjustment's quadrennial meeting in Gatlinburg, Tenn., July 26, 2013.

of Adjustment," President Pierce said. "Under Brother Matt's leadership, I have every confidence that Committee members will continue doing an excellent job of enforcing their contracts and representing their membership at the highest level. I thank them all for their dedication to the Brotherhood."

Also in attendance was L.R. (Larry) James, Division 284 (Parkersburg, W.Va.), who serves as the BLET System Liaison for CSX. Brother James gave a presentation regarding the CSX Locomotive Cab Committee.

As the new Senior Vice General Chairman, Brother Kerley fills the office vacated by W.E. Singleton of Division 829 (Ravenna, Ky.). Brother Singleton did not seek reelection due to his pending retirement.

The CSXT Western Lines General Committee of Adjustment represents nearly 3,500 active and retired members from 27 BLET Divisions. @@

New CFR book mailed to active BLET members

In early August, all active BLET members were mailed two booklets containing important provisions of the U.S. Code of Federal Regulations.

The booklets were funded through a collaborative effort between the North American Railway Foundation (founded by the Brotherhood's Relief & Compensation Fund) and the BLET National Division. The booklets contain key provisions of the U.S. Code of Federal Regulations (CFR) governing railroad operations, specifically: the first booklet contains CFR Title 49, Part 229 (Railroad Locomotive Safety Standards); and the second booklet contains CFR Title 29, Part 240 (Qualification and Certification of Locomotive Engineers), and Part 242 (Qualification and Certification of Conductors).

"One of our goals with this joint endeavor is to have a positive impact on both the safety and the education of BLET members," BLET National Pres-

ident Dennis R. Pierce said. "We see these CFR booklets as a valuable resource that our members can use frequently. On behalf of all members, I thank our partners with the North American Railway Foundation for taking the initiative in helping us produce these valuable reference guides."

The North American Railway Foundation (NARF) is a non-profit operating foundation formed by the Brotherhood's Relief and Compensation Fund (BR&CF) to support rail history, education, safety, and technology in the United States and Canada. With initial funding and continued

Board of Directors stewardship coming from the BR&CF, NARF has supported many non-political projects throughout the United States and Canada over the past 15 years. The primary focus of these efforts has been in support of organized rail labor — giving back to all of the men and women of the railroad community across North America. @@

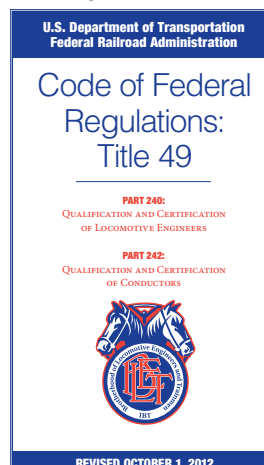


PHOTO ALBUM: 2013 EUMA IN BALTIMORE

More than 200 members of the Brotherhood of Locomotive Engineers and Trainmen convened in Baltimore on July 29 for opening ceremonies of the 75th annual convention of the Eastern Union Meeting Association (EUMA).

EUMA Chairman Mark Keny opened the ceremonies while Arrangements Chairman Fred Cox welcomed all members and their families to Baltimore on behalf of BLET Division 52.

After presentation of the flags by

the color guard and the singing of the national anthem, Brother Cox led the group in a prayer. Anita Caruso, National President of the BLET Auxiliary, led a ceremony to remember BLET members killed in the line of duty. An empty chair, as well as other tools of the engineers' craft, were left at the front of the meeting hall to symbolize the Organization's departed Brothers and Sisters.

Guest speakers included Ernie Grecco, President of the Metropolitan Baltimore Council of the AFL-CIO, and Donna F. Edwards, U.S.

Representative for Maryland's 4th Congressional District. Rep. Edwards, who sits on the House Transportation & Infrastructure Committee, spoke about the need to put Americans back to work with good-paying middle class jobs rebuilding the nation's crumbling infrastructure. She also spoke about national health care improvements, raising the minimum wage, and the importance of the upcoming 2014 elections.

BLET National President Dennis R. Pierce introduced members of the BLET Advisory Board and National

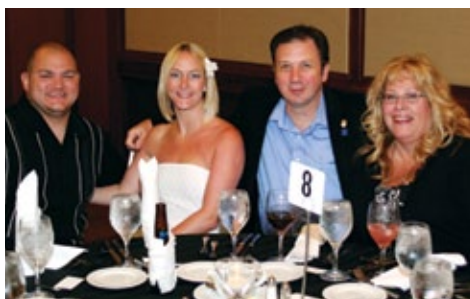
Division staff who were in attendance. President Pierce also spoke about the Organization's 150th anniversary and introduced the commemorative video presentation, which was well received by the audience. The video is available on the National Division's YouTube page: <http://www.youtube.com/user/BLETUnion>.

