



DAILY NEWS UPDATES
WWW.BLE-T.ORG

Locomotive

ENGINEERS & TRAINMEN NEWS

NOVEMBER/
DECEMBER
2012

VOLUME 26, ISSUE 10

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

HAPPY HOLIDAYS!

BLET members help Santa spread holiday cheer



Mike Callahan, Division 781, behind the throttle of the 2012 Santa Claus Train

BLET member Michael T. Callahan of Division 781 (Erwin, Tenn.) kept an important family tradition alive on November 17 when he worked as locomotive engineer on the 70th annual CSX Santa Train.

It was a moment of personal and professional pride for the 44-year-old locomotive engineer from Jonesborough, Tenn. Not only did he run the train safely

and on time, he followed in the footsteps of his grandfather and great uncle, who ran the annual holiday train for many years during the era of steam locomotives.

Working in the cab together, his grandfather George Hatcher (engineer) and great uncle Ed Hatcher (fireman) ran the Santa Train 26 times on the former Clinchfield Railroad, a CSX predecessor line.

"It's a family tradition," he said. "I'm proud of that heritage."

Santa Claus rides along the

110-mile route through Appalachia, leading a group of volunteers who distribute food and gifts to children and families at 14 stops along the route. The 2012 run was sponsored by CSX, the Kingsport Chamber of Commerce, Food City and Dignity U Wear.

As a child, Brother Callahan rode on the train himself three times with his grandfather and great uncle, who were brothers. He and many other children of railroaders were allowed on the

passenger cars as the Santa Train made its run from Shelby, Ky., to Kingsport, Tenn. And as the grandson of the engineer, the young Callahan was afforded the special privilege of riding in the cab of the steam locomotive. "It was a different era back then," he said.

Brother Callahan knows first hand the importance of the train to the Appalachian region and to the CSX workers who keep the tradition alive.

"Once a year is not enough,"

he said. "For some of the kids in the mountains, this will be all the Christmas that they'll get. Everything is appreciated, and it's a fun day and a good thing. It's a family day — the only time of the year we can bring our family to work and show them what we do."

Justin Wilcox, Legislative Representative of Division 781, has been involved with the Santa Train for several years as a member of the Safety Team.

CONTINUED ON PAGE 4

BLET Safety Task Force investigating two major incidents

BRIDGE COLLAPSE AND HAZMAT RELEASE IN NEW JERSEY; VETERANS PARADE CROSSING FATALITY IN TEXAS

Members of the BLET Safety Task Force are currently investigating two major accidents that have captured the attention of the entire nation.

On November 13, a Veterans parade float collided with a Union Pacific freight train in Midland, Texas, killing four military veterans and injuring more than a dozens others. Safety Task Force member Jerry Bullard of BLET Division 212 (Big Spring, Texas) was on the scene to represent the BLET during the investigation.

In the days after the tragedy, the NTSB's preliminary information showed that all signals at the grade crossing intersection were operating as designed normally. Later, it was reported in the San Antonio Express-News that the driver of the parade float began to cross the railroad tracks af-

ter warning bells, lights and crossing arms had been activated. The newspaper also reported that event organizers did not obtain a parade permit as required by city ordinance. The parade float consisted of a flatbed truck pulled by a semi, with chairs strapped to the flatbed by nylon tie downs. Wounded veterans and their spouses rode on the flatbed truck throughout the parade route.

On November 30, a Conrail train partially derailed when a bridge collapsed in Paulsboro, N.J., releasing toxic vinyl chloride and forcing the evacuation of more than 700 area residents. The investigation was delayed several days from the dangerous air quality in the area due to the vinyl chloride release. Seven cars of the 84-car train derailed. Brothers Tom Hebert, Division 312 (Boston) and Mel

Wichelmann, Division 335 (Elrama, Pa.), are representing the BLET at the investigation. The derailment has sparked intense media coverage and drawn the attention of politicians who have already called for tightening of infrastructure improvement regulations in the railroad industry.

In both cases, the NTSB investigation and analysis of data is ongoing and official findings will not be released for quite some time. BLET National President Dennis R. Pierce thanked Bill Walpert, Chairman of the Safety Task Force, Carl Fields, Coordinator of the Safety Task Force, Scott Palmer, Assistant Coordinator, and Brothers Bullard, Hebert and Wichelmann for their efforts to help determine probable cause and safety recommendations in these tragic incidents. @@



The Real Face behind today's "Right to Work" push

National President Pierce's message **pg 2**

Summary Annual Report

BLET Disability and Welfare Benefit Trust Fund **pg. 4**

A Helping Hand

BLET, Teamsters collecting donations for Hurricane Sandy victims. **pg. 7**

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



BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

THE REAL FACE BEHIND TODAY'S "RIGHT TO WORK" PUSH

In the days before writing this month's message, anti-working class forces in Michigan showed America just how little they think of the working class of this great nation. On December 11, Michigan Governor and former venture capitalist Richard Snyder signed a law that will make Michigan the 24th state to encourage workers to free-load the wages and benefits negotiated by the unions that represent them — and force their co-workers to shoulder a disproportionate share of representation costs — by refusing to pay union dues or fees. This bill was placed on his desk by a lame duck Republican-controlled state legislature, who adopted it without any formal debate or discussion, with the corporate-owned politicians who voted for the legislation protected by armed police from their own constituents.

This is the first post-election battle in the War on Workers in America, and is brazenly misrepresented as providing so-called "worker choice." In fact, Governor Snyder actually had the gall to say that he did not see the law as anti-union, but instead as pro-worker. Ironically, this claim was belied by Snyder's very next statement, which exposed his true intent: "We'll then be more competitive as a state and that's good for all of us." The problem for working class Americans — in this case Michigan workers — is the "us" that Governor Snyder is actually referring to.

