LET National President Paul T. Sorrow submitted a letter to National Secretary-Treasurer William C. Walpert on June 2, advising that he is resigning the Presidency effective July 1, 2010, in order to retire. President Sorrow’s letter also stated the following:

“My tenure has been the most fulfilling and rewarding period of my Brotherhood career.”

“MY TENURE HAS BEEN THE MOST FULFILLING AND REWARDING PERIOD OF MY BROTHERHOOD CAREER.”

“I have always known that my time would come, and trusted that I would have the wisdom to recognize this before anyone else. The pace of the past couple of months has taken a significant toll on me physically. Considering the even greater demands of the coming months that will be placed upon the National President by virtue of my in-depth involvement in the regional meetings and the upcoming Quadrennial Convention, I have concluded, with the advice of my physician, that now is the appropriate time for me to depart.

“My tenure has been the most fulfilling and rewarding period of my Brotherhood career. Having taken office during one of the darkest and most tumultuous periods in our history, I am proud of the way our officers at every level of the Organization joined hands to work together and focus on the tasks ahead.

“I also consider myself fortunate that the Advisory Board quickly united behind me and acted swiftly to bring about several important internal reforms, from increasing the transparency and accountability of our Designated Legal Counsel program, to approving the use of outside auditors on a quarterly basis.

Continued on page 3 ➝

1ST VP DENNIS R. PIERCE TO ASSUME BLET PRESIDENCY

First Vice President and Alternate President Dennis R. Pierce will become National President of North America’s senior rail labor organization on July 1, following the retirement of incumbent President Paul T. Sorrow. Pierce, 51, will be the 23rd President in the BLET’s 147-year history.

On June 2, President Sorrow announced that he would retire effective July 1, pulling the pin on a railroad career that spanned 45 years and included 38 years of service to the Brotherhood.

Sorrow expressed his support for First Vice President Pierce.

“I have every confidence that Alternate President, Brother Dennis Pierce, has the intelligence, the energy, the strength and the ability to build on our recent achievements and lead our Brotherhood to a brighter future, and I turn the throttle over to him with no reservations,” Sorrow said.

“I HAVE EVERY CONFIDENCE THAT DENNIS PIERCE, HAS THE INTELLIGENCE, ENERGY, STRENGTH AND ABILITY TO LEAD OUR BROTHERHOOD TO A BRIGHTER FUTURE.” — PAUL SORROW

He was elected First Alternate Vice President at the BLET’s First Quadrennial Convention in 2006, and was promoted to the office of Vice President on April 8, 2008. He is a member of Division 687 in Sioux City, Iowa.

Pierce began his railroad career in 1977 as a Burlington Northern safety employee in Lincoln, Neb. In 1979, he transferred to a clerical position with BN. In 1980, he transferred again to the firemen’s craft and earned promotion to locomotive engineer in 1981. He joined the Brotherhood on April 1, 1981.

Pierce started as a union officer at the grassroots level, working his way up through all of the levels of the Organization. He first served as Local Chairman for his Division and then as a Vice General Chairman in 2006, before being promoted to the office of Vice President on April 8, 2008.

On June 2, President Sorrow announced that he would retire effective July 1, following the retirement of incumbent President Paul T. Sorrow.

Pierce, 51, will be the 23rd President in the BLET’s 147-year history.

On June 2, President Sorrow announced that he would retire effective July 1, pulling the pin on a railroad career that spanned 45 years and included 38 years of service to the Brotherhood.

Sorrow expressed his support for First Vice President Pierce.

“I have every confidence that Alternate President, Brother Dennis Pierce, has the intelligence, the energy, the strength and the ability to build on our recent achievements and lead our Brotherhood to a brighter future, and I turn the throttle over to him with no reservations,” Sorrow said.

“I HAVE EVERY CONFIDENCE THAT DENNIS PIERCE, HAS THE INTELLIGENCE, ENERGY, STRENGTH AND ABILITY TO LEAD OUR BROTHERHOOD TO A BRIGHTER FUTURE.” — PAUL SORROW

He was elected First Alternate Vice President at the BLET’s First Quadrennial Convention in 2006, and was promoted to the office of Vice President on April 8, 2008. He is a member of Division 687 in Sioux City, Iowa.

