

LOCOMOTIVE ENGINEERS & TRAINMEN *Journal*

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2nd
National
Convention
October 4-7, 2010
PG 4

Dynamic Leaders

**A new Executive Committee
leads the way for the BLET**

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President Dennis Pierce (center),
Lee Pruitt and Bill Walpert

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Standing on the shoulders of giants

Last Runs and Retirements



LEGISLATIVE UPDATE

Political, regulatory
and legislative news
from the BLET National
Legislative Office

**BLET PRESIDENT'S
MESSAGE PG 2**



BLET President's Message

BY DENNIS R. PIERCE, BLET NATIONAL PRESIDENT

Welcome back, old friend

It gives me great pride to author the President's Message in this first edition of our esteemed quarterly magazine, the *Locomotive Engineers and Trainmen Journal*. This publication traces its roots to the earliest days of organized labor in America. First published in January 1867 as the *Locomotive Engineers Monthly Journal*, today's *Journal* is a direct link to the Founding Fathers who established our organization more than 147 years ago.

Just like the magazine of generations past, the *Journal* will highlight human-interest stories that profile our members. The *Journal* will feature those whose day-to-day commitments have made our Organization the leader of the rail labor movement in America.

Perhaps the most important lesson we can learn from the history of our great Brotherhood is that success depends upon dedication to and activism in achieving a common goal. The late Vince Lombardi once said: "Individual commitment to a group effort — that is what makes a team work, a company work, a society work, a civilization work." It's also what makes a union work.

The old *Journal* teaches us that the achievements over 147 years were not brought about merely by a few elected individuals sitting at a negotiating table, or a general chairman arguing a case before an arbitrator. Our most important inheritance from



First published in January 1867 as the *Locomotive Engineers Monthly Journal*, today's *Journal* is a direct link to the Founding Fathers who established our organization more than 147 years ago.

those who came before us is the understanding that our union does not work unless everyone is on board working together toward a common goal in the spirit of unity and Brotherhood.

Coach Lombardi also said: "The achievements of an organization are the results of the combined effort of each individual." I believe that membership in the BLET carries with it an obligation on everyone's part to participate. There are many things each member can do to position us for success. Go to your Division meetings. Read and understand your contract. Vote in Division elections. Vote on contracts and other union referenda. Ultimately, you will only get out of your Brotherhood what you put into it.

I know from my own personal experience that being involved can make a difference. This *Journal* includes a report from Vice President and National Legislative Rep-

resentative John Tolman on the upcoming mid-term elections in November. We live in a time of great economic uncertainty and our nation is deeply divided. The outcome of the national election will have a huge impact on what we will be able to accomplish in the coming years because government plays a major role in the railroad industry.

In 2008, I decided to become more involved with the election process in Texas, where I lived. I volunteered to be a precinct chairman and an election judge, because I wanted to do more than just cast my vote — I also wanted to encourage others to be more active. I viewed my political activism as investing some of my personal and family time today so that my family could enjoy a better tomorrow. It was a most rewarding experience for me and connected me to the process in a way I had never been connected before.

You can tell a lot about someone by how they refer to

the BLET and other unions. The bosses and their allies refer to us as "labor bosses" or simply as "labor," fostering the inference that a small group of people exercise an outsized influence at the expense of the majority. But the history of this great nation — including the history documented in publications like the old *BLE Journal* — teaches a far different lesson: in order to succeed, labor must be a **movement**.

It was the **labor movement** that brought the 8-hour day, vacations and employer-paid health care. It was the **labor movement** that led the fight for civil and women's rights. And it is the **labor movement** that scares the daylights out of corporate America.

We need to get back to our roots; to rebuild the BLET into a true movement, in which one fights for all and all fight for one. We cannot get there unless you are willing to be an active participant, to make sure that your voice is heard, and to shape our future through your personal involvement. Please join me in making this *Journal* a touchstone that remakes our great Brotherhood into a contemporary version of the Organization that has been at the forefront of the labor movement so often in our nation's history. We owe our families no less.

DENNIS R. PIERCE

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Journal

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Convention call 2010

More than 500 delegates will convene in Reno, Nevada, for the BLET's Second Quadrennial National Convention from October 4-7, 2010.

The delegates will represent nearly 38,000 active locomotive engineers and trainmen throughout the United States. They will be charged with nominating candidates for National Division office, analyzing and voting on changes to the Brotherhood's bylaws, and various other important duties.

The National Convention is held every four years, and




Grand Sierra Resort: Site of the BLET's Second National Convention, October 4-7, 2010.

this will be the second such convention since the Brotherhood merged with the International Brotherhood of Teamsters effective January 1, 2004.

The BLET National Division has established a National Division Convention area on its home page. Delegates can register for the convention using the site, and can also



make hotel reservations.

Additionally, the page contains official correspondence and letters regarding the convention, and contains links to other areas of the website with information for candidates who are seeking to run for office. 

PLEASE VISIT THE BLET WEBSITE AT: WWW.BLE-T.ORG/CONVENTION



Farewell and thank you, Brother Sorrow!

Paul Sorrow retires as National President

The BLET National Division extends best wishes for a happy and healthy retirement to Brother Paul T. Sorrow, who resigned as National President effective July 2, 2010, in order to retire.

Brother Sorrow held the Brotherhood's highest office for only a brief time (October 2009-July 2010), but made a lasting and profoundly positive impact on the entire Organization.

"Paul Sorrow took the office of President during a difficult time for the BLET, but he performed admirably," BLET National President Dennis R. Pierce said. Pierce served as First Vice President under Paul Sorrow and, under the BLET's Bylaws, assumed the Presidency upon Sorrow's re-



tirement. "The Advisory Board rallied behind his leadership and enacted several important reforms to during his tenure."

He was honored at the Southeastern Meeting Association annual convention in Cincinnati, Ohio, with a plaque recognizing his 45-year railroad career and 38 years of service to the Brotherhood, including his service as Local Chairman of Division 498 (Abbeville, S.C.), as well as his years as General Chairman, Vice President and National



Top: Paul Sorrow receives a standing ovation at the SMA in Cincinnati. **Above:** He and his wife Lynn at a retirement celebration at National Division headquarters. **Left:** A special retirement cake from the SMA arrangements committee.

President. The plaque was presented by General Chairman Tony Smith (CSX-Eastern Lines) and General Chairman John Karakian (Grand Trunk Western).

Additionally, Brother Sorrow was presented with a hand-somely engraved Brass Bell at a retirement dinner in his honor by the BLET Advisory Board.

Citing health concerns, Brother Sorrow said the decision to retire came after many long discussions with his physician, his wife and "the man upstairs."

Brother Sorrow hired out with the Seaboard Air Line in 1965 and earned promotion to locomotive engineer in 1966. He joined the BLET in 1972, and has proudly held continuous membership in Division 498 ever since.

"On behalf of the Executive Committee, Advisory Board, and the 55,000 men and women of the Brotherhood of Locomotive Engineers, I wish Paul Sorrow many, many years of health and happiness during his retirement," President Pierce said. 🕒

BLET members participate in Vancouver Olympics

Two BLET members had the time of their lives as volunteers at the Vancouver Winter Olympic Games in February.

Joe Walsh and Jonathan Kayes, both members of BLET Division 263 (Wilkes-Barre, Pa.), were chosen to be part of the 50-person crew of volunteers from the Canadian Pacific Railway to help out at the games.

Walsh is a veteran BLET member, having joined the Brotherhood on Feb. 1, 1973, while Brother Kayes has been a BLET member for 10 years. Both are locomotive engineers with Canadian Pacific Railway, a major sponsor of the 2010 Olympic Games.

Walsh said it was an experience he will never forget. "It was such an honor to be there," Walsh said. "Vancouver is a beautiful part of the country. The mountains are right there and people from all over the world were streaming in."

As a load-zone attendant, Walsh made sure the buses, cars and trams filled with athletes and dignitaries flowed through the entrance in a timely man-




Olympic volunteers: BLET Members Joe Walsh (left) and Jonathan Kayes, both members of Division 263 (Wilkes-Barre, Pa.), volunteered to help Olympic athletes at the Vancouver Winter Olympic Games in February.

ner. Kayes performed a similar task. Kayes, Walsh and the rest of the volunteers worked in Vancouver through the end of the games on February 28.

"I think that part of the reason I was chosen to help out here was that I have been volunteering with my local fire department for the past several years," Walsh said. "The Olympic organizers seemed to place a high priority on volunteerism. My son visited me during the games which coin-


cided with his 14th birthday. I hope this trip will serve as an impetus for him to do some volunteering, too."