For more than a generation states and municipalities have outbid one another to relieve corporations of their income and property tax obligations to persuade companies to stay in or move to that state, city or town. This form of "corporate welfare" has become commonplace even though it pushes the resulting shortfall in state and local treasuries and resulting tax burden onto the backs of working class Americans. So, when Governor Snyder and his ilk talk about being "more competitive" because of "right to work," the reality is that they're giving workers the



BLET members protesting the "right to work" legislation at a huge pro-labor rally in Lansing, Mich. From left: Greg Powell, retired Michigan State Legislative Board Chairman; Tom Putnam, Div. 33; Brian Gary, Div. 33; and B.J. Trumble, Michigan State Legislative Board Chairman.

right to work for less, and not just because of a higher tax burden; a 2001 study by the Economic Policy Institute shows that wages in "right to work" states are 3.2% lower than in states where everyone in a unionized workplace financially supports their representative. The form of competition that Governor Snyder is pushing is the textbook race to the bottom for working class Americans, and it comes entirely at the expense of all who hope to find good paying jobs with decent benefits. What Governor Snyder and all other "right to work" states are telling Corporate America is "Come to our state, where you can treat workers like you did before Labor Unions got in your way."

As President Clinton pointed out at the Democratic Convention earlier this year, it's all about "arithmetic" ... in this case, less for workers and more for corporations. Governor Snyder is not playing with the State's

money in making Michigan "more competitive," he is playing with the wages, benefits and tax payments of working Michiganders. Even though the Supreme Court, through its decision in *Citizens United*, may consider corporations as people under the law, there is no evidence that corporations feel any financial compassion towards their workers when not required to by union contract. Even then, as every BLET member knows, it's a daily fight to get employers to live up to the contracts they sign. Nor is there any evidence that corporations feel any shame in the way that they distribute revenues. In fact, the ratio of CEO salaries to worker salaries is now 475 to 1 in America, which is the most lopsided of all industrialized countries in the world.

This last statistic unmasks those who are behind "right to work" legislation in this country, and you can rest assured that their

goal has nothing to do with giving working class Americans so-called "choices," or anything else that truly benefits them. Quite to the contrary, the "right to work" movement in this country was an anti-worker force to be reckoned with, under other names, as far back as the World War I era; the movement adopted its current identity when FDR signed the Wagner Act into law in the 1930s. This law created union security by federalizing the worker civil rights that had been wrested from the employers' armed thugs in battles at places named River Rouge, Republic Steel, and Auto-Lite, to mention just three.

The only way for Corporate America to accomplish those goals is to destroy workers' rights and their ability to collectively bargain with their employers. The actions of corporate-sponsored "right to work" crusaders then and now underscore the importance of core union values like "An injury to one is an injury to all," "Our strength is in our numbers," and "United we stand, divided we fall." Our unity, our strength, and our vision that all men and women are created equal and deserve to be treated fairly and with dignity is what these anti-worker corporate groups are actually working against with their cynically named "employee choice" movement.

In the most hypocritical of moments during the Michigan outrage, Governor Snyder said that unions just need to work harder, and workers who now have a choice will join them if they do. We know all too well how our employers enjoy a world where they abuse their workers, and then encourage the workers to blame their union for not stopping the abuse. Many of our own members have fallen for that ruse

over the years, and what started as an attack from the outside has at times evolved into attacks from within. And the political hucksters like Snyder who claim the solution is that unions just have to work harder are the same right wing extremists who have stacked the legal deck against unions accomplishing that.

Many generations ago, our Brotherhood's Delegates in Convention assembled adopted the following resolution, which is just as relevant today: "RESOLVED, That the entire organization is hereby warned against the insidious approaches of any and all enemies of the organization and the machinations of capital and its agents, who are now using and will continue to use all the power and influence of centralized wealth with the purpose of dividing our councils and, if possible, destroying our organization."

Corporate America has opened a new front in the War on Workers, and has attacked the birthplace of both the BLET and the modern industrial labor movement. If they succeed in further weakening unions, who will stand in their way as they work to undo the entire New Deal? Well, they may think they can chase unions out of Michigan, but they're wrong.

Next May 8 the BLET will celebrate the 150th Anniversary of its founding as the Brotherhood of the Footboard, and preparations already are under way to commemorate this historic event in Detroit, where our founding convention was held. Join me in fighting the latest attack on unions and the middle class that unions helped to create. Mark your calendar now and help me deliver a message to Governor Snyder, the politicians of Michigan and elsewhere, and the bosses who pull their strings:

"Proud to be American and Proud to be Union" isn't a slogan ... it's a way of life.

Fraternally,

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 Our unity, our strength, and our vision that all men and women are created equal and deserve to be treated fairly and with dignity is what these anti-worker corporate groups are actually working against with their cynically named "employee choice" movement. 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

NO NEED TO RUSH TO AVOID FISCAL CLIFF

Working people sent a clear message on November 6: We do not want cuts to Social Security, Medicare or Medicaid. We do want jobs, investment in infrastructure, such as rail lines and bridges, and higher taxes on millionaires.

They voted for candidates who supported these things even in races for the House of Representatives. Though Republicans still control the House, they lost the popular vote because they'd gerrymandered so many districts.

Unions supplied the boots on the ground that handed President Barack Obama victories in the industrial Midwest. In doing so, they proved they can beat CEOs and billionaires who spend huge amounts of money on their candidates and causes.