Pierce began his railroad career in 1977 as a Burlington Northern safety employee in Lincoln, Neb. In 1979, he transferred to a clerical position with BN. In 1980, he transferred again to the firemen’s craft and earned promotion to locomotive engineer in 1981. He joined the Brotherhood on April 1, 1981.

Pierce started as a union officer at the grassroots level, working his way up through all of the levels of the Organization. He first served as Local Chairman for his Division and then as a Vice General Chairman in 2006, before being promoted to the office of Vice President on April 8, 2008.

He was elected First Alternate Vice President at the BLET’s First Quadrennial Convention in 2006, and was promoted to the office of Vice President on April 8, 2008. He is a member of Division 687 in Sioux City, Iowa.

Pierce began his railroad career in 1977 as a Burlington Northern safety employee in Lincoln, Neb. In 1979, he transferred to a clerical position with BN. In 1980, he transferred again to the firemen’s craft and earned promotion to locomotive engineer in 1981. He joined the Brotherhood on April 1, 1981.

Pierce started as a union officer at the grassroots level, working his way up through all of the levels of the Organization. He first served as Local Chairman for his Division and then as a Vice General Chairman in 2006, before being promoted to the office of Vice President on April 8, 2008.
BLET marked 147th anniversary on May 8

Paul Sorrow

The Brotherhood of Locomotive Engineers and Trainmen (BLE) marked its 147th anniversary in May. The union was founded as the Brotherhood of the Footboard on May 8, 1863, in Marshall, Mich.

The organization was formed in the early 1860s when locomotive engineers on the Michigan Central Railroad became discouraged with pay cuts and the dismissal of their lives.

“When 12 brave men gathered in secret at the home of William D. Robinson in Marshall, Michigan, to create the Brotherhood of the Footboard, the world was a very different place than it is today,” BLET National President Paul Sorrow said. “They had to meet in secret because there was no right to organize or to bargain collectively. There was no limit on the number of hours a locomotive engineer could be required to work, no railroad re-retirement system, no health insurance and no FELA.”

When the success of these brothers became known, it was decided to extend the movement to all railroads in the surrounding vicinity. A call for a general meeting was then issued — to be held in Detroit on May 5, 1863.

The Detroit convention marked a new epoch in the organization of American railroad employees. It brought together engineers from the Michigan Central, Michigan Southern & Northern Indiana, Detroit & Milwaukee, Grand Trunk, and Michigan Southern. Together, the 12 delegates presented a draft constitution, forming the pioneer division of the Brotherhood of the Footboard.

This division, No. 1 in Detroit, still maintains its proud position as first on the roster of over 500 divisions of the BLE.

By August 1, 1863, 10 divisions had been formed. The constitution of the new organization provided that when five divisions were organized a delegate from each should be chosen to come together to create a grand division. So on August 18th, at Detroit, the Grand National Division of the Brotherhood of the Footboard was formed. William D. Robinson was elected Grand Chief Engineer.

In 1864, the union changed its name to Brotherhood of Locomotive Engineers (BLE), the name it retained for 140 years until merging with the International Brotherhood of Teamsters on Jan. 1, 2004, when it became BLET.

Today, BLET is the largest and strongest labor organization for railroad workers in the nation.

“Officers at all levels of our Brotherhood work extraordinarily hard to push their rocks up the hill each and every day. That being said, more than sheer numbers are required to get all the way to the top of the hill. To exert the maximum amount of force, everyone must be pushing at the same time and in the same direction. If you were in the military, you know that marching across a bridge requires that everyone breaks cadence, because marching in lockstep could create a force strong enough to bring down the bridge. However, when we push together on that rock in lockstep, we generate more than enough force to overcome the inertia that tries to keep the lockstep from moving forward. And the BLET’s mobilization system is an effective way to do that.”

The BLET’s history is filled with examples of how the interests of our members were advanced by everyone pushing together. Our greatest accomplishments were not the result of one or two leaders exerting superhuman strength — they came about because huge numbers of members came off the bench, got into the game, and all pushed together.

We face many challenges together in the current environment, and we can only prevail if we push those rocks up the hill together.

BLET President’s Message

Pushing Rocks up Hills

T
ever when I meet someone for the first time and I ask them, “What do I do for a living?” I find myself tempted to tell them that I push rocks up hills. Why do I view my work that way? Well, because it seems that most of the time I have to overcome powerful counter-force and inertia in order to succeed at what I’ve been elected to do.