BLET National Division headquarters supplied Walsh and Kayes with a supply of union lapel pins and pens, which Walsh has enthusiastically passed out to all of the CP volunteers. "Every time I pass out a BLET item I explain who we are as, 'We are the guys who move the trains and blow the whistle.'" 

Mobilization Re-energized

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

Originally, the term "mobilization" was used in a military sense to describe the act of assembling troops and supplies and making them ready for war. In today's union terminology, mobilization is a communications network to disseminate information as quickly as possible throughout the organization.

The mobilization team has already tackled several projects, including a get-out-the-vote drive on BNSF and an effort to overturn legislation that would have cut Amtrak funding. 

Mobilization Network Structure

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



BLET member donates bone marrow, helps save a life

Thirteen years ago, Matt Kronyak's nephew was battling leukemia. Everyone in his family signed up to become a bone marrow donor, but no one was a match. An outside donor was eventually found, and his nephew is now alive and doing well.

In February, Kronyak, a CSX locomotive engineer with BLET Division 235 in New Jersey, got an unexpected phone call. He had been on the bone marrow registry list all this time and now someone needed him.

"They called me and asked if I'd be a donor for a 43-year-old woman," Kronyak said. "They said I was a perfect match."

Registering to become a bone marrow donor had been a relatively simple process. Kronyak simply gave blood and answered some questions. Donating the actual bone marrow, however, was more involved.

He was asked several hundred questions about his health and given tests to ensure he was in perfect physical condition.

For five days in March, Kronyak was given a shot a day to build up his stem cells. On the first day of the shots, Kronyak had just been elected State Chairman to the New Jersey State Legislative Board. It was a gratifying, yet stressful week.

After the completion of the shots, Kro-



Matt Kronyak: Chairman of the New Jersey State Legislative Board with BLET National President Dennis Pierce

nyak sat at the hospital for eight hours, making a peripheral blood stem cell (PBSC) donation. The procedure was discomforting, but well worth it.

"The woman I donated to sent me a card that said, 'Thank you for saving my life.' I figured if it was one of my family members or my wife, I'd want someone to do it," Kronyak said.

He doesn't know who the woman is or where she lives. The patient's identity will be kept anonymous for one year, to ensure that some time has gone by and she is doing well before he is able to meet her.


Always Involved

Donating his bone marrow was hardly the first truly selfless act that Kronyak has taken part in.

"Teamsters do a lot of stuff for a lot of people. We are always involved," Kronyak said.

Last summer, members of Teamsters Joint Council 73 and the BLET in New Jersey made some wishes come true for eight children with terminal cancer. The children came to the New Jersey/New York area from Australia through Challenge, an organization similar to the Make a Wish Foundation in the U.S. Kronyak organized a special "Santa Train in July" excursion and a number of other activities for the children.

"My mother died of cancer and anything I can do, whether it's spending time with the kids or donating bone marrow, I'll do it," Kronyak said.

Kronyak urges his fellow BLET members and Teamsters to help in their local unions and communities. For those interested in donating bone marrow, potential donors can join a registry through a local hospital or find out more online. He encourages fellow Teamsters with questions to email him at mcmkronyak@aol.com 

Teamsters Rail Conference publishes 'High Alert 2' report

The Teamsters Rail Conference recently announced the publication of "High Alert Report 2: Four Years Later Workers Continue to Warn of Security Gaps on Nation's Railroads." The report details the results of a new survey of Rail Conference members revealing that top U.S. rail carriers have failed to take significant steps to close the security gaps that put at stake the safety of rail workers and communities across the country.

Members of the BLET and Brotherhood of Maintenance of Way Employees Divi-



sion (BMWED) completed 7,280 surveys that evaluated safety and security measures put in place at Class 1 railroads.

BLET National President Dennis Pierce, who is also President of the Rail Conference, said the survey showed that BLET and BM-

WED continue to report an "unacceptable level of vulnerability" while on the job. 

**A COPY OF THE REPORT
CAN BE OBTAINED FROM
THE TEAMSTERS WEBSITE:**

WWW.TEAMSTER.ORG/CONTENT/RAIL

We welcome your letters

The Locomotive Engineers and Trainmen Journal welcomes Letters to the Editor. Please include your name, address, BLET Division number, email address, and/or phone number on any submissions.

We reserve the right to edit your submission for grammar, punctuation, content, and space considerations.

Address letters to: Editor, Locomotive Engineers and Trainmen Journal, 1370 Ontario St., Mezzanine, Cleveland, OH 44113-1702

Or email: Bentley@ble-t.org



Guest Columnist

BY FREDERICK ("FRED") C. GAMST



Standing on the shoulders of giants

Today's Journal
an important link to
origins of rail labor



About the Author:

The author, Frederick C. Gamst, Ph.D., is Professor Emeritus of (social) Anthropology at the University of Massachusetts, Boston and an adjunct Professor of Anthropology at the University of Wyoming. Formerly he taught for nine years at Rice University in Houston. Dr. Gamst has been a BLET member since 1959 (Tropico Division 660) and has done many studies for the organization. He has read every page of every issue of the *Journal*, dating to the first issue published in January of 1867. He corresponds with hundreds of engineers over the Internet and is always pleased to hear from others about their jobs and thoughts. His e-mail address is: FCGamst@aol.com. Some of his writing can be Googled under Frederick Fred Gamst.

Above left:
Brother Gamst,
circa 1961.
Above right:
Now retired, in 2010

One of the earliest labor journals of North America is the *Brotherhood of Locomotive Engineer's Monthly Journal*, published under varying titles since 1867. The *Journal* provides what became a historical record of the struggles of rail labor beginning with the days when hot lead and cold steel could settle industrial relations, or at least the threat of such by government allied with management. What are some of the *Journal's* highlights of this record in the 19th century, achieved by the BLET since its establishment in 1863, the oldest existing rail labor organization?

Railroad operations had great hazards to life and limb. Casualty rates were extraordinarily high. Accordingly, the insurance companies would not insure the brothers. Thus, in 1867, the BLE created a Mutual Life Insurance Association for protecting widows and orphans created by "the service."

During most of the 19th century, under law, labor unions were illegal combinations constraining business. An individual railroader could legally bargain with a huge corporation but not when united with fellow employees. The law hamstrung unions: no collective bargaining. Formative rail unions had to emphasize their fraternal socializing and mutual aid functions ("Fraternally yours"). The first, limited, rail labor agreement, in 1875, was between the



New York Central & Hudson River and a committee of the BLE. This one-page contract contained basic rules on the all-important craft seniority. The *Journal* reproduced the subsequent, formative labor agreements between the BLE and a carrier.

With BLE support as early as 1869, the firemen organized a craft union in 1873, the Brotherhood of Locomotive Firemen. Later, the two unions agreed with the carriers that engineers would be promoted from firemen. The two crafts were then in the mechanical department and had to per-

form servicing, cleaning, and light repairs on their locomotives under a roundhouse foreman. On the road, they answered to a road foreman of engines. Hours of service on a run could extend for 20 or more hours.

In 1888, the BLE and Switchmen's Mutual Aid Association, established in 1877, struck "the Q" (Chicago Burlington & Quincy). This losing strike against a powerful carrier nearly destroyed the SMAA and financially hurt the BLE. However, union "defeat" meant a costly victory for "the Q," suffering conse-



"Shoot the strike to pieces:" As reported in early volumes of the Journal, railroad management adopted violent means to deal with strikes and labor unrest in the 1870s. Their slogan: "Shoot the strike to pieces."

quent financial impairment. "Classification" of wages was the central issue: an employee having less than a specified longevity on a railroad received, for a limited or permanent time, less pay than the normal rate. Other railroads did not want to incur the heavy costs of "the Q's" management victory. Thus, by 1905, under constraining rail labor law, the general committees had peacefully bargained away classification.

Railroad labor and its employing railroads have long held a special place under U.S. labor and employment law. This has been since the regulation of rail industrial relations alone in the ineffective, federal Arbitration Act of 1888. The Act was the complement in industrial relations to the Interstate Commerce Act of 1887, regulating railroad business practice. Rail

labor's special consideration under law is because, for 122 years, Congress has found a compelling, unquestionably vital, national interest in stability and availability regarding the supply of experienced labor to America's railroads.

