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SUPREME COURT DENIES REVIEW OF BLET VICTORY ON TWO-PERSON TRAIN CREWS

The Brotherhood of Locomotive Engineers and Trainmen (BLET) has secured another significant victory for rail workers — this time from the highest court in the United States — in the Union's ongoing campaign to protect two-person train crews. On January 9, the United States Supreme Court denied a petition filed by the Wheeling and Lake Erie Railway (W&LE) asking that the nation's highest court review and set aside the 2015 finding by the Sixth Circuit Court of Appeals that the railroad's use of managers in place of Union conductors was a major dispute under the Railway Labor Act.

In September 2013, BLET National President Dennis R. Pierce authorized a strike by W&LE Conductors over the W&LE's repudiation of Collective Bargaining Agreements that cover the locomotive engineer and train-

men operating crafts. Specifically, the Carrier ignored longstanding crew consist agreements and operated single-person operations, refusing to assign available conductors, in an effort to eliminate Trainmen.

When W&LE challenged the strike, a federal district judge issued an injunction on the ground that the dispute was "minor" and had to be arbitrated. BLET never wavered in its position that the refusal to call Conductors was an outright contract abrogation warranting a strike, and appealed that ruling. In April 2015, a unanimous three-judge panel for the U.S. Court of Appeals for the Sixth Circuit agreed with BLET and reversed the lower court. The panel found that W&LE's "claim that the Trainmen Agreement allowed it to man trains without union conductors is frivolous or obviously insubstantial, and the dispute is major." The Court of Appeals



BLET members during the 2013 strike at W&LE.

vacated the injunction and remanded the case back to the District Court with instructions to dismiss W&LE's complaint. The Carrier then tried unsuccessfully to get the entire Court of Appeals to vacate that decision.

Most recently, and in a last ditch effort to gain the right to ignore its agreements with BLET, W&LE petitioned the Supreme

Court to take the case. BLET filed a brief in opposition, supporting the decision of the Court of Appeals, and on January 9th, the Supreme Court rejected W&LE's petition. Consequently, the "major dispute" holding stands, vindicating the Union's position that if W&LE wants to change the rule, it must accomplish the change at the bargaining table, not by unilateral action.

"I must first thank our members on the W&LE for helping us fight to preserve the Conductor's job and for standing strong against the Carrier's attempts to implement one-person trains," President Dennis Pierce said. "When the decision was made to strike the W&LE, our members were united in their resolve and stood shoulder to shoulder on the picket line," he continued. "This final decision by the highest court in the land reminds us all of the importance of strong contract language, fol-

lowed by strong union activism to protect our contracts. The now unimpeachable decision of the U.S. Court of Appeals for the Sixth Circuit is not only important for our W&LE members, but for all operating employees and rail labor in general. The nationwide fight over operating crew size is far from over, but this victory helps to ensure that union contracts requiring two crew members are enforceable by the union, even to the point of a strike.

"I also want to thank General Counsel Mike Wolly and his team for preserving this critical court victory on behalf of our members," President Pierce added. @

A COPY OF THE COURT RULING IS AVAILABLE FOR DOWNLOAD FROM THE BLET NATIONAL DIVISION WEBSITE (PDF): WWW.BLE-T.ORG/PR/PDF/SUPREME_COURT_WLE.PDF

BLET, SMART TD members urged to call Congress in support of two-person crew bill

The Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART TD) are urging their respective memberships to contact members of the House of Representatives about co-sponsoring The Safe Freight Act of 2017 (H.R. 233), a bill that would mandate two-person train crews on freight trains — one certified locomotive engineer and one certified conductor.

Introduced by Congressman Don Young (R-Alaska) on Jan. 3, 2017, The Safe Freight Act states in part: "Effective 30 days after the date of enactment of the Safe Freight Act of 2017, no freight train or light engine used in connection with the movement of freight may be operated unless it has a crew consisting of at least 2 individuals, one of whom is certified under regulations promulgated by the Federal Railroad Administration as a locomotive engineer pursuant to section



BLET MEMBERS:

PLEASE CALL THE U.S. CAPITOL SWITCHBOARD AT (202) 224-3121

20135, and the other of whom is certified under regulations promulgated by the Federal Railroad Administration as a conductor pursuant to section 20163."

The current two-person crew bill mirrors legislation that was introduced in the 2016 Congress, which garnered 69 co-sponsors in the House of Representatives.

Now is the time to speak up and voice your support for two-person train crews! All active and retired members of the BLET and

SMART TD, as well as their Auxiliary Representatives, should contact their House Representatives and ask them to Co-Sponsor H.R. 233, the Safe Freight Act of 2017.