But the CEOs and the billionaires don't give up. On November 7, they renewed their



drive to seize every available penny from middle- and working-class Americans. Their goal is to get rid of the retirement and health benefits that ordinary people work all their lives to earn. They hide their intentions behind front groups with

names like "Fix the Debt." These groups, armed with dishonest lobbyists, work hard to create a phony crisis in Washington. After all, a crisis could convince politicians to do things that are extremely unpopular with the voters — like cutting

Social Security benefits.

This phony crisis has a name: the "fiscal cliff."

The billionaires and CEOs would have you believe that terrible things will happen if Congress and the president don't reach some sort of budget agree-

ment by Dec. 31. And it's true that jobs would be lost if the spending cuts agreed to last summer aren't modified.

There's still time to negotiate an agreement in January or February. The advantage of waiting until then is that the politics will be more favorable to lawmakers who oppose cuts to Social Security, Medicare and Medicaid.

The fiscal cliff is nothing more than economic blackmail. Workers must not allow the billionaires to get away with it. Otherwise, they'll wake up one day to find the system was slowly carved up, and when they're too old to work the benefits they earned will be gone.

Fraternally,

James P. Hoffa

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

66 Unions supplied the boots on the ground that handed President Barack Obama victories in the industrial Midwest. In doing so, they proved they can beat CEOs and billionaires who spend huge amounts of money on their candidates and causes. 99

BLET VP John Tolman testifies at House hearing on Northeast Corridor high-speed rail

On December 13, BLET Vice President and National Legislative Representative John P. Tolman testified in support of Amtrak and rail labor at a hearing before the House Transportation and Infrastructure committee regarding high-speed rail and the future of the Northeast Corridor.

Vice President Tolman testified that Amtrak has done an excellent job of operating the national passenger railroad in spite of its budgetary and funding limitations. Any current and future work to improve the Corridor must include a professional, unionized work force of rail employees, he said.

"We think that Amtrak's 'Next Gen' plan for the Northeast Corridor provides a template for a public-private partnership that is worth discussing if the partnership does not reduce the public interest — or the interests of BLET members and Amtrak's other professional, skilled workers."

The hearing, titled "Northeast Corridor Future: Options for High-Speed Rail Development and Opportunities for Private Sector Participation," was chaired by Rep. John Mica (R-Fla.). Mica is a known opponent of Amtrak and supporter of privatizing the Northeast Corridor, Amtrak's most profitable route. Mica has been

criticized for frequently holding hearings to criticize Amtrak, fixating on the national passenger railroad at the expense of other, more pressing transportation issues.

Vice President Tolman also testified regarding the BLET's firm belief that Amtrak should continue to be the rail service provider for the Northeast Corridor and across the United States.

"Amtrak has provided progressive, quality service despite many, many obstacles and continues to look for ways to increase train speed, reliability and service in spite of these obstacles," Tolman said.

Tolman testified that rail privatization in other parts of the world has led to sys-

temic safety and reliability problems. He said the United States should learn from those mistakes and not attempt to privatize Amtrak — either in whole or in part.

Other witnesses included: Karen J. Hedlund, Deputy Administrator, Federal Railroad Administration; Joseph Boardman, President and CEO, Amtrak; Joan McDonald, Chair, Northeast Corridor Infrastructure and Operations Advisory Commission and Commissioner, New York State Department of Transportation/ Dr. Richard Geddes, Adjunct Scholar, American Enterprise Institute; and Perry Offutt, Managing Director, Morgan Stanley.

It was Rep. Mica's final hearing as Chairman. Under House rules, he has reached the maximum amount of time allotted for serving as Chairman. He will be replaced by Rep. Bill Shuster (R-PA) in the next Congress.



Tolman

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 sent 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.

BLET National President Dennis Pierce thanked Vice President Tolman for delivering the testimony.

"Vice President Tolman spent his operating career on the Northeast Corridor and is uniquely qualified to represent the BLET at the hearing," President Pierce said. "I thank the members of the House Transportation and Infrastructure committee for giving the BLET an opportunity to share our thoughts, and thank Brother Tolman for the excellent job he did in representing the organization before the Committee." @@

A COPY OF VICE PRESIDENT
TOLMAN'S WRITTEN TESTIMONY
IS AVAILABLE FOR DOWNLOAD
FROM THE BLET WEBSITE:
[WWW.BLE-T.ORG/PR/PDF/
TOLMAN-TESTIMONY-CONGRESS-
NECORRIDOR.PDF](http://WWW.BLE-T.ORG/PR/PDF/TOLMAN-TESTIMONY-CONGRESS-NECORRIDOR.PDF)

2012 SANTA TRAIN

CONTINUED FROM PAGE 1

"This area that the train runs through is so hurt from job loss and poverty that it breaks your heart to know that for many of these children the Santa Train will be all the Christmas they get," he said. "At the stops, workers riding the train get off and hand out bags filled with gifts, toys, candy, toboggans, gloves, coats, gift cards and much more. They go into the crowd and seek out those they see who may not have gotten anything yet. I have witnessed little ones crying for Santa to throw them gloves or a coat,

or calling 'all I want Santa is a toy.' It's a real eye-opener that we have people hurting this badly in the U.S.A."

Wilcox said that BLET and UTU members make up the Safety Teams, which arrive in advance of the train and provide protection at the stops, stretching out yellow caution tape and keeping crowds at a safe distance from the train.

"We keep people back as the train comes in for the stop and give the engineer comfort that everyone is in the clear so he can ease in for a good spot up," Wilcox said.

The Safety Team members who coordinate with the operating crew include:

Tim Love, President of Division 781; Tony King, Division 781; Brother Wilcox; and John Hilemon of UTU.

Brother Callahan said he worked on the Safety Team for six years prior to running the train this year. He joined the Air Force after high school and hired out in early 2000, earning promotion to locomotive engineer in 2007. He joined the BLET on August 1, 2007.