The economically disastrous days of a unilateral imposition of the railroad employers' will, including work rules, on their employees gradually waned after a national labor cataclysm. The Great Pullman Strike and Boycott of 1894 arose during the depression beginning in 1893. This rail labor action involved the greatest reactive mobilization of federal and other troops since the Civil War. Regarding rail labor relations, these "bad old days" began to disappear with the ensuing, effective Erdman Act of 1898 (and by this Act's subsequent re-legislations,

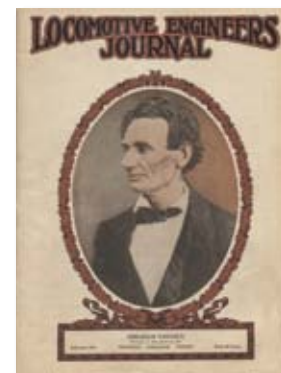
through the Railway Labor Act of 1926 as amended). In our industrial democracy, collective bargaining became the path for initiating change in the web of rules for employment. As the 20th century dawned, the BLE and other rail unions had dearly blazed this national path.

The topics mentioned above are only a few of the important pieces of railroad and other once current events, now history, painstakingly reported in the *Journal* from 1867-1900. Reading the pieces one can conclude that in present-day rail labor relations, we stand on the shoulders of giants. Today's reestablished *Journal* is an important link and historic bond of solidarity to the origins of railroad labor organizations and the senior-most among these, the Brotherhood of Locomotive Engineers and Trainmen. 📖

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100th Anniversary,
Spring 1993



February, 1923



June, 1871



Guest Columnist

BY TOM GALLOWAY

A heart for Haiti

Retired BLET member Tom Galloway helps rebuild earthquake-ravaged country

About the Author:

Although retired from railroad work, Brother Tom Galloway remains actively involved in the Brotherhood as Political Advisor to the Ohio State Legislative Board. He also represents the BLET on the Executive Board of the Toledo Area AFL-CIO Central Labor Council. Throughout his union career, he served as Vice Chairman of the Ohio State Legislative Board and Legislative Representative of Division 4 (Toledo, Ohio). He also participates in various other church and labor activities. He has been a BLET member since October 1, 1976.



Tom Galloway and friend at orphanage in Savanette, Haiti.

I stepped off a locomotive for the last time as an active employee of Norfolk Southern on September 22, 2007. I already had a heart for Haiti.

I had been there in March of 2007 and planned to return within a month of my retirement. I have returned to Haiti two times a year since retirement; once in early March and once in mid-November. I was there just a few weeks ahead of the earthquake, and have been back twice since.

In addition to my union activities with the BLET, I had become involved in helping the people of Haiti by volunteering for Missions Inter-

national of America (MIA). MIA was founded in 2002 and has had a presence in Haiti from its inception. Through a friend at church, I learned about MIA and helped them state side for the first few years. To that end, I spoke with Representative John Conyers Jr. (D-MI) and Representative Marcy Kaptur (D-OH) when I was in Washington D.C. in 2006 doing Legislative Representative work with BLET Legislative Board Chairman Herb Harris (Washington, D.C.) and Tim Hanely (Ohio).

One of MIA's proudest accomplishments in Haiti was the building and founding of

the Brad Reddick School in the small, rural area of Savanette, about eight miles northwest of Les Cayes. MIA and its volunteers also work closely with a clinic in Ouanaminthe, a town of about 100,000 on the border with the Dominican Republic in the northeast of the Haiti. The clinic now has a full time Haitian staff that is helping the residents of Ouanaminthe. The clinic staff has been working full blast since the earthquake hit on January 12, 2010.

The earthquake that shook Haiti fortunately spared the two areas of the country I have worked in, but changed this poor county and its inhabit-



Brother Galloway: dispenses medicine as a volunteer for Missions International of America (MIA) at a clinic in Ouanaminthe, Haiti (November 2009).

ants forever. After the earthquake we immediately began to fly food and medical supplies in through Montego Bay and Kingston, Jamaica.

Less than a week after the January 12 earthquake, MIA founder and president Dr. Jay Nielsen flew into Les Cayes on January 18 and worked in the hospitals in Les Cayes and Bonne Fin. He distributed food to refugees and prisoners. He also cared for the sick and wounded coming in from Leogane and Port-au-Prince.

In March, I was part of a larger MIA team that went to Haiti to help with the tragedy.

We sent an electrical engineer, a physician and an EMT. The electrical engineer was familiar with solar installation and he set up solar panels and wired the school and clinic to be powered by solar, using diesel as a back up. The panels were donated by First Solar of Perrysburg, Ohio. We

also set up soccer goals in the back of the school property. Before we finished, the kids in the area had a pick-up game ready to go!

Our physician and EMT performed clinics and treated countless refugees. Some were profoundly affected by the earthquake, others were not. For example, we treated a 10-year-old girl who could best be described as having Post Traumatic Stress Disorder; however, her 7-year-old brother was unfazed by the whole thing.

Prior to the earthquake, we had set up a generator for electricity for the school and an oven to bake muffins for the orphanage and the school children. These muffins are packed with nutrition and in many cases are the only food that the children get. We also set up a generator to power a well that supplies water to the orphanage and people in

the surrounding area. It is gratifying to be at the orphanage and watch people gather in the afternoon when the well is pumping, providing water for the residents to use for their livestock and household needs.

In June 2010 I returned to Haiti as part of a team of nine. Three teachers and a school psychologist from Woodland School in Perrysburg, three of us that are core to many of the teams, a prototype engineer, a news anchor for the local NBC affiliate in Toledo and an electrical engineer that had been with us in March. We met him in Grand Goave, where the electrical engineer was wiring a solar installation for the orphanage. The electrical team finished wiring the school and clinic for solar, and set up solar for the well at the orphanage by placing a solar array on top of a 40 foot water tower!

Our rebuilding work in Haiti is just beginning. MIA is expanding our efforts to include new, permanent housing for the residents displaced by the earthquake, many of whom have been living in tents since January 12. In an effort to provide alternative forms of permanent housing, the Haitian Government established a contest titled "Building Back Better Communities." As this issue of *The Journal* went to press, prototype designs submitted by MIA were selected as winners in the competition by the Haitian government.

The work to build these new homes will be a fulfilling and rewarding experience for me and the other volunteers of MIA. ☐

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Editor's Note:

For those who wish to support Brother Galloway in his efforts with MIA to assist the people of Haiti, contributions can be made to Missions International of America, 103 Wentworth Drive, Perrysburg, Ohio 43551. MIA is a 501 (c) 3 Charitable Foundation recognized (attested) by the Haitian Government.



For pictures, videos and more information on the relief work and MIA's activities in general, please visit Facebook at Missions International of America or visit: www.missionsinternationalofamerica.com



Guest Columnist

BY JAMES P. HOFFA,
TEAMSTERS GENERAL PRESIDENT

Financial Reform

Visit the
Teamsters
online

Member benefits & discounts
Disaster relief assistance
James R. Hoffa
Scholarship Fund
www.teamster.org



About the Author:

James P. Hoffa grew up on picket lines and in union meetings. He is the only son of James R. Hoffa, former General President of the International Brotherhood of Teamsters. On his 18th birthday, Hoffa received his own union card and was sworn in by his father. Prior to becoming Administrative Assistant to Michigan Joint Council 43, Hoffa was a labor lawyer in Detroit for 25 years.

His goals for the Teamsters include:

organizing the unorganized; negotiating industry-leading contracts; vigorously enforcing Teamster contracts; ensuring a corruption-free union; fighting trade policies that threaten American jobs and other anti-labor legislation; and demanding stricter health and safety regulations.



Recently, Congress passed a landmark bill to re-regulate the U.S. financial service industry.

We strongly supported the financial reform bill, especially regulation of private equity firms and derivatives, stronger protections for investors and consumers and limits on executive compensation.

This new law takes important steps toward bringing back the wall between traditional banking and risky speculation. Those changes should help put our financial system to work creating jobs instead of killing them.

The law lets the Securities and Exchange Commission require private-equity and hedge fund advisers to open their books to inspection. It also requires derivatives to be

traded on exchanges or cleared in clearinghouses. These are good first steps. Private equity firms destroyed too many companies and too many jobs to continue to operate without any oversight. Derivatives have allowed a small group of investors to profit from wrecking healthy businesses. Whether the new law ends these practices depends on appointing strong regulators and writing tough rules.

I am pleased that the bill includes an independent Consumer Financial Protection Bureau. Working families have had too much of their hard-earned money siphoned by unscrupulous financial institutions. The CFBP has the authority and the independence to protect them. It will write and enforce rules for most banks, mortgage lenders, credit card and private student

loan companies.

Congress clearly understands that outrageous pay for CEOs is not only wrong, but dangerous. When CEOs can loot their own banks without penalty, it endangers our entire financial system. The new law requires public companies to create a system of taking back excessive executive pay under certain circumstances.