In fact, an argument could be made that most BLET members regularly push rocks up hills to advance their interests as locomotive engineers and trainmen. Officers and activists do it almost constantly.

Some rocks are bigger than others, and some hills are steeper and longer than others. About the only thing we can count on is that the rocks seldom are pebbles, and that gravity is always present.

The most powerful counter-force we must overcome, of course, is the railroad industry. But the hills the carriers place in our path are not only of their own creation. Of the major industrialized nations throughout the world, the United States has the most anti-labor history and the most deeply embedded anti-labor culture. Even today, we have by far the smallest percentage of the working population represented by unions of all advanced nations.

When the Sherman Anti-Trust Act was signed into law in 1890, the first group it was enforced against was labor unions. The BLET’s legal status in those days was the same as a casual “outlaw” conduct.

The BLE’s legal status in those days was an unlawful conspiracy in restraint of trade. This meant that every struggle engaged in by BLE officers and members could easily lead to dismissal and “blacklisting” from the industry because of their “outlaw” conduct.

Anti-labor and anti-worker bias continues to infect government at every level, and is rampant in our judicial system. If you think that’s an overstatement, try to identify the last time we succeeded in convincing a court that a carrier’s outrageous abuses constituted a major dispute, convincing a court that a carrier’s outrage was bad enough to be a good cause, because huge numbers of members came off the bench, got into the game, and all pushed together.

We face many challenges together in the current environment, and we can only prevail if we push those rocks up the hill together.

The BLE marked 147th anniversary on May 8
BLET national bargaining under way

Another round of bargaining began in 2009 to improve agreements governing BLET members throughout the nation. Negotiations for a new National Agreement have begun, and contract talks will begin later this year on Amtrak and U.S. freight railroads owned by Canadian National Railway.

The national bargaining process began last November, when General Chairmen on most Class I railroads and several Class II and Class III served notice on the carriers to revise, amend, and extend current agreements. Identical notices were served to increase rates of pay and improve work rules and various working conditions, and to improve health and welfare benefits. In addition, railroad-specific notes were served to improve local rules and working conditions.

However, the BLET is in a somewhat different bargaining posture in this round, as compared to past rounds of bargaining. Wage settlements already have been reached with BNSF Railway, most of CSX Transportation, and several Class II and Class III, and the BLET has not sent any notices to the carriers.

Of the 45 years Paul Sorrow spent in negotiated labor-management relations, the BLET fully participated in the Rail Labor Bargaining Coalition (RLBC), along with six other railway unions. However, this year the BLET’s participation in the RLBC is limited to health and welfare issues.

In explaining this shift in bargaining strategy, BLET National President Paul Sorrow said, “It’s natural for us to bargain as part of the RLBC on health and welfare issues because the Railroad Employees’ National Health and Welfare Plan provides a uniform set of benefits to all covered railroad workers and it makes perfect sense to pool our resources to achieve our common health and welfare goals.”

“At the same time, though, since we have an overarching interest in preserving a minimum two-person crew on all trains and dealing with the impact of technology that will be introduced over the next ten years, it is not appropriate for us to be the primary spokespersons to the railroad owners when it comes to rates of pay and working conditions,” Sorrow added.

The composition of the BLET’s National Wage Committee is dictated by the BLET Bylaws, and includes: President Sorrow as the Chairperson; First Vice President Dennis Pierce; Vice President Lee Pruitt; NS General Chairmen Cole Davis representing the Southern General Chairmen’s Association; CSX General Chairmen Don Moates representing the Southern General Chairmen’s Association; and CP General Chairman Mike Priester representing the Western General Chairmen’s Association. Director of Benefits Dan Cook and Assistant to the President and Director of Research Tom Pontolillo have been assigned as staff support for the Committee.

Bargaining is subject to the Railway Labor Act, which prohibits the carriers from changing rates of pay, rules and working conditions during negotiations. If the parties fail to reach an agreement, either side can invoke the services of the National Mediation Board, and reaching an impasse in mediation can lead to the creation of a Presidential Emergency Board and a settlement imposed by Congress.

Section 6 Notices are available on the BLET website: http://www.blet.org/section6_notices.html

“Of the 45 years Paul Sorrow spent working in the railroad industry, 38 have been in dedicated service to the Brotherhood.”