The week continued with numerous educational opportunities. Workshops featured specialized training for BLET Legislative Representatives, Secretary-Treasurers and Local Chairmen. There was an infor-

mational presentation on the BLET health & welfare plan as well as a workshop on the BLET's national mobilization network.

Members and their families enjoyed a welcome reception at the Baltimore & Ohio Railroad Museum on July 28 and an evening at Camden Yards for a Baltimore Orioles baseball game on July 30. The 2013 EUMA concluded with a dinner banquet and dance the evening of July 31.

The 76th annual EUMA will be held in Cleveland, Ohio, from August 4-8, 2014. @@



OPERATING UNIONS ADVANCE FEDERAL CREW SIZE LEGISLATION

On August 2, the Brotherhood of Locomotive Engineers and Trainmen (BLET/IBT) and the Transportation Division of the Sheet Metal, Air, Rail and Transportation International Association (SMART) jointly announced that legislation requiring at least two crew members on all freight trains in the U.S. has been filed in Congress.

Initial sponsors for the legislation are Representatives Michael Michaud (D-ME) and Chellie Pingree (D-ME), and the bill, which has been assigned number H.R. 3040, is expected to be assigned to the House Transportation

and Infrastructure ("T&I") Committee for consideration.

The legislation reflects heightened concerns over crew size arising from the tragic July 6 derailment of a Montreal, Maine & Atlantic (MM&A) fuel train in Lac Mégantic, Quebec, which killed 47 and destroyed the center of the town. The MM&A train was crewed by a single person.

BLET National President Dennis R. Pierce called on the House to take up the bill at its earliest opportunity. "The American people are justifiably concerned that the single-

person crewing practice used on MM&A and some other short line railroads places the public safety at risk," Pierce said. "We urge Chairman Schuster and the T&I Committee to hold hearings on this issue after the recess."

SMART Transportation Division President Mike Futhey said, "This is a responsible piece of legislation that recognizes the correlations between the consist of crews and public safety. We thank Representatives Michael Michaud (D-ME) and Chellie Pingree (D-ME) and urge more Representatives to join in support." @@

SAN FRANCISCO HOSTS BLET FOR 73RD ANNUAL IWC

BLET members convened in San Francisco on July 16, 2013, for the 73rd annual International Western Convention (IWC). Event co-chairmen Oscar A. Burrola (Local Chairman, Division 839) and Luis Chavez Jr. (Local Chairman, Division 283), along with the members of their Arrangements Committee, welcomed all to San Francisco.

The convention was held at the Hilton San Francisco Financial District. Six educational workshops were held for members attending the 2013

IWC, including training classes for Secretary-Treasurers, Local Chairmen and Legislative Representatives. There was also a hazardous materials workshop, a BLET mobilization workshop, and a conductor certification workshop.

Events included the traditional opening ceremony, a golf tournament at the Presidio Golf Course. The 73rd annual IWC concluded with a dinner banquet and dance. Next year, the 74th annual IWC will be held in Minneapolis, Minn. @@



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Transportation workers protecting each other since 1910.



Health FSA open enrollment begins October 1

ENROLLMENT MUST REACH 5% OR BENEFIT MAY BE LOST

Open enrollment will run from October 1, 2013 until November 2, 2013, for the Health Flexible Spending Account Plan (Health FSA), which is available to BLET represented engineers who work at participating railroads, and all train service employees of Texas Mexican Railway.

This important health care benefit, secured by the BLET during the most recent national contract, is in danger of falling by the wayside unless membership participation increases. At least 5% of eligible engineers must participate in the Health FSA in the 2014 Plan Year, and 7.5% in the 2015 and subsequent Plan Years, or the Carriers will have the right to terminate the plan beginning with the following Plan Year. The deadline to register for the 2014 benefit year is November 2, 2013, and the BLET is encouraging all members to sign up.

WHO IS ELIGIBLE?

Except as noted at the end of this paragraph, locomotive engineers and Tex-Mex train service employees covered by the Health & Welfare portion of the most recent National Agree-

ment, dated January 5, 2012, are eligible to participate in the FSA plan. The national Health FSA is distinct and separate from the on-property BNSF Health FSA plan. The participation rates identified in this News Flash do not apply to BNSF engineers.

WHAT IS THE FSA PLAN?

The FSA Plan, administered by United Healthcare, is designed to allow you to use pretax dollars to pay for certain medical expenses that are not covered under any health plan (including a railroad health & welfare plan) or any other source. You are then reimbursed for eligible expenses from your FSA, which means you'll be using pretax dollars to pay for those expenses. A PDF on the National Division website has more info: www.ble-t.org/pr/pdf/Health_FSA_Intro_2013.pdf

WHAT CAN YOU SAVE?