Finally, union pension funds are large investors in public companies. I am pleased that this new law will increase board accountability to shareholders.

Fraternally,

JAMES P. HOFFA
GENERAL PRESIDENT



LEE PRUITT
First Vice
President

DENNIS PIERCE
National President

BILL WALPERT
National Secretary-
Treasurer

Executive Committee

ON JULY 1, a new team of dynamic leaders took control of the throttle of North America's senior rail labor Organization.

Led by National President Dennis Pierce, the new BLET Executive Committee consists of the union's top three elected officers. Joining President Pierce are Lee Pruitt, First Vice President & Alternate Presi-

dent, and Bill Walpert, National Secretary-Treasurer. Each officer has specific duties assigned to them under the BLET Bylaws — Bill Walpert handles

Q&A

the financial side of the organization; Lee Pruitt is in charge of the Protective Department; and Dennis Pierce has oversight of the day-to-day operations of the entire Organization.

In this issue of the Journal, we conduct a Question-and-Answer session with these officers. Together, these three men work as a dynamic team of leaders who shape the policies of the union and plan the current and future direction of the entire Brotherhood.

dynamic team of leaders who shape the policies of the union and plan the current and future direction of the entire Brotherhood.

Dennis R. Pierce
National President





Dennis Pierce

National contract negotiations advancing but Health & Welfare remains a challenge

Journal: How did you get involved with union business?

DRP: I earned promotion to locomotive engineer early in 1981, a time when the country was entering a long recession. Due to the decline in business that followed, I was unable to work where my family lived for several years. I was forced to travel a seniority district over 600 miles wide to protect my seniority and to feed my family. In that time, I worked under three different contracts with more applications than one could imagine. Largely due to my need to understand the work rules wherever I was working, I took an interest in our contracts and in our union. When I was finally able to work in my home terminal, almost nine years later, I vowed to take a more active role in my BLE Division. In 1991, I ran for Local Chairman and have been proud to serve our Brotherhood ever since.

Journal: Describe the circumstances surrounding your first union office?

DRP: My first elected office within our great Brotherhood was the office of Local Chairman. I followed a long time Local Chairman who had elevated to work at our General Committee, Brother Steve Bratka. Needless to say, following a Local Chairman with 12 years on the job was daunting, but I was lucky because Brother Steve believed in mentoring young officers to make sure that they succeeded. Brother Steve still serves as a Vice General Chairman and he continues to make sure that new Local Chairmen have the tools they need to best represent our membership.

Journal: Can you give the membership an update on the status of National Contract negotiations?

DRP: The BLET is in a somewhat different bargaining posture in this round, as compared to past rounds of national bargaining. Wage and work rule settlements have been reached and are in effect on BNSF, most of CSX, and on Norfolk Southern. BLET General Committees on Union Pacific Railroad are negotiating rates of pay, rules and working conditions on-property rather than nationally, as well.

These properties are in National Handling for Health and Welfare (H&W) negotiations, along with the other roads that are in National Handling for wages and work rules. The carriers are placing a great deal of importance, effort and time in negotiating the H&W plan, because the

cost of the plan continues to rise sharply. It is obvious from the negotiations to date that other issues of importance will not be addressed by the railroads until the H&W negotiations are on the way to being resolved. BLET is bargaining with the Railroad Labor Bargaining Coalition (RLBC) for H&W in this round, and meetings are currently scheduled through the end of this year. The National Negotiating team is comprised of myself, First Vice President Pruitt, Vice President Knight, and General Chairmen Mike Priester, Cole Davis, and Tony Smith. As a group, we are dedicated to holding the line on H&W benefit levels, while securing meaningful wage increases at the same time.

Journal: In addition to being BLET National President, you also serve as President of the Teamsters

Rail Conference. What is being done to ensure the future strength of both organizations?

DRP: When the BLE merged with the Teamsters in 2004, we formed the first Division of the IBT Rail Conference. We were later joined by the Brotherhood of Maintenance of Way Employees. Our strength as a Conference lies in our unity, and to that end we are working with our BMWED brothers and sisters to identify common issues for both Divisions to pursue jointly, such as the RLBC. We also recently established a Passenger Rail Advisory Committee to pursue common interests in developing high speed and commuter rail. My goal as Conference President is to make the Rail Conference one of the strongest Conferences within the IBT.

That goal also requires the BLET to be strong in and of itself. We must have a clear vision, and more importantly, a clear plan for the future. That vision, and our plan, must be based upon what is important to our membership. By conducting surveys and attending Division

DENNIS R. PIERCE BIO

Title: National President

Railroad: BNSF

Member: BLET Division 687 (Sioux City, Iowa).

Background: Joined the BLET on April 1, 1981. Hired out in Lincoln, Neb., 1977. Earned promotion to engineer, 1981.

Union history: Started as a union officer at the grassroots level and worked up through all of the levels of the Organization. Served as Local Chairman, Vice General Chairman then General Chairman. Elevated to the Advisory Board in 2008. As General Chairman from 2001-2008, he presided over the BLET's largest General Committee of Adjustment — the BNSF/MRL GCA, which represents approximately 3,500 members.

Personal: Big fan of college football, especially University of Nebraska.

E.L. "Lee" Pruitt

First Vice President & Alternate President





Lee Pruitt

Numerous and unique challenges for BLET's protective department

Journal: How did you get involved with union business?

ELP: I grew up in a union family. My father was a conductor with the former Southern Pacific and was in the Brotherhood of Railroad Trainmen. From an early age, the principles of unionism became a definitive part of who I am. At the age of 15 I joined the Retail Clerks Union, joined the International Brotherhood of Electrical Workers (IBEW) at age 18, and then joined the United Transportation Union when employed as a fireman in 1970. I joined the BLET after my promotion to engineer and have held continuous membership since 1972. From 1974 to 1976 I was furloughed and worked for the Bakersfield Police Department which was non-union. I helped organize the police officers into the California Peace Officers Association during my brief employment there.

Journal: Describe the circumstances surrounding your first union office?

ELP: I had an incident that occurred while working as an engineer in 1979. I disagreed with the handling of the situation and subsequently accepted the call to become Local Chairman of Division 126. I remained Local Chairman until accepting the General Chairman position, when Brother Foster retired in 1990.

Journal: One of your assignments is the BLET's protective side. What are some of the challenges facing the Organization?

ELP: Challenges facing our leadership team include implementation of new technology, such as RCO, PTC, and inward facing video surveillance cameras on locomotives that places pressure on employment levels in the industry. That means we must be mindful of the impact of reduced railroad employment with implementation of new technology, particularly as it relates to the Railroad Retirement system. Although we have gone a long way in addressing pre and post 1985 inequities we still have many issues remaining. We have to battle against the carriers' ever increasing adverse impact on our members' quality of life with unconscionable policies covering, among other things, attendance. Negotiating rest agreements that provide our members quality time off in a chaotic railroad environment is one of the biggest challenges we face.

Journal: Can you talk about the Brotherhood's plans for organizing?

ELP: Organizing has been a major goal of the BLET and the Teamsters for many years.

Organizing shortlines comes with its own set of challenges. First, the BLET must be selected by the employees as their agent for collective bargaining. Second, we have

to negotiate an agreement and third, and most importantly, we must establish a structure providing self-sustaining quality representation for those new members. In the short term our organizing efforts must focus on properties with the best potential to meet these challenges. By some estimates there are more than 40,000 unorganized employees in the U.S. shortline industry. I see those as potential BLET members. With support from the Teamsters as well as the Rail Conference, the BLET will make a concerted effort to ramp up our organizing efforts in the months and years to come.

Journal: There is a renewed interest in America for high-speed

passenger. How is the BLET preparing to meet this new challenge and opportunity?

ELP: I was recently assigned to serve as Director of the BLET's National Division Passenger Department, working with all of our passenger and commuter union officers and members. The U.S. is far behind when it comes to public investment in passenger rail. Fortunately, things have begun to turn the corner in a big way over the past 18 months.

During the legislative process that produced significant funding for new passenger rail projects the BLET, along with our BMWED partners in the Teamsters Rail Conference (TRC), worked in conjunction with the rest of Rail Labor to ensure that the new jobs created by these projects are rail jobs belonging to rail workers.

Earlier this year, the TRC's Policy Committee created a Passenger Rail Advisory Committee (PRAC). The PRAC will work to coordinate the efforts of the Rail Conference, and lead all of Rail Labor in promoting the proposed passenger rail projects, lobbying to secure the state and local funding that will be needed to get these projects off the drawing board, and fighting to ensure that these jobs are our jobs. Our success will grow the BLET and provide even more stability for our Railroad Retirement system. 🍷

E.L. "LEE" PRUITT BIO

Title: First Vice President & Alternate President

Railroad: Union Pacific (former SP)

Member: Division 126 (Bakersfield, Calif.)