—First Vice President, Dennis Pierce

lead our Brotherhood to a brighter future, and I turn the throttle over to him with no reservations.

I appreciate the friendship and support that you and so many wonderful Brothers and Sisters have shown me over the decades, and will always stand by to continue our efforts in training and health and welfare matters of the Brotherhood that has always helped me.”

President Sorrow, who will be 64 in August, began his professional railroad career with the Seaboard Air Line Railroad in 1965. He has maintained continuous membership in Division 498 (Abbeville, S.C.) since joining the Brotherhood on March 1, 1972. He has served the Brotherhood as Local Chairman, Vice General Chairman and General Chairman (Seaboard Coast Line and CSX General Committees of Adjustment), Vice President, First Vice President and National President.

“Of the 45 years Paul Sorrow spent working in the railroad industry, 38 have been in dedicated service to the Brotherhood.”

—First Vice President, Dennis Pierce

He has always put the Brotherhood first throughout his life and she has earned the right to enjoy time with his family and loved ones. The Brotherhood is a better place today because of Paul Sorrow and I ask all BLET members to join me in thanking him for his contributions to our Brotherhood.”

Elections

Brian Kelley re-elected Missouri SLBC

Missouri State Legislative Board Chair Brian P. Kelley was re-elected by acclamation at Board meetings in Jef-

ferson City on May 4-5, 2010.

berson City; Second Vice Chairman Steve Gil-

leff of Division 107 (St. Joseph, Mo.); Secretary-Treasurer Tim Morgan of Di-

vision 86 (Moberly, Mo.); and Alternate Secretary-Treasurer Dan Schroeder of Divisions 250 and 746 (Columbia, Mo.)

Sorrow Announces Retirement

Continued from page 1

to review and examine all National Divi-

sion expenses, to overhauling the process for reimbursing officers for legitimate expenses incurred at their home stations. I firmly believe our internal governance has been significantly strengthened by these actions.

“Over my entire career I have always left everything on the field, and I have certainly done so as National Pres-

ident. That being said I could not in good conscience continue in office, only to risk not being allowed to give it my all in the fall. I believe it is now time for me to think about our future must be made. Although I have not accomplished all of my goals, the key internal reform enacted during my Presidency have put the BLET back on the right track. I have every con-

fidence that Alternate President, Brother Dennis Pierce, has the intelligence, the energy, the strength and the ability to build on our recent achievements and

nationally. Health and welfare bargain-

ing for all four carriers is being con-

ducted nationally.

In the round of bargaining that pro-

duced the 2007 National Agreement, the BLET fully participated in the Rail Labor Bargaining Coalition (RLBC), along with six other railway unions. However, this year the BLET’s participation in the RLBC is limited to health and welfare issues.

In explaining this shift in bargaining strategy, BLET National President Paul Sorrow said, “It’s natural for us to bargain as part of the RLBC on health and welfare issues because the Railroad Employees’ National Health and Welfare Plan provides a uniform set of benefits to all covered railroad workers and it makes perfect sense to pool our resources to achieve our common health and welfare goals.”

“At the same time, though, since we have an overarching interest in preserving a minimum two-person crew on all trains and dealing with the impact of technology that will be introduced over the next ten years, it is not appropriate for us to be the primary spokespersons to the railroad owners when it comes to rates of pay and working conditions,” Sorrow added.

The composition of the BLET’s National Wage Committee is dictated by the

Elections

Brian Kelley re-elected Missouri SLBC

They were joined by BLET First Vice President Dennis Pierce and BLET Vice President & National Legislative Repre-

sentative John Baldwin. First Vice President Pierce updated the group on current events at the National Division, and his role as First Vice President is to serve on to the RLBC. Brother Kelley made the group an update on legisla-

tive and political issues.

Brother Kelley, a member of Division 502 (Kansas City, Mo.), was first elected Chairman of the Missouri State Legislative Board in May of 2006. He assumed office June 1, 2006, following the retirement of long-time chairman Mickey Gage.

The Missouri State Legislative Board represents over 1,100 members and 21 BLET Divisions.

October 1, 2010
Railroad Retirement Board Informa-

tional Conference, Huntington, W.Va.