He and his wife, Erica, and two sons: Gavin, 8, and Greyson, 4. They met him at the parade in Kingsport, Tenn., following the conclusion of the run. His older son Gavin volunteered to help.

"He gets a kick out of giving out bags,"

Brother Callahan said. "It also puts things into perspective for him and helps keep him grounded."

Completing the crew on the 2012 run was UTU member Bob Runnion, conductor, and UTU member Bobby Dugger, brakeman.

Including the departure city of Shelby, Ky., the train stops at: Marrowbone, Ky.; Elkhorn, Ky.; Toms Bottom, Va.; Haysi, Va.; Clinchco, Va.; Freemont, Va.; Dante, Va.; St. Paul, Va.; Dungannon, Va.; Fort Blackmore, Va.; Kermit, Va.; Waycross, Tenn.; and Kingsport, Tenn., where Santa gets off the train and heads the annual Kingsport Christmas parade. ©



Brother Callahan (left) ran the train safely and on time for thousands of families and children (center) who turned out to see Santa Claus and Thompson Square (right), a Grammy-nominated husband-and-wife country music duo.

Photos: courtesy BLET Division 781

SUMMARY ANNUAL REPORT FOR BLET DISABILITY AND WELFARE BENEFIT TRUST FUND

This is a summary of the annual report for the Brotherhood of Locomotive Engineers and Trainmen Disability and Welfare Benefit Trust Fund, 30-0262584/501, for 01/01/2011 through 12/31/2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The plan had two contracts with Metropolitan Life Insurance Company to pay certain claims incurred under the terms of the plan. The total premiums paid for the plan year ending 12/31/2011 were \$8,398,211.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was

\$5,590,836 as of 12/31/2011, compared to \$4,662,475 as of 01/01/2011. During the plan year the plan experienced an increase in its net assets of \$928,361. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$9,178,798, including employer contributions of \$6,915,888, employee contributions of \$2,144,662, gains of \$101,783 from the sale of assets and earnings from investments of \$16,465. Plan expenses were \$8,250,437. These expenses included \$149,019 in administrative expenses

and \$8,101,418 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call

the office of Brotherhood of Locomotive Engineers and Trainmen, who is Plan Administrator, at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH, 44113-1702, (216) 241-2630. The charge to cover copying costs will be \$4.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, if any, or a statement of income and expenses of the plan and accompanying notes, if any, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes, if any, will be included as part of that

report. The charge to cover copying costs given above does not include a charge for copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH, 44113-1702 and at the U.S. Department of Labor in Washington DC, or obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington DC 20210. ©

Local Chairmen complete advanced training

Several BLET officers successfully completed the BLET Education & Training Department's Advanced Local Chairman Workshop from September 30 through October 6, 2012.

This workshop went into greater detail than regular Local Chairman training classes, focusing on claim handling, writing, and investigations. Among other assignments, members were given a topic to research and reported their findings back to the class. There also was a session on Duty of Fair Representation (DFR) and the Railway Labor Act (RLA). Additionally, members were required to

write several appeal letters on cases handed out in class. A highlight of the class is when attendees participate in a simulated disciplinary hearing.

The workshop took place at the Conference Center of the Maritime Institute in Linthicum Heights, Md. Those in attendance participated in a walk-through of the Maritime Institute facilities, including their simulator.

BLET National President Dennis R. Pierce and First Vice President E. Lee Pruitt attended part of the workshop and delivered presentations to bring those in attendance up to date on the business of the BLET National Division. ©



Presenters and class attendees at the BLET's Advanced Local Chairman workshop, September 30-October 6, 2012 Seated, from left: National Vice President Marcus Ruef; National Secretary-Treasurer Bill Walpert; Assistant Arbitration Director Doug Davidson; and Special Representative and Coordinator of Education and Training Ken Kroeger. Standing, from left: National Vice President Steve Bruno; New Jersey State Legislative Board Chairman Matt Kronyak; Local Chairman Brett Hobbs, Division 520 (Joliet, Ill.); James Logan Jr., Division 620 (Fort Worth, Texas); Ray Letcher, Division 349 (Salt Lake City, Utah); Dewey Brown, Division 267 (Asheville, N.C.); Lon Bjerke, Division 727 (Sterling, Colo.); Brian Baginski, Division 601 (Newark, N.J.); Mary Donch, Division 269 (Long Island, N.Y.); Scott Alexander, Division 523 (Chickasha, Okla.); C.R. "Rusty" Jones, Division 239 (Knoxville, Tenn.); and Duane Lance, Division 786 (Macon, Ga.).



President Pierce



1st VP Pruitt

BLET HOLIDAY GREETINGS

A LOOK BACK AT 2012

Looking back, it's hard to believe the members of your Executive Committee and Advisory Board were sworn in less than two years ago, on January 1, 2011. The past 24 months have flown by and events have unfolded so quickly that it feels like installation took place just yesterday. The year 2011 went by in a blur, and 2012 was no different.

We began 2012 with ratification of our national agreement, then we quickly shifted our focus to on-property negotiations at Union Pacific. That was followed by agreements at numerous other railroads, including: Great Western Railway of Colorado; Eastern Idaho Railroad; Grand Trunk Western; Connecticut Southern; Ohio Central/Columbus & Ohio River Railroad; New York, Susquehanna & Western; and Montana Rail Link. Additionally, our Amtrak Brothers and Sisters approved a new agreement in January.

We also activated our National Mobilization network for the all-important November elections. Much time was spent in advance of the election using the network to mobilize a large turnout of voters on November 6. Even though we as an Organization endorsed specific candidates for office, the objective of our mobilization event was to get out the vote — regardless of the candidates. Voting is an important right for all Americans and it was gratifying to see so many BLET members exercising that right this year.