In early January, the BLET secured a significant victory for rail workers from the highest court in the United States to protect two-person train crews. On January 9, the United States Supreme Court denied a petition filed by the Wheeling and Lake Erie Railway asking that the nation's highest court review and set aside the 2015 finding by the Sixth Circuit Court of Appeals that the railroad's use of managers in place of union conductors was a major dispute under the Railway Labor Act.

The issue of two-person train crews has been in the national spotlight since the July 6, 2013, derailment of a Montreal, Maine & Atlantic (MM&A) oil train in Lac-Megantic, Quebec, which killed 47 people and destroyed the center of the town. The MM&A train was crewed by a single person. Since that time, there also has been movement by major freight railroads to seek collective bargaining agreements to allow for widespread use of one-person train operations. SMART TD and BLET have lobbied to protect two-person crews as being paramount to safety.

"The nationwide fight over operating crew size is far from over, and we are urging all BLET and SMART TD Brothers and Sisters to contact their member of Congress on this extremely important issue," BLET National President

Dennis R. Pierce said. "In spite of what the railroads might say, technology has not advanced to the point that it can replace the eyes and ears of railroad professionals. Please do your part as the job you save may be your own."

"We will continue our tireless and years-long work of supporting a minimum of two crew members on all trains. An overwhelming majority of Americans from both political parties support this measure: the American people have spoken and are in favor of this bill. It is past time for our government to get on track, do the right thing and support H.R. 233. This measure is a matter of domestic safety and security for railroad workers, passengers, our cities, towns and our entire nation," said SMART TD President John Previsich.

President Pierce and President Previsich both thanked Congressman Young for introducing the bill. @

A FULL COPY OF H.R. 233 CAN BE VIEWED AT: WWW.CONGRESS.GOV



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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

UNION PROUD, UNION STRONG

In my last *Newsletter* message, I issued a Call to Arms for all BLET members to join in our fight for a fair national contract for Class 1 freight members. In the days and weeks since that call, the National Division has received many responses, and in this month's message, I would like to discuss a theme that appeared in a few of those responses, and how we move forward.

First, it's important to note that our Brotherhood is a member-run and member-led organization. As a BLET member, you have the right to run for Union office; you have the right to elect the officers of your Local Division and the right to elect the officers of the National Division. You also have the right to vote on your contracts, and in all of these efforts, the National Division actively promotes Get out the Vote efforts to try and make sure all members exercise these rights. As part of all of this, the National Division encourages all members to voice their opinions and I think it's important for you to know that I personally read the vast majority of the comments we receive.

The feedback regarding my Call to Arms in late 2016 made it clear to me that there is much work to be done if we are to unite our collective strength behind this cause. There were many, many members that replied with a, "Tell me where to be when you need me" response, but there were also responses from some members who are so frustrated that they question the Union movement in general. My comments in this message are more directed to that frustration, as I share it in many ways.

When I hired out on the railroad, I was handed paperwork and told to sign up with the Union. Looking back now, and having met other Teamster members who have had to fight to get Union representation, I see how easy it was for me to be a Union member. Since that time, I have worked in multiple crafts at the railroad, and have belonged to four different railroad Labor Unions. I have endured furloughs, force assignments, mistreatment by railroad officials, and treatment by local Union officers who were at best indifferent to my personal situation. I don't share that



as anti-Union sentiment, I share it so you all understand why I chose to get involved in my Local Division.

When I first became a Local Chairman, it was because I was tired of the way I was being treated by the railroad, and thought I could make a difference. I was told that I was too young, that I didn't have enough seniority, and when I got elected, I was tested by members who did not support me. None of that diminished my support of the Union movement, or my desire to do right by all members that I represented. I still remember the pride I felt the first time that I settled a member's wrongly denied claim; taking hard earned money from the railroad and putting it into the member's pocket, where it belonged. Over the years since then, I have been honored and privileged to serve at all levels of our Union's protective department, and while there have been both successes and disappointments along the way, I have always worked to get our membership the respect, compensation and benefits commensurate with the contribution that we make to the railroad's bottom line.

The majority of BLE/BLET Officers whom I have met along the way not only share my passion; they share my commitment to the membership. They are in most cases Locomotive Engineers and Trainmen who got involved because they thought they could make a difference. It is important to distinguish between those who are trying to make a difference — even when their best efforts fall short — from those who are truly subjecting railroad employees to abuse and mistreatment.