Registration for all meetings begins at 8 a.m., with the programs beginning promptly at 8 a.m. and ending at 12:30 p.m. At the Hyatt Place Reno Airport, 5040 Valley View Blvd. NW.

September 12-16, 2010
75th Annual Southwestern Convention Meeting, San Antonio, Texas.

Hosted by Russell Eley, Local Chairman of Division 119, the 2010 SWCM will take place at the Hyatt Regency San Antonio, on the River Walk at Paseo del Alamos (123 Losoya St., San Antonio, Texas, 78205). Phone: (888) 421-1442. Rate: $139. For details, contact Brother Eley by email at raley789.net.

September 24, 2010
Railroad Retirement Board Informational Conferences, West Des Moines, Iowa and Albany, N.Y.

Registration begins at 8 a.m. with the programs beginning promptly at 8 a.m. and ending at 12:30 p.m. In Iowa at the Hampton Inn-West Des Moines, 7050 Lake Drive, and in New York at the Clarion Hotel, 3 Waterfront Ave. Ext., Albany.

October 4-7, 2010
BLET National Division Convention, Reno, Nevada

The BLET’s Second Quadrennial National Convention will be held at the Grand Sierra Resort and Casino in Reno. See BLET website for details, www.blet.org/convention

October 15, 2010
Railroad Retirement Board Informational Conference, Pittsburgh, Pa.

Registration for all meetings begins at 8 a.m., with the programs beginning promptly at 8 a.m. and ending at 12:30 p.m. At the Great Western Pa. Regional Council of Carpenters Union Hall, 650 Ridge Rd.
The policy currently in effect is that official communications between BLET members and the National Division require a hard copy of the correspondence — with a signature — being received by the National President — to be considered an “official communication.” This is to provide that the actual question(s) are addressed, and ensures that when official interpretations are made they have reference to a specific request and can be used in future correspondence.

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

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

Electronic Communications Policy

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

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

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

This will allow the President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member, if a response is necessary.
The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) directed the Federal Railroad Administration (FRA) to develop a Preliminary National Rail Plan (PNRP or Preliminary Plan) to address the rail needs of the Nation. The PRIIA also directed FRA to provide assistance to States in developing their State rail plans in order to encourage the Federal long-range National Rail Plan is consistent with the desire by the BLET for long-term planning and financing of passenger rail by federal, state and local governments.

A copy of the Preliminary Plan is available at: https://www.fra.dot.gov/Download/RailPlanPre-liminary-15.pdf

“The BLET urges FRA to require the jobs covered by the National Rail Plan be safeguarded for railroad workers, and ensure these workers are protected by federal laws relating to railroad workers, including the Railway Labor Act, Railroad Retirement Act and the Federal Employers Liability Act,” wrote BLET Vice President & National Legislative Representative John Tolman in Brotherhood’s written comments on the Plan.

“The BLET supports the goals set forth by the Federal Railroad Administration in developing a National Rail Plan. Its inclusion in the Passenger Rail Investment and Improvement Act is consistent with the desire by the BLET for long-term planning and financing of passenger rail by federal, state and local governments.”

A copy of the BLET's comments submitted to the DOT Docket Clerk regarding this issue is available for download from the BLET website at: http://www.ble-t.org/pr/pdf/National_Rail_Plan_Comments-15.pdf.

In comments to the Federal Railroad Administration (FRA) regarding its Preliminary National Rail Plan, the Brotherhood of Locomotive Engineers and Trainmen declared its support for the plan envisioned by the FRA, but demanded that jobs created under the Plan must go to America’s railroad workers. The workers currently employed by our nation’s railroads are among the most highly trained and skilled employees in the world,” National President Paul Sorrow said. “They are entitled to a safe work environment and the National Rail Plan should not interfere with their ability to keep and expand their work.”

The BLET Vice President & National Legislative Representative John Tolman was also at the meeting. He presented insights into legislation that the BLET is working on in 2010. He also discussed the upcoming political races as well as key regulatory issues.

Other BLET officers attending the meeting include: Ken Kertesz, Chairman of the Pennsylvania State Legislative Board; Tim Hanely, Chairman of the Ohio State Legislative Board and NASL-BC Region 1 Chairman; and Jim Louis, Chairman of the New York State Legislative Board and Chairman of the Conrail (SAA-CSXT-Northern District) General Committee of Adjustment.