The War on Workers, unfortunately, remained a dominant theme throughout 2012. Our Brothers and Sisters in Michigan were on the front lines in December to protest "right-to-work" legislation that was hammered through by a lame duck state legislature. This legislation permits freeloaders to enjoy the



wage and benefit fruits of collective bargaining without making any financial contribution toward making and enforcing contracts, and causes union members to pay higher dues than they should. A few months earlier, legislators in Indiana passed similar anti-union legislation to make their state a "right-to-work" (for less) state. Members of the BLET were among the thousands of pro-American, pro-union, and pro-middle class protestors on the front lines in both Michigan and Indiana, making their voice heard loud and clear against the divisive legislation.

Our successful "Proud to be American, Proud to Be Union" campaign was embraced by the membership in 2012 and has helped to increase pride in our Organization while elevating the public's view

of our Brotherhood. This campaign will continue in the months to come. We also will use our BLET publications to highlight other proud American unions and the goods and services they provide, thereby helping our members to make choices as consumers to support American-made, Union-made products.

Countless hours were spent in Washington, D.C. in 2012, closely monitoring proposed changes to laws or regulations that might negatively impact locomotive engineers and trainmen. Much time also was spent lobbying on behalf of legislation to improve our rights and working conditions, while fighting against efforts to chip away at the regulatory protections we have secured over the years. The issue of whistleblower rights came to the forefront in 2012, after years of struggle

to better protect rail workers who report unsafe workplace conditions. The wheels of justice sometimes move slowly, and it took many years to secure these new whistleblower protections. It is our hope that these whistleblower rights will help to one day finally stamp out management's harassment and intimidation of our members.

Also throughout 2012, the members of your Executive Committee were privileged to attend numerous Brotherhood meetings, including important Division, State Legislative Board and General Committee of Adjustment meetings. Our Division Officers, State Legislative Board Chairmen and General Chairmen are some of the hardest working officers in all of Rail Labor and they deserve our thanks and appreciation.

And as the year draws to a close, your Executive Committee would like to take the time to thank you for your participation in our great Brotherhood. Let us take time during this holiday season to pause, catch our collective breaths, and reenergize ourselves for the coming year. Please take the time to focus on the important things in life — your health and your family and friends. Your BLET Executive Committee wishes each and all nothing but the best during this holiday season and in the coming New Year.

Fraternally,

DENNIS R. PIERCE
NATIONAL PRESIDENT

E. LEE PRUITT
FIRST VICE PRESIDENT

WILLIAM C. WALPERT
NATIONAL SECRETARY-TREASURER

HAPPY HOLIDAYS FROM THE BLET AUXILIARY!

BY ANITA J. CARUSO
NATIONAL PRESIDENT, BLET AUXILIARY



The BLET Auxiliary National Officers and our members extend best wishes to the BLET National Officers and all our BLET Brothers and Sisters for a peaceful and joyful holiday season. Now that the National Election is over, we can rest our minds a bit and get down to the real meaning of the season.

This time of year is always hectic with traveling, shopping, and parties. Sometimes, those of us who live the railroad lifestyle don't always have the best, most idyllic holiday season, but we do our best! We have learned to accept the fact that we will probably be attending parties

and school holiday functions without our spouses. While we know our spouses would prefer to be with us, they are not always available to attend these type of events. It's as difficult for them to miss out on these opportunities as it is for us to attend without them. It takes a very dedicated spouse to tolerate the intricacies that accompany this career choice. No one ever said that being a railroad spouse was going to be easy; however, when we look around at what is happening in the American workforce today, we find that we have a lot for which we can be grateful. Remember to take a moment this holiday season to give thanks

for our union officers who work hard to ensure that our spouses' many benefits remain intact and that safety rules remain in place so that they return home safely from each trip.

However you choose to celebrate the holidays, please remember those in the military who are far from their loved ones, as well as the many who have lost their jobs, homes, and family members this past year. We also pray for those who recently suffered devastating losses in the storm-ravaged cities along the east coast.

We wish everyone a safe, wonderful, blessed holiday season and a joyous beginning to the New Year! @@@

2012 AUXILIARY NATIONAL OFFICERS:



SEREENA HOGAN
NATIONAL VICE PRESIDENT/NLR



LINDA D. MAHER
NATIONAL SECRETARY



HELEN BRAND
NATIONAL TREASURER



GINA FORMAN
NATIONAL 1ST VP/NATIONAL OUTREACH COORDINATOR



KATHY HURST
NATIONAL 2ND VICE PRESIDENT/NLR



DARLA FENT
NATIONAL CHAPLAIN



LAWANA W. POSS
NATIONAL ALTERNATE SECRETARY



TERI FLEMING
NATIONAL ALTERNATE TREASURER



BECKY SCHNEIDER
NATIONAL PAST PRESIDENT

BLET members ratify new contract at Montana Rail Link

By a better than 3-to-1 majority, members of the Brotherhood of Locomotive Engineers and Trainmen ratified a new collective bargaining agreement with Montana Rail Link (MRL) on November 20. The agreement covers approximately 400 members.

The agreement provides for six general wage increases totaling 18.6 percent — a compounded value of 20.1 percent — over the life of the agreement, which runs through April 1, 2016. Members will also receive a \$1,500 signing bonus. Wage increases were effective December 1, 2012, and include retroactive payments for affected employees.

The agreement also governs numerous work rules and employee health and welfare benefits. The agreement maintains a provision that two locomotive engineers will remain in the cab on trains operating in road service, an important victory for MRL members. It also calls for various other improvements, including an increase in meal allowances effective April 1, 2013.

BLET National President Dennis R.