You could save hundreds of dollars in taxes each year with a health FSA. The amount you could save in taxes depends on how much you set aside and the amount of your expenses. A specific example can be found in a PDF on the BLET

website: www.ble-t.org/pr/pdf/Health_FSA_Savings_2013.pdf

WHY YOU SHOULD PARTICIPATE?

The FSA program will allow you to put aside your own dollars on a pre-tax basis to be available for reimbursement — to you — of eligible and qualified health care expenses not covered by your medical, vision, or dental plans, as well as other approved Health and Welfare expenses, for which coverage is not afforded.

WHAT IS COVERED?

Certain medical, pharmacy, dental and vision expenses are eligible for the program. A complete list of covered items and procedures is in a PDF on the BLET website: www.ble-t.org/pr/pdf/FSA_Eligible_Expense_List_2013.pdf

HOW DO I SIGN UP?

Information to sign up for the Health FSA is contained in the open enrollment packets. Eligible members will receive this information in the near future, prior to the open enrollment period, which runs from October 1, 2013 until November 2, 2013. This year, open enrollment is again

being done on-line (www.yourtracktohealth.com). Please call Railroad Enrollment Services at 1-888-298-9754 if you have any questions.

USE IT OR LOSE IT?

Per federal regulations, you must use all the money in your Health FSA for expenses incurred during your Period of Coverage (for the 2014 Plan Year, the period from January 1, 2014 through December 31, 2014) or you will forfeit the unused portion. This provision is typically referred to as "use it or lose it" and any unused funds will be diverted to pay for the plan's administration costs. Members are advised to keep this in mind when making their elections for how much money to put into the plan at first so that you know for certain that you will easily spend all the funds. However, this should not be a reason to not take advantage of a great benefit such as this, especially because you can put as little as \$10 per month (\$120 total for the Plan Year) as the minimum to participate in the Health FSA.

The new plan year begins January 1, 2014, but you will need to make your elections during the upcoming open enrollment period or you will miss the train on this one! ©©

2013

Calendar & Events

MARK YOUR CALENDARS!

2014 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. More details to come!

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 LR of Division 517, will host the 2014 IWC at the Hilton Minneapolis. More details to come!

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. More details to come!

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: bletswcm.org.



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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

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Photo of the Month: August/September 2013

MARCH 1943: Its tender piled high with coal, this Atchison, Topeka and Santa Fe (ATSF) freight train is about to leave for the West Coast from Corwith Yard in Chicago, Ill. This photo was taken by renowned railroad photographer Jack Delano during World War II as part of his assignment for the Farm Security Administration-Office of War Information. **Photo:** Library of Congress. **This is the sixth in a series of photos from the BLET archives that will be published this year in recognition of the Organization's 150th anniversary. The BLET was founded as the Brotherhood of the Footboard on May 8, 1863.**



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 July 2013 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; Division 98 mtg., Lincoln, Neb.; International Western Convention (IWC) regional mtg., San Francisco, Calif.; CSX-W GCA mtg., Gatlinburg, Tenn.; Eastern Union Meeting Association (EUMA) regional mtg., Baltimore, Md.

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; Vacation; July 4 holiday; National Democratic Club, Baltimore, Md.; National duties, Cleveland; IWC regional mtg., San Francisco; NY Dock negotiations, Fort Worth, Texas; EUMA regional mtg., Baltimore, Md.

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); National Democratic Club, Baltimore, Md.; NTSB public hearing on Paulsboro, N.J., accident, Washington, D.C.; IWC regional mtg., San Francisco; Division 391 mtg., Ft. Madison, Iowa; EUMA regional meeting, Baltimore.

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 IBT Political Coordinators Monthly mtg.; National Democratic Club, Baltimore; UTU regional mtg., Boston; Innovative Finance in Passenger Rail hearings; Mtgs. w/ various Senators' offices regarding issues involving movement of hazmat, PTC and other issues; District of Columbia State Legislative Board mtg., IWC regional mtg., San Francisco; EUMA regional mtg., Baltimore; Mtgs. w/ Amtrak; Various mtgs. and receptions with members of the U.S. House of Representatives and U.S. Senate.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Assist GC Hannah w/ disciplinary issues; Research for IWC/SWCM regional mtgs.; July 4 holiday; Interp. REQ issues, NRAB, Chicago; Assist GC Cundari w/ claims issues, IHB, Chicago; Work w/ DW Davidson, re: BLET regional mtg. workshops, Chicago; Assist GC Craddock w/ disciplinary issues, IC; ROAR Sept. mtg. planning, NRAB; IWC regional mtg. & LC workshop teaching, San Francisco; Tentative agreement explanation mtgs., WC, Chicago, Duluth, Minn. And Stevens Point, Wisc.; Assist GC Linsey w/ SBA 1063 hearing, Chicago; NRAB administrative issues, Chicago.