Also in attendance was Cliff Nolan of Teamsters Joint Council 73, which represents 65,000 members.

“Congratulations to Brother Kronyak and all of the members elected at the meeting,” Vice President Tolman said. “I look forward to working with Matt.”

Rail workers must be part of National Rail Plan

Transportation Workers protecting each other since 1910

4000 Town Center, Suite 2500, Southfield, MI 48075-2407
Phone: 800.514.0010 / Fax: 877.633.1910
Email: lecmtcf90@juno.com / Website: www.lecmtc.org

ELECTIONS

Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires

Matt Kronyak was elected Chairman of the New Jersey State Legislative Board at meetings in Newark, N.J., from March 26-27. He replaces outgoing Chairman Jim Chappelle, who is retiring after nearly 36 years of dedication and service to the Brotherhood.

“Brother Chappelle has done a great job serving the members in the state of New Jersey, and has volunteered to help us in any way he can for the next 13 months,” Brother Kronyak said. “I look forward to continuing the work he has done and serving the BLET. I would like to thank all of those who attended the meeting.”

Brother Kronyak is a CSX (former Conrail) locomotive engineer and member of BLET Division 253 (Union City, N.J.). He has been a BLET member since December 1, 1995.

Also elected at the meeting were: Fred Mattison, First Vice Chairman (Division 373, Trenton, N.J.); Sean Simon, Second Vice Chairman (Division 226, Newark, N.J.); Mike Luteran, Secretary-Treasurer (Division 601, Newark); and Brian Bagin, Alternate Secretary-Treasurer (Division 601).

BLET National President Paul Sorrow congratulated all officers on their elections and thanked them for their continued dedication to the affairs of the Brotherhood.

“I have every confidence in the world that Brother Kronyak will do an outstanding job representing the rights and interests of our Brothers and Sisters in New Jersey,” President Sorrow said. “I also thank retiring Chairman Jim Chappelle for his years of sacrifice and dedication to our Brotherhood.”

Attending the meeting on behalf of National President Sorrow was First Vice President Dennis Pierce. He presented Brother Chappelle with a plaque from the National Division honoring him for his years of service to the Brotherhood and thanking him and his family for their dedication and many sacrifices over the years.

Brother Chappelle is retiring after nearly 40 years of experience with New Jersey Transit. He joined the Brotherhood on December 1, 1974, and is a member of BLET Division 53 (Jersey City, N.J.).

Matt Kronyak, NJ State Legislative Board Chairman; Fred Mattison, 1st Vice Chairman NJ SLB, First Vice President Dennis Pierce. Standing, from left: Tim Hanely, Ohio State Legislative Board Chairman; Rich Vogt, Division 387 Legislative Representative; Bob Fallor, Division 497 Legislative Representative; Randy Duncan, Division 171 Legislative Representative; Jim Chappelle Division 53 Legislative Representative and former NJ SLB; Sean Simon, Division 226 Legislative Representative and Second Vice Chairman NJ SLB; Pat Norton, Division 157 Legislative Representative; Brian Bagin, Alternate NJ SLB Secretary-Treasurer; Dave Hamilton Division 235 Legislative Representative; Ken Kertesz, Pennsylvania State Legislative Board Chairman.

Jim Chappelle retires

Jim Chappelle retired, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB

Jim Chappelle retires, Matt Kronyak elected Chairman of NJ SLB
Pittsburgh welcomes BLET for 2010 EUMA

A

BLET members and their families are welcome to Pittsburgh, Pa., for the Eastern Union Meeting Association's 72nd annual convention, August 8-12, 2010.

Guests will stay at the Sheraton Station Square hotel in downtown Pittsburgh. The BLET room rate is $155 per night.

The room registration deadline is July 9, 2010, and the group reservations are listed under BLET (group code BOH08A).

Early registration is encouraged for the 2010 EUMA. The first 200 registrants will receive a special EUMA 2010 welcome gift.

Arrangements Committee Chairs Tom and Sue Caruso and the members of BLET Division 335 are proudly hosting the 2010 EUMA.

"We strongly encourage you to bring your entire family, as everyone knows there isn't much family time in the railroad world," the Carusos said.