Background: Joined BLET on Nov. 1, 1972. Hired out in Bakersfield, Calif., 1968. Promoted to engineer, 1972.

Union history: Served as Local Chairman, Division 126; Vice General Chairman and then General Chairman, UP-Western Lines GCA, 1990-2001. Elected National Vice President in 2001; reelected by acclamation in 2006

Personal: Enjoyed riding his Harley Davidson around the country until his daughter Jolie was born, which put a crimp on his motorcycle riding days.

William C. Walpert
National Secretary-Treasurer





Bill Walpert

**Executive Committee veteran has served since 2001;
Heads BLET's Education & Training Department and Safety Task Force**

Journal: How did you get involved with union business?

WCW: My father was a train dispatcher and a member of the American Train Dispatchers Association (ATDA). Talk around the family dinner table always came back to railroading and the unions who represent the workers. Later in my college courses we frequently discussed the union movement and its impact on families and businesses. Over time, I began to realize that my father staunchly defending unions was the correct approach because of what unions bring to the table for working families.

Journal: Describe the circumstances surrounding your first union office?

WCW: My first union office was as my Division's Secretary-Treasurer. I can remember being at a Division nominating meeting. One of the older members who is now deceased — C.W. Hubbard — nominated me out of the blue for the Local Chairman's job. I was in my early 20s at the time and that's what got me started. He said we needed "young blood" in the organization.

Journal: What is one of the biggest changes at the National Division level during your tenure?

WCW: We introduced web-based reporting for Secretary-Treasurers, which has been a tremendous improvement over the old system. We have what is likely the leading computer-based filing program for Secretary-Treasurers among all rail unions in the industry. It's thanks to hard-working individuals like Walt Schmidt, BLET Director of Online Services, Dr. Elaine Reese, Director of Tax Compliance, and Louise Reich, Director of Records, who have made the program a success. A special thanks goes to Bob Broka, our former Director of Records who is now retired, for helping to launch the web-based reporting program.

Journal: The NST is the BLET's chief financial officer. Can you give us a picture of the BLET's financial status?

WCW: Two of the best years the BLET has enjoyed financially was 2009 and 2010. Our General Fund began

to plummet from about \$15 million in the late 1980s to approximately \$5 million when I assumed control of the General Secretary-Treasurer job in 2001. We have rebuilt those funds over the past nine years and now we are back in the black, no more so than in the past couple of years.

Journal: You wear many hats for the BLET, including

Director of the BLET Education & Training Department. Talk about the program a bit, and give us an idea where things are headed in the future.

WCW: The Education & Training Department we have built is the envy of every rail labor organization in the industry. With the help and expertise of Ken Kroeger, Coordinator of Education & Training, the BLET Education & Training Department has become one of the major strengths of the Brotherhood. Our programs are emulated by other unions and we have even had education officers from other unions attend our workshops.

Most of our workshops are accredited for college credit. Each year we have several in-depth workshops throughout the United States for

Local Chairmen, Legislative Representatives, Secretary-Treasurers and General Chairmen.

We've been able to secure funding for the workshops through the generosity of the North American Railway Foundation (NARF), so that members are not missing out financially by being away from work in order to attend a training workshop.

We've enjoyed such a high level of success that the Teamsters Rail Conference has expressed an interest in learning from what we do. In the future, there is the possibility of expanding our Education & Training programs to the entire Rail Conference.

With the help and support of dedicated individuals like Ken Kroeger, and with the continued support of the National Division and the generosity of NARF, the sky is the limit for the future of the BLET Education & Training Department. 📺

WILLIAM C. WALPERT BIO

Title: National Secretary-Treasurer

Railroad: BNSF (St. Louis & San Francisco)

Member: BLET Division 604 (Madill, Okla.)

Background: Joined BLET on Nov. 1, 1973. Hired out in Fort Worth, Texas, 1973. Promoted to engineer, 1974.

Union history: General Chairman, BNSF/Frisco GCA, 1984-1992. Alternate vice president, 1986-1991. Elected to Vice President in 1996, National Secretary-Treasurer in 2001; reelected by acclamation in 2006.

Founder and leader of the BLET Education & Training Department. Heads the BLET Safety Task Force. As NST, he has custody of all BLET funds and directs the financial and record departments.

Personal: Baseball fan who collects Mickey Mantle cards.

Steam on the silver screen

BLET members help film train scenes in "Jonah Hex" movie

When executives at Warner Brothers needed to film a key railroad scene for one of their summer movies, they turned to members of the Brotherhood of Locomotive Engineers and Trainmen for help.

Brothers Bill Morris and David Honold spent two weeks in Raceland, La., filming the railroad heist scene for the movie "Jonah Hex," which debuted in theaters nationwide on June 18.

Based on a 1970s-era comic book published by DC Comics, the film follows gunslinger Jonah Hex and his adventures as a bounty hunter. The film is set in the Western United States during the post-Civil War era, and the studio requested the BLET's help to film a scene involving a steam locomotive.

"The importance of our scene is the train was hijacked to steal 'super weapon' components, explosives, guns and ammunition for an attack on the Union capital by a band of renegade confederates shortly after the Civil War in 1870 in an attempt to take over the nation," Brother Morris said. "Our two scenes are around four minutes long."

Brother Morris retired from the Union Pacific as a locomotive engineer in 2000 and has belonged to BLET Division 193 (Gretna, La.) since August 1, 1973. Brother Honold, who took vacation to film the movie, has been a BLET member since February 1, 1988. He is an Illinois Central locomotive engineer and member of BLET Division 914 in Baton Rouge, La.

Both men are Board Members of the Louisiana Steam Train Association (LASTA) in Metairie, La. Brothers Morris and Honold and several other LAS-



SP 745: The Mikado-type steam locomotive operated by BLET members and featured in "Jonah Hex."

TA members worked on set for several weeks, providing the operating and support crew for the locomotive and its custom built railcars. The scenes were filmed on the Louisiana & Delta shortline in May and June of 2009.

The locomotive is a Southern Pacific/Mikado 2-8-2, which was built in New Orleans in the SP Algiers shops in 1921.

"She was built as an oil burner and we burn used motor oil that we filter and have tested by a lab," Brother Morris said. "This is to make sure there is not too much suspended moisture or hazardous materials, such as too much lead."

The locomotive held up well during the filming.

"We were able to complete the whole trip with out any mechanical delays," Brother Morris said. "What minor problems we had we were able to take care of between takes and at the end of the day when she was being fueled, lubed, and watered."

The BLET members held several safety and job briefings throughout the day with the actors and stunt doubles.

Brother Honold worked as the loco-

motive engineer during first unit filming. He participated in a scene where he was the engineer and got shot by one of the hijackers. He was considered an extra and was in costume. Unfortunately, Brother Honold's death scene did not make the final cut of the movie.

Brother Morris ran the train during second unit filming, rehearsals, and during practice to get the horses in the scene accustomed to running along side the train.

He also ran for shooting the scene with the "wanted" poster for Jonah Hex blowing across the front of the engine and when the hijackers jumped from their horses onto the flatcar behind the tender.

About 15 total members of the Louisiana Steam Train Association were on set at all times, working as firemen, brakemen, or as mechanical specialists, including conductor Willie Myers, a retired conductor off of the Kansas City Southern and a UTU member.

The movie was directed by Jimmy Hayward and stars Josh Brolin, John Malkovich and Megan Fox. 🎬

Locomotive Engineers Bill Morris (Division 193), left, and Dave Honold (Division 914) are members of the Louisiana Steam Train Association, which contracted with Warner Brothers to help film the train scenes in "Jonah Hex."

» For pictures and video of locomotive SP745 in action, visit www.lasta.org



Welcome to Legislative Update

Quarterly features on the BLET's legislative, political and regulatory activities

This section of the reintroduced *Locomotive Engineers and Trainmen Journal* is dedicated to the work of the BLET's National Legislative Office (NLO). Each quarter, you will find information regarding the work of the National Legislative Office in this section.

The NLO is charged with three essential tasks — the legislative, regulatory and political business of the Organization. In this "Legislative Update" section, you will receive updates on all three of these issues.

The NLO will, in the coming issues of the *Locomotive Engineers and Trainmen Journal*, spotlight issues of importance to the members. In this issue, we are spotlighting the upcoming 2010 mid-term elections, and giving an overview of the legislative and regulatory processes.