Pierce thanked the MRL membership for their participation in negotiations and the ratification process. He also commended the members of the negotiating team for the commitment: BNSF/MRL General Chairman Matt O. Wilson; National Vice President Mike Priester; 1st Vice General Chairman Jerry LaPrath; Local Chairman Pat Ricci, Division 262 (Missoula, Mont.); and Local Chairman Paul Slater, Division 232 (Laurel, Mont.).

The previous contract expired in April of 2011. Brother Wilson thanked the MRL membership for staying informed throughout the 19-month negotiating process.

"I want to express my personal appreciation to our members on Montana Rail Link who stuck in there throughout this tough process and who appeared at all those union meetings during our many visits to their divisions, and particularly those who spoke up," Wilson said. "Our mem-

bership not only fought for wages equal to those who work on the Class I railroads, but they also fought to preserve two engineers in the cab on trains operating in road service."

An important side letter obtained by the BLET was a commitment from MRL to attain and maintain a number of engineers sufficient to cover all engineer and assistant engineer positions (including extra board positions) with qualified engineers, while having a modest surplus of qualified engineers available to meet peak service demands.

"This was a long and difficult process and I thank the actively involved MRL membership for their perseverance," President Pierce said. "The negotiating team also deserves credit for the hard work to obtain a ratified agreement. This contract will help maintain the quality of life our members have earned through their professionalism, hard work and dedication to the craft."

Headquartered in Missoula, Mont., MRL is a Class II regional railroad that consists of more than 900 miles of track serving over 100 stations in the states of Montana, Idaho and Washington. It connects with the Burlington Northern & Santa Fe Railway (BNSF) at Laurel and Garrison, Mont., as well as Spokane, Wash. It connects with the Union Pacific Railroad at Sandpoint, Idaho. ©©

Division 34 adopts two families for the holidays

For the eighth year in a row, the members of BLET Division 34 (Columbus, Ohio) are generously shared their good fortune and helped those in need through their annual Adopt-A-Family program.

"We have given Christmas to 75 children over the years," said Jeffrey L. Murray, President and Legislative Representative of Division 34. "It is an incredible blessing to be a part of this program and a tremendous honor to help promote it."

This year, Division 34 is adopted two families and 13 total children.

THE DURR FAMILY

Andrew and Elizabeth Durr are a typical family struggling to support a large family in a tough economy. Andrew works at the Post Office and Elizabeth has been unable to find work due to a medical condition. The couple has six children of their own, but they added three more in spite of the increased financial burden.

Andrew and Elizabeth got word that a neighbor was in trouble. The father was sent to prison and, with no one to help with the three children, the mother turned to drugs. Children's Services intervened and planned to split up the three children into different foster homes, but the Durrs stepped in and took in all three.

"Already struggling to support six children, they decided to welcome three more into their family," Brother Murray said. "They did it because they know the importance of keeping families together."

Their children are: Marissa, 10; Madison, 9; Jacob, 7; Myleigh, 4; Mallory, 3; Joseph, 1½; Hannah, 5; Ryan, 2½; and Brandon, 1.

THE ROBINSON FAMILY

A few hours after cheerleading at her high school's homecoming football game, Courtney Robinson, 17, was rushed to the emergency room with seizures. Doctors found a cancerous brain tumor and

four days later she underwent a nine-hour procedure to remove it. While it's still too early to know the outcome, doctors have already prescribed an intensive program of radiation and chemotherapy. To make matters worse, on the very morning of Courtney's brain surgery, her mother Crissy was served with divorce papers.

On a positive note, many local media outlets picked up on the story. Courtney and her family received a great deal of moral support from the community and their friends on social networking sites. However, she has an aggressive form of cancer and it is expected that her mother will have to deal with treatments — and astronomical medical bills — for quite some time.

"This is a particularly heart-wrenching story to me," Brother Murray said. "This happened in my hometown and Courtney's mom Crissy was a dear friend of mine in high school."

Since the father left the Robinson family, their only form of income is child support. In addition to Courtney, Crissy has three more children: Lexxy, 15; Taylor, 12; and Mikaela, 9.

A HELPING HAND

After helping so many children over the past seven years, Brother Murray and the members of Division 34 are soliciting donations to help the two families and 13 children in 2012.

"None of this would be possible without the support we have received from outside individuals and organizations," Murray said. "People like you! This program began because God compelled many of us to get involved and it has evolved into something magical."

BLET National President Dennis R. Pierce thanked Brother Murray and the members of Division 34 for their generosity and dedication to the Adopt-A-Family program. President Pierce noted that the National Division presented a

check for \$500 to the Adopt-A-Family program, as it has been done for the past several years.

"This is a worthwhile cause and I am proud to again support Division 34," President Pierce said. "It is especially heartwarming to see the generosity of railroaders during this time of year. We have been blessed and, with the economy the way it is, it's incumbent upon us to lend a helping hand to those in need."

If you desire to help next year, you may contact Brother Jeff Murray by email, Murrays3@hotmail.com, or you can make a donation to:

BLET DIVISION 34
11774 EDDINGTON AVE.
PICKERINGTON, OH 43147

Please make checks payable to Division 34 and put "Adopt-A-Family" in the memo line. ©©



LECMPA provides job insurance to union transportation workers, protecting members and their families from wage loss.

- Generous Loyalty Appreciation Program that rewards long-time members.
- Accidental Death Benefit included in most plans. You are protected on and off the job. It also covers your beneficiary at no extra cost.



(800) 514-0010
www.lecmpa.org

Transportation workers protecting each other since 1910.

HURRICANE SANDY

BLET, Teamsters seek help for members impacted by Hurricane Sandy

The BLET New Jersey State Legislative Board, in conjunction with Teamsters Joint Council No. 73, is soliciting donations to help the victims of Hurricane Sandy.