The EUMA area of the BLET website contains convention registration forms, golf tournament registration forms, and a direct link to the Sheraton Station Square hotel for online reservations (http://www.blet.org/info/meetings/euma).

Registration begins on Sunday, August 8, and is followed by a welcome reception.

The convention begins the morning of August 9 with opening ceremonies at 9 a.m. Closed meetings for the BLET and BLET Auxiliary will take place Monday afternoon.

Unique to the EUMA this year is a special presentation on SOFA, or Switching Operations Fatality Awareness. SOFA is a working group of representatives from labor and management, which reviews switching operations accident reports and develops recommendations for reducing fatalities and injuries. The SOFA group issues regular safety reminders to help achieve its goal of eliminating switching injuries and fatalities. The SOFA presentation during the 2010 EUMA will take place on Monday afternoon, August 9.

Also unique to the 2010 convention is the EUMA Daycamp. While children and grandchildren are welcome at each event, babysitting will be available and provided by highly trained and professional staff. The EUMA concludes its Monday activities with a dinner cruise aboard the Gateway Clipper Fleet. Enjoy dinner and a boat ride on the "Empress" along Pittsburgh's famous Three Rivers. Guests will have the opportunity to depart at the River's Edge Casino with transportation back to the hotel via shuttle if they choose to end their cruise there.

The annual EUMA golf tournament takes place on August 10 at the Cranberry Highlands Golf Course. Established in 2002, the Cranberry Highlands is a 4,769-yard par-70 course featuring 90 sand bunkers and water hazards.

For non-golfers, the EUMA Arrangements Committee has organized a multitude of sightseeing activities for Tuesday, including: a tour of Heinz Field, home of the Pittsburgh Steelers; a visit to the Carnegie Science Center with its famous Hall of Water; a tour of the Strip District, Pittsburgh's multi-cultural area and home of the famous Primanti Brothers sandwiches, Whiskey's Fish Market and countless other unique stores and restaurants.

August 11 is workshop day at the 2010 EUMA. Educational workshops for BLET Secretaries-Treasurers, Local Secretaries, and Legislative Representatives will be provided. Additionally, representatives of the BLET's National Mobilization Team will conduct a special workshop on mobilization.

Finally, the 2010 EUMA concludes with the annual banquet evening of August 11. Dress for the event is semi-formal.

"But, all fun aside, we offer all members the opportunity to learn and grow with the meetings and workshops for all positions with the organization," the Carusos said. "This is a great chance for all officers and members to attend condensed versions of classes. The open and closed meetings are extremely informative, along with the BLET and BLET Auxiliary meetings. We are planning events for the spouses as well. We don't want you just hanging out in your hotel room. Join the fun at the Ladies Fair on Wednesday from 1 p.m. to 3 p.m. with special door prizes at 3 p.m.

Hanely reelected as Ohio State Legislative Board concludes convention

T

wenty-four Division Delegates from Ohio were joined by officers of the BLET National Division, State politicians and many other special guests at the Ohio State Legislative Board’s 14th Quadrennial Convention in Columbus, Ohio, from May 6-7, 2010.

State Chairman Tim Hanely was reelected by acclamation during the convention, along with First Vice-Chairman Tim Price and Secretary-Treasurer Edward Patterson. Alternate Secretary-Treasurer Dan DeSelms and 2nd Vice-Chairman Brian Garrison were also elected to the executive committee of the Board.

BLET National President Paul Sorrow congratulated these Brothers on winning election and expressed his regret that he could not attend the meeting personally.

National Secretary-Treasurer Bill Walpert briefed the delegates and guests on the activities of the National Division. Vice President & National Legislative Rep. John Tolman also addressed the convention, and National Vice-President Willard Knight was also in attendance.

General Chairman Cole Davis (NS) and VGC Bob Linsey also attended.

Other highlights of the convention included a concise question and answer period with Federal Railroad Administration (FRA) regional inspectors, an informational meeting with BLET Auxiliary President Becky Schneider for 19 spouses, and a keynote address by BLET Division 757 (New Castle, Pa.) member and Ohio State Representative Robert Hagen. Brother Hagen spoke to the group about the importance of political activism in our union at the dinner banquet.

The delegates created an annual scholarship fund for post secondary students and a new chapter of the BLET Auxiliary was formed.

"The delegates conducted a very orderly and productive business meeting," Chairman Hanely said. "We accomplished quite a bit of business in a short time."