The political, legislative and regulatory processes are inexorably linked to the lives of BLET members. They are tied together by the importance of the federal and state governments in the operations of the railroad industry.

The railroad industry is largely governed by federal laws, but the role of state laws has increased in importance over the years. This is why politics, legislation and the regulatory processes are all linked together. Who we elect, what laws they pass and how these laws are implemented through the regulatory process are of great importance to all BLET members.



Introduction

Influencing the legislative process

After candidates are elected to state and national legislatures, they must begin the process of drafting and passing legislation. In school, we all learned the basic framework of how a bill becomes a law.

The process is similar on both the state and national level, as the frameworks of many state governments were modeled on the federal government.

The impact of the legislation passed at the state and national level is wide and far reaching. Nearly every aspect of the lives of all Americans is touched by the laws made in the U.S. Congress and in State Houses. This is why it is so important that Americans elect officials who

represent their interests.

"We work very hard in the Legislative Office, both at the national and state level, to influence the laws being passed at all phases of the process," Vice President & National Legislative Representative John Tolman said. "The process of creating and passing laws seems deceptively simple, however, in reality it is the result of a lot of hard work trying to education and influence legislators to see our point of view."

"On the state level, the State Legislative Board Chairmen work equally hard, under the direction of the National Legislative Board, to ensure our members' voices are heard, and they do a very effective and efficient job at it."

How A BILL BECOMES A LAW

1. AN IDEA IS BROUGHT TO A LEGISLATOR
2. AFTER BEING WRITTEN AND BEING VETTED BY LEGAL SERVICES, THEN BILL IS FILED AND READ FOR THE FIRST TIME.
3. IT IS THEN ASSIGNED TO A COMMITTEE
4. COMMITTEE ACTION
5. A BILL IS OFTEN CONSIDERED BY A SUBCOMMITTEE BEFORE BEING HEARD BY A FULL COMMITTEE
6. THE COMMITTEES OR SUBCOMMITTEES OFTEN HOLD EXTENSIVE HEARINGS REGARDING LEGISLATION, HEARING TESTIMONY FROM INDUSTRY STAKEHOLDERS, EXECUTIVE AGENCIES AND OTHER MEMBERS OF THE LEGISLATIVE BODY.
7. FLOOR ACTION
8. LEGISLATION IS PLACED ON THE CALENDAR
9. DEBATE
10. VOTE
11. CONFERENCE COMMITTEE
12. MOST TIMES, WHEN BOTH LEGISLATIVE BODIES PASS DIFFERING PIECES OF LEGISLATION REGARDING THE SAME SUBJECT MATTER, THEY OFTEN RECONCILE THESE DIFFERENCES IN A CONFERENCE COMMITTEE.
13. AFTER THE DIFFERENCES ARE RECONCILED, THE COMPLETED LEGISLATION IS VOTED ON BY BOTH LEGISLATIVE HOUSES.
14. SIGNING
15. AN EXECUTIVE (EITHER THE PRESIDENT OR GOVERNOR) CAN CHOOSE TO VETO LEGISLATION AFTER IT IS PASSED BY THE LEGISLATURE.
16. A VETO CAN BE OVERRIDDEN BY THE LEGISLATURE IF ENOUGH MEMBERS OF THE LEGISLATURE CHOSE TO DO SO.



Gearing up for November's mid-term elections

In order to get laws passed, you must first elect lawmakers at the local, state and national level.

BY JOHN P. TOLMAN

VICE PRESIDENT & U.S. NATIONAL
LEGISLATIVE REPRESENTATIVE

On November 2, elections will be held across the country to select federal, state and local officials. The seats for the entire U.S. House of Representatives, one third of the U.S. Senate and 37 governors are up for election. Additionally, the balance of power in many state legislatures is up for grabs.

Leading up to and during these elections, the BLET does not blindly support Democrats, Independents or Republicans. Our philosophy has always been to support the candidates who support our issues, who listen to us, and who understand our agenda. We want to see that those incumbents who are worker-friendly and have supported us over the years are reelected in the upcoming November elections.

The BLET and the Teamsters spent countless hours working together in 2006 and 2008 to help elect worker-friendly candidates to Congress and the White House on the national level, and also Governors and legislators on the state level. We will be working hard together again in 2010. However, the worker-friendly gains of 2006 and 2008 can all be undone in the upcoming November elections.

As we have seen in the primaries to date, November's mid-term election could shape up to be a pivotal election. Many observers think that workers could lose up to 25 or 35 friendly supporters in the House. The close margin in the Senate is also of concern. If Big Business candidates win control, workers would be back to where we were




John Tolman, BLET Vice President & National Legislative Representative, Representative Dennis J. Kucinich (D-OH), and Dennis Pierce, BLET National President, at a recent workshop for BLET Legislative Representatives in Washington, D.C. The BLET National Division headquarters in Cleveland is in Rep. Kucinich's district.

before 2006 — having too few sincere politicians in Congress to hear and support our issues.

We are seeing the same issues play out on the state level. Of the 37 gubernatorial seats up for re-election, 19 are considered a toss-up — eight pro-worker candidates are favored while 11 big-business candidates are favored. State legislators are also up for re-election, and the races are extraordinarily close in several key states.

While the federal government plays a large role in railroad industry, it is also important to focus on the races at the state level. State officials have had an increasing role over the past several years, especially with the new funds

available for high speed rail projects and other available grants. These state officials exercise a large amount of control over the awarding and implementation of these funds.

While we do not have the resources of the railroads, we do have our solidarity and our mobilization network. Therefore, we need to work together to defeat the efforts of candidates who are unfriendly to the interests of the BLET. Let's support those who support us. The candidates elected in November will have an important role to play in drafting and voting on our nation's laws, so let's make sure we vote for representatives who understand and support our issues. 



Introduction

Understanding the regulatory process

Even after a bill becomes a law, the BLET National Legislative Office still has a lot of work to do. That's when the regulatory process begins.

As the saying goes, “the devil is in the details” and it is in the regulatory process where the details of many laws passed by Congress are hammered out. After a law is passed, the appropriate regulatory agency then creates regulations necessary to implement the law.

For laws impacting BLET members, the process most often moves to the Department of Transportation, and specifically, the Federal Railroad Administration (FRA). It then becomes the job of Brother Steve Bruno, BLET Director of Regulatory Affairs, to influence the process of making the laws passed by Congress into regulations that impact all aspects of BLET members' jobs.

Brother Bruno, along with BLET National President Dennis Pierce and Vice President & National Legislative Representative John Tolman, is a key member of the team that hammers out these regulations as a part of the FRA's Rail Safety Advisory Committee (RSAC).

The RSAC is part of a collaborative rulemaking process. The committee provides a continuing forum for advice and recommendations on railroad safety issues. Interested stake holders from the rail industry are represented on the committee. The committee allows railroad labor, management, the federal government (FRA) and other interested parties to cooperatively address safety problems by identifying the best solutions based on safety data and agreed upon facts. If regulation appears necessary, the committee identifies regulatory options to implement.

“We have been extraordinarily busy in the RSAC process recently due to the

WHO COMPRISES THE RSAC?

The committee is comprised of 54 voting representatives from 31 member organizations, representing various rail industry perspectives.

What are among the issues being considered by RSAC?

LOCOMOTIVE CAB WORKING CONDITIONS

LOCOMOTIVE CRASHWORTHINESS

PASSENGER SAFETY

POSITIVE TRAIN CONTROL

RAILROAD OPERATING RULES

ROADWAY WORKER PROTECTION

CONTINUOUS WELDED

RAIL TRACK SAFETY STANDARDS

LOCOMOTIVE SAFETY STANDARDS

MEDICAL STANDARDS

CONDUCTOR CERTIFICATION

EMPLOYEE TRAINING

HOURS OF SERVICE

large demands placed on the Committee by the passage of the Rail Safety Improvement Act,” Brother Bruno said. “This one act has spurred the formation of numerous working groups in order to implement this law.”

The RSAC is governed by the following statement of purpose:

“The Committee shall seek agreement on the facts and data underlying any real or perceived safety problems; identify cost effective solutions based on the agreed-upon facts; and identify regulatory options where necessary to implement those solutions. In determin-

ing whether regulations are necessary, the Committee shall take into account section 1(a) of Executive Order 12866 (Regulatory Planning and Review), which provides as follows:

“The Regulatory Philosophy. Federal agencies should promulgate only such regulations as are required by law, are necessary to interpret the law, or are made necessary by compelling public need, such as material failures of private markets to protect or improve the health and safety of the public, the environment, or the wellbeing of the American people. In deciding whether and how to regulate, agencies should assess all costs and benefits of available regulatory alternatives, including the alternative of not regulating. Costs and benefits shall be understood to include both quantifiable measures (to the fullest extent that these can be usefully estimated) and qualitative measures of costs and benefits that are difficult to quantify, but nevertheless essential to consider. Further, in choosing among alternative regulatory approaches, agencies should select those approaches that maximize net benefits (including potential economic, environmental, public health and safety, and other advantages; distributive impacts; and equity), unless a statute requires another regulatory approach.