"As you are aware, thousands of families in New Jersey within the jurisdiction of Joint Council No. 73 have suffered physically and economically from Hurricane Sandy," wrote Alphonse Rispoli, President of Joint Council No. 73. "One of our members lost his life and Teamsters' homes have been lost or severely damaged; personal property has been destroyed; and many are homeless, without food and shelter. All need our help."

Brother Matt Kronyak, Chairman of the BLET New Jersey State Legislative Board, is asking BLET

members who wish to help to consider making a donation to the Joint Council No. 73 Food Bank/Sandy Relief Effort.

Brother Kronyak helped to coordinate a food drive to help those in need.

The Joint Council No. 73 Food Bank is a charitable 501(c)3 corporation, which has been authorized to provide economic as well as physical assistance to all Teamster and BLET members and their families in their recovery from losses suffered by Sandy.

Donations should be made payable to "Joint Council No. 73 Food Bank / Sandy Relief Effort" and mailed to the Joint Council office at: 150 Morris Ave., Suite 204, Springfield, NJ 07081. Questions should be directed to Joint Council Presi-

dent Rispoli at (973) 467-9100, or to Brother Kronyak via email, mcmkronyak@aol.com.

If you are a BLET member living in Connecticut, New Jersey, New York or Rhode Island, then you may be eligible for financial assistance from the Teamsters Disaster Relief Fund if you have suffered a loss due to Sandy. Information about how to apply for aid is available on the BLET website, www.ble-t.org/disaster.

Additionally, the U.S. Railroad Retirement Board is offering aid to all railroaders who may be out of work due to Superstorm Sandy. @@

THAT INFORMATION IS ALSO AVAILABLE HERE ON THE BLET WEBSITE: WWW.BLE-T.ORG/PR/NEWS/NEWSFLASH.ASP?ID=5363

TEAMSTERS OFFER SANDY DISASTER RELIEF ASSISTANCE IN RHODE ISLAND

The Teamsters Disaster Relief Fund is accepting applications for assistance from members who live in Rhode Island after Superstorm Sandy caused major damage to homes and property on October 29, 2012.

Available from the BLET website are Teamster "Disaster Relief Alert Notices" and "request for help" forms. If you live in the affected area and experienced a loss due to this FEMA-declared major disaster, please download and fill out the forms. For questions, contact the Teamsters Disaster Relief Fund office at (202) 624-8971.

Members living in Rhode Island's Newport or Washington counties are eligible to apply.

DOWNLOAD "REQUEST FOR HELP" FORM HERE: www.ble-t.org/pr/pdf/RI_disaster_relief_111612.pdf

The deadline for application is January 31, 2013.

This alert follows previously announced Superstorm Sandy-related notices for Connecticut, New Jersey and New York, which are archived on the National Division's website, www.ble-t.org/disaster.

Also, members are advised that the BLET National Division does not administer this program. Questions regarding the application process, pending applications or other inquiries should be directed to the Teamsters Human Rights Commission at the telephone number provided above. @@

2012

Calendar & Events

PLAN AHEAD FOR 2013

June 23-28, 2013
86th Annual Southeastern Meeting Association (SMA)
RICHMOND, VA.

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

July 14-July 18, 2013
73rd Annual International Western Convention
SAN FRANCISCO, CALIF.

Hosted by Co-chairmen Luis Chavez Jr., Local Chairman of Division 283 (Oakland, Calif.) and Oscar Burrola, Local Chairman of Division 839 (Richmond, Calif.), at the Hilton San Francisco Financial District Hotel for the 2013 IWC. www.iwc2013.org

July 28-August 1, 2013
75th annual Eastern Union Meeting Association (EUMA)
BALTIMORE, MD.

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

August 25-29, 2013
78th annual Southwestern Convention Meeting (SWCM)
NEW ORLEANS, LA.

Arrangements Chairman Arlin Todd, Chairman of the Louisiana State Legislative Board, welcomes all BLET members to the Loews New Orleans Hotel for the 2013 SWCM. More details to come.

SAFETY TASK FORCE HOTLINE

(800) 306-5414

Report major accidents when they happen

FOCUS ON VALUE

E	1
F P	2
T O P	3
B R C F	4
V A L U E	5
E D F C Z P	6
F E L O P Z D	7
D E F P O T E C	8
L E F O D P C T	9
F D P L T C E O	10
P E Z O L C F T D	11



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 A Division Of The Rail Conference, International Brotherhood Of Teamsters

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 2012, ALL RIGHTS RESERVED
VOLUME 26 • NUMBER 10 • November/December 2012

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.

12/12

Photo of the Month: December 2012

SPIRIT OF NASHVILLE: CSX lead locomotive 4589, known as The Spirit of Nashville, idles at dusk in front of the old Union Station in downtown Nashville, Tenn. Built in 1900, the former railroad station was sold many years ago and is now the home of an upscale hotel. The intermodal train is on its way from Nashville to Atlanta. **Photo:** courtesy P.F. Zuzich, BLET Division 129 (Nashville, Tenn.)



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

images to the "Photo of the Month" section of the News-letter. 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 September & October 2012 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; Democratic National Convention, Charlotte, N.C.; Southwestern Convention Meeting (SWCM), Galveston, Texas; General Executive Board mtg., Naples, Fla.; Colorado State Legislative Board mtg., Denver, Colo.; Virginia State Legislative Board mtg., Richmond, Va.; Advanced Local Chairman workshop, Baltimore, Md.; Arizona State Legislative Board mtg., Tucson, Ariz.; Washington State Legislative Board mtg., Seattle, Wash.