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; UP-Western Lines-Pacific Harbor Lines contract signing, Wilmington, Calif.; Democratic National Committee, Baltimore, Md.;

IWC regional mtg., San Francisco; UP-Western Lines, Article IX, Inter Divisional Run negotiations, San Francisco; UP-Northern District work stabilization negotiations, Omaha, Neb.; UP-Southern Region New York Dock Section 4 negotiations, Fort Worth, Texas; EUMA regional mtg., Baltimore; UP-Western Lines-Pacific Harbor Lines PLB 6659, Alexandria, Va.

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.; Mtg. w/ GC Tony Smith, re: Dropped turns, Jacksonville, Fla.; Advisory Board mtg., Cleveland; Public Law Board w/ GC Matt Thornton, CSX, Cleveland; MARC negotiations, conference call, CSX; SMA regional meeting, Richmond, Va.; Advisory Board conference call.

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, Austin Western RR, Great Western; General office duties, telephone, email, correspondence communications, etc.; Democratic National Committee, Baltimore, Md.; IWC regional mtg., San Francisco; LR meetings, Divisions 98 and 621 w/ GC Wilson, Lincoln, Neb.; Mtg. w/ MRL and GC Wilson, Missoula, Mont.; EUMA regional mtg., Baltimore, Md.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, SouthRail, 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.; KCS issues, assisting GC Parker; Tex Mex issues, assisting GC Rodriguez; Huron & Eastern issues, assisting GC Barriger; CP Rail and DM&E issues, assisting GC Semenek; Louisville & Indiana RR issues, assisting GC Hatrill; Mid South, assisting GC Craddock; Democratic National Committee, Baltimore; Huron & Eastern issues, assisting GC Barriger; Springfield Terminal, MMA and D&H issues, assisting GC Moore; Tex Mex issues, assisting GC Rodriguez; IWC regional mtg., San Francisco; NS Northern Lines and W&LE issues, assisting GC Linsey; EUMA regional mtg., Baltimore.

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; Telephone calls, correspondence, email, general office duties, etc.; Prepare cases for arbitration, assisting LIRR GCA, Hapauge, N.Y.; Democratic National Committee, Baltimore; NTSB investigation & hearing, Paulsboro, N.J. derailment & hazmat release (Conrail), Washington, D.C.; IWC regional meeting, San Francisco; Contract negotiations, prepare proposal, Metra; Conference calls and mtgs., Metro North; EUMA regional mtg., Baltimore.

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; July 4 holiday; National Democratic Club, Baltimore, Md.; Transition of BNSF GCA office, work w/ GC J. Thurman, Gladstone, Mo.; IWC regional mtg., San Francisco; EUMA regional mtg., Baltimore.

IMPORTANT ANNOUNCEMENT FOR MEDICARE ELIGIBLE BLET MEMBERS AND RETIREES

Spending in the U.S. for prescription drugs was \$259.1 billion in 2010, and is projected to double over the next decade. The TEAMStar Medicare Part D Prescription Drug Program can help you with those costs.

If you are a BLET retiree, spouse or dependent of a BLET retiree and entitled to Medicare Part A and/or enrolled in Medicare Part B, you are eligible for the TEAMStar Medicare Part D Prescription Drug Program (PDP). You are entitled to this program regardless of your health history or the drugs you are currently taking.

The TEAMStar Medicare Part D Prescription Drug Program is a voluntary Medicare Part D Prescription Drug Program that meets the federal government requirements for creditable coverage. It is not available

to the general public and is designed to help Medicare eligible BLET members, retirees and their spouses reduce their prescription drug costs and insure them against high prescription drug expenses in the future. This program was introduced in 2006 and thousands



of Teamster retirees have chosen to enroll during the program's first seven years. The enrollment period for TEAMStar Medicare Part D Prescription Drug Program runs from October 15, 2013 to December 7, 2013. We hope you will take advantage of this affordable prescription drug plan, which enables BLET members to save as much money as possible.

You can get more detailed information and also register for the program at www.teamstarpd.com or call 1-866-524-4173. ©©

DID YOU KNOW?

90% OF INDIVIDUALS AGE 65+ HAVE PRESCRIPTION DRUG EXPENSES

(AGENCY FOR HEALTHCARE RESEARCH AND QUALITY, WWW.MEPS.AHRQ.GOV/MEPSWEB/, MARCH 2010)

PRESCRIPTION DRUG PRICES HAVE GROWN 32.4% FROM 2000 TO 2009

(PRESCRIPTION DRUG TRENDS, KAISER FAMILY FOUNDATION, MAY 2010)

OPEN ENROLLMENT BEGINS OCTOBER 15, 2013