“The resultant rules must be reasonable, clear, effective, and enforceable; impose as small a burden as is practicable; and shall, to the extent feasible, specify performance objectives, rather than specifying the behavior or manner of compliance that regulated entities must adopt.”

Brother Bruno and the other mem-



Photo: iStock

bers of RSAC provide advice and recommendations to the FRA regarding the development of the railroad safety regulatory program, including issuance of new regulations, review and revision of existing regulations, and identification of non-regulatory alternatives for improvement of railroad safety.

It is FRA's policy to utilize consensus recommendations of the RSAC as the basis of proposed and final agency action, whenever possible, consistent with applicable law, including guidance from the President. In considering whether to adopt RSAC recommendations, the Administrator weighs the interests of the public at large and the ability of the agency to administer, and, if necessary, to enforce, any requirements that would result from final agency action.

The RSAC provides advice and recommendations on specific tasks assigned to it by FRA. Whenever possible, FRA will consult with the RSAC prior to assigning a task to the committee. As each task is assigned, the RSAC may elect to accept or reject the task, or to recommend that the task be restructured. When a task is assigned, FRA sets a tar-

get date for the presentation of RSAC's recommendations to the Administrator. The target date is based on consultation with RSAC and may be adjusted by FRA based on further consultation. FRA may withdraw a task from the RSAC at any time. FRA will provide the RSAC an explanation when it does so.

The RSAC structure consists of three levels: (1) the RSAC itself (the full committee); (2) working groups responsible for developing recommendations on one or more specific tasks assigned to RSAC; and (3) task forces that develop data and recommended actions with respect to elements of tasks assigned to them by

working groups. The RSAC is appointed and chaired by FRA. At each level, membership reflects parity between representatives of railroad labor and management interests.

In addition to President Pierce, Vice President Tolman and Brother Bruno — who serve as permanent members of the RSAC — other staff members and representatives of BLET State Legislative Boards and General Committees serve on the various working groups and task forces. These representatives are chosen on the basis of an interest or expertise in a particular area where they can best serve the interests of the BLET membership at large.

In addition to the demands of the



Steve Bruno

RSAC process, Brother Bruno oversees other aspects of the regulatory process of the BLET, including serving as a liaison to all federal regulatory agencies and formulating policy, drafting and filing comments for regulatory bodies, and a host of other activities.

"It is important that the BLET is represented in both the RSAC process and in the wider regulatory process in order to ensure our members' needs are accounted for while these laws are being implemented — not just during the legislative phase," BLET National President Pierce said. "Brother Bruno, and all of the individuals involved in this process, work very hard to stay on top of this complex and time consuming process." 📞



REGISTER TO VOTE

As Americans, we have the right to let our voices be heard by voting for government officials who will fight on behalf of working families. The first step is registering to vote.

To do so, go to: www.teamster.org/content/register-vote-2

HELP US HELP YOU

Support the BLET-PAC! Your voluntary donation to the BLET-PAC Fund is used to help the Brotherhood fight on Capitol Hill for issues that impact your job, your retirement, your family and your future. www.bletdc.org/action/PAC/

Resolution by Illinois House honors Ed Way upon retirement

Ed Way, Chairman of the Illinois State Legislative Board, retired on May 31, 2010, after a long and distinguished railroad career that spanned 41 years.

The House of Representatives of the Ninety-Sixth General Assembly of the State of Illinois passed House Resolution 1167 on May 31, 2010, which recognized Brother Way upon his retirement. House members also presented Brother Way a copy of the resolution as a symbol of their respect and esteem.

Brother Way hired out as a trainman on the Gulf, Mobile and Ohio (GM&O) railroad in July of 1969. He went firing in December of that year and earned promotion to locomotive engineer in 1973. The GM&O merged with the Illinois Central in 1972.

He has been a BLET member for nearly 40 years. Brother Way joined Division 444 on October 1, 1971. He transferred membership to Division 512 on April 1, 1980.

He served Division 444 as Secretary-Treasurer in 1973, then served



From left: Ed Way, retiring Chairman of the Illinois State Legislative Board, accepts a retirement gift from Paul Pierkarski, the incoming Chairman.

Division 512 as Vice Local Chairman and Legislative Representative beginning in 1978.

He spent several years as Local Chairman of Division 512 before serving as Chairman of the Illinois State Legislative Board from 1996 to 2010.

During his years as Chairman, he lobbied for many important safety improvements for locomotive engineers on the local, state and national levels.

He was a part of the BLET's team of lobbyists who worked with all of rail labor to secure passage of the Railroad Retirement and Survivors' Improvement Act of 2001, a major piece of national legislation that benefitted all rail workers by lowering the retirement age from 62 to 60 (with no reduction in benefits).

Brother Way served in the United States Air Force as a Military Policeman during the Vietnam War and was honorably discharged in 1968.

He and his wife, Mary Kay, were married in September of 1968. The couple has four children (Jason, Scott, Shannon and Erin) and 10 grandchildren (Zachary, Paige, Marley, Sullivan, Mathias, Dorothy, Mark, Maiya, Patricia and Lorelie).

"Ed has been more than a mentor — he is a true friend," said incoming Chairman Paul Piekarski. "He has given me the guidance to succeed in the office of Chairman of the Illinois State Legislative Board. Happy RVing... you've earned it!"

Division 42's "Pac-Man" retires

Longtime Division 42 member David W. Dugger retired on December 21, 2009. Known as "Pac-Man," Brother Dugger was the Vice Local Chairman and Legislative Representative for BLET Division 42 (St. Louis, Mo.).

He earned the nickname Pac-Man for his relentless pursuit of PAC Fund donations. In 2006, he signed up 65 new BLET-PAC contributors during a 65-day stretch.

He hired out as a switchman for the Missouri Pacific and earned promotion to Locomotive Engineer on October 20, 1978. A BLET member for 33 years, Dugger joined Division 42 on Dec. 1, 1977. At the time of his last run, he worked in the Union Pacific Railroad's St. Louis Hub.

David Grimes, Local Chairman of



From left: BLET Division 42 President Brian Wheeler; "Pac-Man" Dave Dugger; Local Chairman Dave Grimes; and division member Pat Kirby.

Division 42, said: "His wisdom, leadership and determination will be missed."

Dugger was presented a plaque at Division 42's meeting in December of 2009. The plaque expressed deepest appreciation for his years of ded-

ication and service to the Brotherhood and to the members of Division 42. In attendance were Division 42 President Brian Wheeler, Local Chairman Dave Grimes and member Pat Kirby.

“I tried to leave the place better than I found it”

BLET member Steven M. Kalow safely completed his Last Run for Conrail on January 15, 2010, concluding a railroad career that spanned 33 years. His retirement became effective on January 31, 2010.

Brother Kalow, a member of BLET Division 46 (Albany, N.Y.), hired out as a fireman for the Penn Central in the Bronx, N.Y., in 1971. He earned promotion to locomotive engineer for Conrail in April of 1976.

He joined BLET Division 752 on September 1, 1985, transferred to Division 867 in 1994, and finally transferred to Division 46 in 2007.

At the time of his Last Run, he was qualified on the territory from Selkirk to Buffalo, N.Y., and his Last Run was on a local in South Schenectady, N.Y.

He served the Brotherhood as Vice Chairman, Health and Environmental Affairs, from 1992-1999, and is the proud owner of a 15-year membership pin.

Brother Kalow says he will pursue hobbies and perform some volunteer work during retirement, but that he



Brother Kalow in South Schenectady, April 2009.

enjoys “just sitting by the side of the railroad tracks at a crossing and watching the trains roll by.”

“I had a very varied career,” Brother Kalow wrote. “I worked yard and local freight starting in the Bronx, N.Y. and some through freight up to Selkirk, N.Y. I also worked commuter runs into Grand Central Terminal out of Stamford, Conn. and on Amtrak (Penn Station, New York to New Haven, Conn.). I later relocated to upstate New York to work a Selkirk to Danbury, Conn. run, then spent years in the yard. Towards

the end of my career I worked local freight to the Port of Albany, locals on the Mohawk Division and did a short stint on the Selkirk to Buffalo run.