Hanely thanked First Vice-Chairman Tim Price for directing all of the hotel and banquet arrangements.

"Because of his hard work the convention was flawless and we all owe our thanks to him. Karen Patterson hosted the spouses at the convention," Hanely said.

Hanely is a member of Division 36 in Newark, Ohio, and has been a member of the BLET since 1995. He was first elected Chairman in April of 2006.

"Brother Hanley works very hard for the members in Ohio, and I would like to congratulate him on a successful meeting," Vice President Tolman said.

The Ohio State Legislative Board represents 3,200 active and retired members who work for CSX, Norfolk Southern, Wheeling & Lake Erie, and the Indiana & Ohio Railroads.

Brotherhood Obituaries

February-May 2010

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Division</th>
<th>Age</th>
<th>Date of Death</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. M. Timbers</td>
<td>Vice-President</td>
<td>94</td>
<td>04-08-10</td>
<td></td>
</tr>
<tr>
<td>H.W. Cannon</td>
<td>Secretary</td>
<td>50</td>
<td>04-08-10</td>
<td></td>
</tr>
<tr>
<td>B. E. Vendle</td>
<td>Vice President</td>
<td>88</td>
<td>05-10-10</td>
<td></td>
</tr>
<tr>
<td>E. H. Running</td>
<td>Chairman</td>
<td>65</td>
<td>05-10-10</td>
<td></td>
</tr>
<tr>
<td>F. Morgan</td>
<td>President</td>
<td>61</td>
<td>04-16-10</td>
<td></td>
</tr>
<tr>
<td>C. B. Rightmire</td>
<td>Vice President</td>
<td>77</td>
<td>04-16-10</td>
<td></td>
</tr>
</tbody>
</table>

Delegates attending the 14th Quadrennial meeting of the Ohio State Legislative Board.
A S o f J u n e 7, 2010

...
June 2010 Photo of the Month

On a foggy morning in 1978, Amtrak’s Silver Star heads northbound at Nolita, N.C., on the former Seaboard Air Line route from Raleigh-Richmond, N.C. Photographer Doug Kiddell writes: “Today, the depot is gone and the way of life has trees growing in the gauge between ruined rails. The good news is this: the route is already becoming part of the Southeast’s highway-rail link, so in the not too distant future, trains may once again be screaming through Norlina.” Photo courtesy: BLET member Doug Kiddell, Division 16.

A message from Teamsters General President James P. Hoffa

Finally, the Dept. of Labor is on our side

It is a disgrace that so many workers are killed on the job in this country. They’re killed in fields and factories, on oil rigs and in coal mines, in refineries, on roads, on utility poles and driving trucks.

Last year, the tragic toll of 14 people died at work every single day.

In April, seven workers were killed at the Teocos Refinery in Washington state. And three days later, 29 coal miners were killed in a Massey Energy coal mine in West Virginia. Also, an AT&T utility worker was electrocuted in Detroit. 11 oil rig workers died in the Gulf of Mexico explosion. A New York City transit worker was electrocuted and three more coal miners died in one in West Virginia and two in Kentucky.

Workers should not be dying in fires and explosions and falls. They should not be dying of heart attack in warehouses and fields. They should not be dying because their employer blatantly ignore their health and safety.

Most of all, they should not be dying because the federal government lets their employers get away with it.

During the last administration, laws protecting workers’ health and safety were been broken with impunity. Fortunately, President Obama has taken the battle for safe workplaces.

His new Secretary of Labor, Hilda Solis, announced that she was very, very serious about enforcing worker safety laws. “There is a new sheriff in town,” she said.

In March, 15,000 employers received letters from the Occupational Safety and Health Administration, warning them that inspectors were on their way to as many as 4,500 workplaces.

OSHA sent the inspectors to companies that had high rates of workers who spent time away from work, were restricted or transferred because of injury or illness.

There’s no better example of the difference between the Obama administration and the Bush administration than their approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety. Bush named a mine safety chief whose qualification was his approach to mine safety.

On the other hand, the Obama administration is making a difference. They’ve named a mine safety chief whose qualification is his willingness to hold any manager or executive in charge of a mine that makes a decision that puts workers in danger responsible for their decisions.

Finally, the Dept. of Labor is on our side.