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; Labor Day; SWCM convention, Galveston, Texas; National Association of Railroad Referees, Chicago; Virginia State Legislative Board mtg., Richmond, Va.; BLET National Legislative Office, Washington, D.C.; Advanced Local Chairman class, Baltimore, Md.; Mtg. w/ GC Hannah, Los Angeles, Calif.; Vacation; Arizona State Legislative Board mtg., Tucson, Ariz.

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); SWCM mtg., Galveston, Texas; Colorado State Legislative Board mtg., Denver, Colo.; NRRIT mtg., Washington, D.C.; Advanced Local Chairman workshop, Baltimore, Md.; Arizona State Legislative Board mtg., Tucson, Ariz.; Local Chairman workshop, Baltimore, Md.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; BLET Security Officer; General office duties, telephone, correspondence communications; Coordinate content of NLO website; Weekly Drive Committee and Legislative meetings; Democratic National Convention, Charlotte, N.C.; SWCM mtg., Galveston, Texas; Colorado State Legislative Board mtg., Denver; IBT political coordinators conference call; Hearings, receptions and various mtgs. with U.S. Representatives, Washington, D.C.; Town Hall meetings for BLET members in Missouri, Kansas and Nebraska, Kansas City, Mo.; Missouri-Kansas-Nebraska Conference of Teamsters mtg., Lake of the Ozarks, Mo.; NARVE mtg. and presentation, Fresno, Calif.; Arizona State Legislative Board mtg., Tucson, Ariz.; Washington State Legislative Board mtg., Seattle; Election 2012 GOTV efforts, MO, AZ, OH and multiple states.

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; Grand Trunk Western; Duluth Missabe & Iron Range; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Illinois Central negotiations prep., Chicago; Executive Session PLB 7554; Assist GC Craddock w/ CN-IC Section 6 talks, Chicago; PLB 7570, assisting GC Cundari, IHB, Chicago; PLB 7570; Division 184 mtg., WC, Chicago; BRC claims conference, sign agreement; Assist D.W. Davidson w/ referee orientation session; NRAB annual mtg.; ROAR bi-annual mtg.; Section 3 committee mtg.; NARR annual mtg.; Assist GC Hobbs, EJ&E; Update memo on Section 3 and PRC, Award 27621 remedy issue; Vacation; Conference call w/ GC

Reynolds and Hobbs, EJ&E/WC, re: NY Dock arb. prep; Local Chairman Workshop, Baltimore, Md.; Assist GC Linsey w/ discipline issue, NS-N; Assist GC Reynolds w/ PLB 7236 prep., Chicago; Assist GC Craddock w/ Section 6 negotiations, IC; Attend Division 10 mtg., Chicago; Local Chairman workshop, Baltimore, Md.

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, Eastern Idaho), Central Region, Southern Region (New Orleans & Gulf Coast); On duty at home office; SWCM mtg., Galveston, Texas; Colorado State Legislative Board mtg., Denver; Union Pacific-Western Region claims conference, Omaha, Neb.

VICE PRESIDENT WILLARD E. KNIGHT: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; Grand Trunk Western; General office duties, telephone, correspondence communications, prepare for PLBs, etc.; PLB 7574 w/ GC Wallace and VGC Cox, Ft. Myers, Fla.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; Dispute Resolution Committee (DRC) issues, CSXT; General office duties, paperwork, correspondence, telephone calls, etc.; IRR negotiations prep.; SWCM, Galveston, Texas; Prepare for DRC meetings.

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, correspondence communications, etc.; Vacation; SWCM mtg., Galveston, Texas; PLB 7053 w/ GC Brown, BNSF, Chicago; National Association of Railroad Referees, Chicago; MRL contract mtgs. w/ GC Wilson, Billings and Missoula, Mont.; General Chairmen Safety Summit, BNSF, Dallas/Fort Worth, Texas; Local Chairman workshop w/ GC Holdcraft, BNSF, Dallas/Fort Worth; MRL contract mtgs. w/ GC Wilson, Billings, Laurel and Missoula, Mont.; BNSF crew support mtg. w/ General Chairmen, Topeka, Kan.

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, correspondence communications, etc.; Assist GC Semenak, CP issues; Assist GC Parker, KCS issues; Assist GC Barriger, Huron & Eastern issues; SWCM mtg., Galveston, Texas; Assist GC Rodriguez, Tex-Mex issues; Midwest Rail Craft Scholarship Fund, Excelsior Springs, Mo.; PLB 6560, assist GC Moore, Boston, Mass.; Assist GC Moore, MM&E RR negotiations, Bangor, Maine; Assist GC Linsey, W&LE issues.

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, general office duties, etc.; NMB conference call re: PLB 7490, assisting LIRR; Metra contract negotiations, Chicago; PLB 7490 executive session, LIRR; SWCM mtg., Galveston, Texas; Conference call, RSAC FMP edit documents; Prepare proposals, NMB and PEB preparation, Metra.

PROUD TO BE AMERICAN ★ PROUD TO BE UNION

ORDER BLET LOGO GEAR AND MORE ONLINE: Go to teamstersmerchandise.com and click on "BLET"

New
winter
gear!



Kendall Jacket

Stay warm while looking stylish in this soft cotton micro poplin jacket. It has a quilted lining and a full zip with front snap closures. Contrasting collar adds detail to a sturdy jacket you will wear with pride.

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



Cumberland Jacket

Heavyweight canvas work jacket with thermal lining. Hood with drawstrings and full zip front, large side pockets with an added inside pocket. This jacket is rugged and will stand up to a hard days work.

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



Stocking Cap

Show your union pride wearing our newest addition — the classic stocking cap. 100% acrylic knit with a fold-over cuff that proudly displays an embroidered BLET logo in the center.

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