“The territory I worked included the New Haven line New York to New Haven, the Harlem line to Brewster N.Y. and the Hudson Line, New York to Selkirk and Albany. Also the Shoreline New Haven to Boston, the Hartford line, New Haven to Springfield Ma., the B&A Division Albany to Boston and the Maybrook line, Beacon N.Y. to Danbury, Conn.”

Throughout his career, Kalow always worked to improve safety and working conditions for engineers.

“I did a lot of work under the radar to try and improve working conditions for myself and the Brotherhood,” he wrote. “Some of this was within the union and some was on my own. I wrote many, many letters to the Company to address different issues and I had many meetings with company officers and the mechanical people about locomotive issues. I tried to leave the place better than I found it.”

The BLET publishes Last Runs for members who have retired, and recognizes members with 40 years or more of membership in Honor Roll articles. If you are planning to retire soon, please let us know! For details, contact: John Bentley, Editor, Locomotive Engineers and Trainmen Journal, Email: Bentley@ble-t.org, 1370 Ontario St., Mezzanine, Cleveland, OH 44113-1702

“WE MUST HAVE A CLEAR VISION, AND MORE IMPORTANTLY, A CLEAR PLAN FOR THE FUTURE. THAT VISION, AND OUR PLAN, MUST BE BASED UPON WHAT IS IMPORTANT TO OUR MEMBERSHIP. — DENNIS PIERCE”

PRESIDENT PIERCE Q&A

CONTINUED FROM PAGE 15 <—>

meetings, we are reaching out to our membership so we can say with confidence that we understand your priorities. I am convinced that we can do better in many areas and my long term commitment is to do just that.

Journal: Membership involvement is a key to a powerful union. How does mobilization make the BLET stronger?

DRP: The Delegates to the 1996 Convention had the wisdom to create an official department within our Brother-

hood for the purpose of internally organizing and mobilizing our membership. This was a recognition that our strength lies in our numbers and in our unity as a group. The battles we fight with the carriers are not won by the actions of an individual; they are won because of our shared resolve and commitment of many individuals working together as a team to achieve our goals. President Sorrow was convinced that utilization of our Mobilization Network was key to achieving our goals; I agreed then and I agree now. Our Mobilization Network is a grass roots

effort, it is driven by members working with members to channel the group's energies behind the issues of the day. Whether the issue is a campaign to contact our congressmen, or a campaign to “Get out the Vote” on internal issues, or a campaign to “Get out the Vote” in state, local or National elections, participation levels are consistently higher when our Network is put into action. I strongly encourage all members to get involved in mobilization, because, Unionism is a “participation sport” and each member's effort CAN and DOES make a difference.



BLET Auxiliary awards \$8,000 in scholarships

APPLY FOR NEXT YEAR'S AUXILIARY SCHOLARSHIP PROGRAM

THE BLET AUXILIARY SCHOLARSHIP PROGRAM provides \$1,000 scholarships to the sons or daughters of both Auxiliary and BLET members, with at least two years of concurrent membership. Requirements to qualify for a BLET Auxiliary scholarship also include the applicant's acceptance or enrollment in an accredited university, college or institution of higher learning.

Recipients are chosen on the basis of academic record, leadership, character, and personal achievement. Established in 1981, the scholarship program was set up with a strong financial base, and the number of scholarships awarded continues to grow with each passing year.

Recently, several of the Regional Conventions have donated one or more scholarships to the Auxiliary, in addition to donations from BLET State Legislative Boards and the BLET National Division. Individual Auxiliaries and members have also held fundraisers to help, or have donated gifts for raffles.

Deadline for the 2011-2012 scholarship program is April 1, 2011.

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



BY ANITA CARUSO
BLET AUXILIARY NATIONAL SECRETARY

One of the BLET Auxiliary's most important programs is our Scholarship Program. The Auxiliary, in conjunction with the various BLET regional meetings, has awarded eight \$1,000 scholarships for the 2010-2011 school year.

We work extremely hard throughout the year to collect funds to subsidize this program. All of our scholarships are fully funded by the proceeds of various fundraising projects.

The Auxiliary also administers yearly scholarships for the International Western Convention (IWC). The Auxiliary receives the applications, which have the same requirement qualifications as our scholarships, with one exception. The

parents of IWC applicants do not have to be a member of the BLET Auxiliary in order to be eligible to apply. This year, the IWC authorized the administration of three scholarships.

A great debt of gratitude goes out to everyone who donated to the BLET Auxiliary Scholarship Program by purchasing raffle tickets at the regional conventions or purchasing mulligans for the golf tournaments. We also thank those members who funded the annual memorial scholarships, auxiliaries who make yearly donations and monies collected from auxiliaries for memorial contributions.

We so very much appreciate all the BLET has done for us in making this program one of the most cherished gifts we give to our students who benefit immensely from their generosity.

BLET AUXILIARY 2010-2011 SCHOLARSHIP WINNERS



BROOKE SWITZER
IWC SCHOLARSHIP

The daughter of Ricky and Sharon Switzer, Brooke will be a sophomore at Clovis Community College. Her father is a BNSF engineer and member of Division 811 (Clovis, N.M.) and her mother is a member of El Capitan Auxiliary 811.



SAMUEL WELLS DOWELL
SWCM SCHOLARSHIP

The son of Mr. and Mrs. Carl Dowell, Samuel will be a senior at Abilene Christian University. His father is a BNSF locomotive engineer and member of Division 871 (Slaton, Texas) and his mother is an Auxiliary Member-At-Large.



MICHAELA M. SEQUENZIA
SWCM SCHOLARSHIP

The daughter of Mr. and Mrs. Michael J. Sequenzia, Michaela will be junior at Metropolitan Community College.



BRIAN T. SHRADER
IWC/BLET AUXILIARY
SCHOLARSHIP

The son of Mr. and Mrs. Thomas Shrader, Brian will be a freshman at the University of Oregon. His father is a BNSF engineer and member of Division 134 (Winslow, Ariz.).



MARK WILLARD
LEONA A. LOUIS MEMORIAL
SCHOLARSHIP

His father Kenneth is a CN locomotive engineer and a member of Division 122 (Port Huron, Mich.), and his mother is an Auxiliary Member-At-Large. He will be a freshman at Calvin College.



JACQUELINE M. SHRADER
IWC/BLET AUXILIARY
SCHOLARSHIP

The daughter of Mr. and Mrs. Thomas Shrader, Jacqueline will be a junior at the University of Arizona. Her father is a BNSF engineer and member of Division 134 (Winslow, Ariz.).



STEPHEN M. SEQUENZIA
JOHN & BRENDA CASTEEL
SCHOLARSHIP

The son of Mr. and Mrs. Michael J. Sequenzia, Stephen will enter the graduate school program at the University of Nebraska at Omaha this fall. His father is a Union Pacific engineer and member of Division 183 (Omaha, Neb.) and his mother is a member of River City Auxiliary 12.



MORGAN KAYE STINSON
IWC/BLET AUXILIARY
SCHOLARSHIP

The daughter of Mr. Charles M. Stinson, Morgan will attend the University of Utah as a freshman. Her father is a Union Pacific engineer and a member of BLET Division 228 (Pocatello, Idaho).

ABOUT THE AUXILIARY:

The BLET Auxiliary exists to support the interest and welfare of the Brotherhood of Locomotive Engineers and Trainmen (BLET) Auxiliary and railroad families, especially the Brotherhood of Locomotive Engineers and Trainmen, and the organizations of the International Brotherhood of Teamsters Rail Conference, our members and their families throughout the United States. Learn more about joining the Auxiliary at: www.bletauxiliary.net

PURPOSE:

The overall purpose of the Auxiliary shall be to provide support and promote issues that effect the health, safety, welfare and quality of life of railroaders and their families, to promote higher education with the families of its full members, to give assistance to widows, widowers, sisters and brothers, when needed, especially during times of duress, and to render assistance whenever and wherever needed to further our mission.

BLET FELA Directory



AS OF AUGUST 17, 2010

Our union has designated attorneys who are qualified to serve as counsel for BLET members in accordance with the Federal Employers Liability Act (FELA)

governing workplace accidents. In the event of an injury or death and before reaching any settlement with a railroad, members or surviving families should contact an attorney listed to get competent advice concerning their legal rights under the FELA. In addition,

if you or any members of your family have questions concerning medical malpractice, product liability or other types of injury cases, please don't hesitate to contact one of these law firms for a consultation concerning your rights and remedies. ☎

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