In my time on the railroad, I have seen countless engineers and

trainmen wrongly discharged; I have seen millions of dollars in valid claims denied, forcing the Union to fight for what was already agreed upon by the parties. I have seen operating employees ripped from their families and forced to chase and protect their seniority for years on end. In fact, I sat third from the bottom of my engineers' seniority district for over 9 years in the 1980s, and was not permitted to work where my family lived for more than 6 months during those 9 years without being forced to some other location. But I was not alone; during that period, railroads implemented new Interdivisional runs that ripped hundreds of my Brothers and Sisters from their homes. Low density lines were leased or sold, creating travelling operating employees like me, who were just trying to do their job and feed their families. We were told time and time again, if you don't like the job, quit.

Here is the part that seems to have been lost through the years; it wasn't the Union that treated the employees with such contempt in the 1980s; it was the railroad. It wasn't the Union that violated agreement after agreement — some before the ink was even dry — it was the railroad.

The same is true today. For the sake of, and in the name of profitability, many of these railroads are again changing their operations without any regard for the impact to their employees. In many cases, they ignore their obligations for protective benefits when operations are changed, and more concerning is their complete disregard for those with no protective benefits available due to the nature of the transaction. That isn't the Union showing disregard for its mem-

bers, it is the railroad putting profits ahead of people.

This same Carrier disregard is also at the very core of our current contract dispute with the nation's Class 1 freight railroads. The fact that we do not have a contract settlement is not because your Union is not doing its job. Our contract should have been settled months if not years ago, and you can rest assured that the proposals advanced by our Coordinated Bargaining Group did have your best interests at heart. That is not true of your employers, the railroads. Quite to the contrary, the contract is not settled because your employers refuse to show YOU the respect that you deserve.

They cry poverty while they continue to be extremely profitable — and they are profitable in large part thanks to the skill of their employees. They outright reject the Unions' fair contract proposals, not because they cannot afford them, but because it means more for you and less for them. They have not reduced CEO compensation due to any downturn in business. They believe the only ones who are supposed to "give at the office" are the employees.

That is what frustrates me most of all: your bargaining team has made fair and affordable contract proposals on your behalf, but those proposals have been rejected outright. Your employers have made it clear that in their opinion, you do not deserve the quality of health care that you have long worked for. They attempt to compare your benefits to those of bankrupt municipalities and minimum wage employers like Walmart in an effort to diminish the contribution you make to their bottom line. They refuse to offer

meaningful wage increases that would keep up with the cost of living, and are now demanding work rule changes that would have you doing more work for less money in many cases.

To put it mildly, I am offended, and you should be offended, too. You deserve better from your employers, but don't think for a minute that the railroad wants to be blamed for any of this. This is where our mutual frustration with the way we are being treated sometimes sends us in different directions.

From the comments we received from my recent Call to Arms, some of our members have succumbed to the sentiment that even though it is the railroad that is abusing you, it is the Union that is to blame. Nothing could be further from the truth, and it is the abuser who avoids responsibility if you blame the Union for the railroad's actions. Your employers are masters at planting seeds of dissension and distrust amongst their employees, all in an effort to make the Unions weaker. They have long pushed and benefited from the old adage, "the railroad screwed me, I blame the Union."

On the other hand, I have always said give credit where credit is due: the railroads are the ones mistreating their employees and it is the railroads that are to blame, not the Union. Join me in an effort to hold them accountable whenever and wherever we are given the opportunity. Don't fall for the railroads' efforts to divide us at this critical time. You are the Union, and your Union needs your participation now more than ever. Attend your Union meetings when you can, get involved in your Local Division's Mobilization Network. Run for office if you think you can make a difference. Even Union represented employees are "David" in what can only be called a David vs Goliath battle; we stand no chance as individuals in that battle. The time is now to pull together to protect what we have, because the railroads have every intention of taking it from you. Be an active part of your Union's fight to prevent that, our fight is your fight. ©

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an "official communication." This is to provide that the actual question(s) are addressed, and ensures that when official interpretations are made they have

reference to a specific request and can be used in future correspondence.

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

response; however, an e-mail message is not considered an official communication.

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

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

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



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

UNIONS HELP ALL WORKERS EARN MORE

Union members aren't the only ones hurt when labor's slice of the workforce pie gets smaller, a report confirms. In fact, research by the Economic Policy Institute (EPI) shows all workers today are making less than they would if union density was at its 1979 level.

Between 1979 and 2013, the share of private-sector workers in a union fell from about 34 percent to 10 percent among men, and from 16 percent to 6 percent among women. For women, the result is \$718 less in pay per year. But for men, lost pay balloons to nearly \$2,725 a year.

As EPI notes, "Unions keep wages high for nonunion workers for several reasons. Union agreements set wage standards that nonunion employers follow. And a strong union presence prompts managers to keep wag-

es high to prevent workers from organizing or leaving. Unions also set industry-wide norms, influencing what is seen as a "moral economy."

Working-class men have felt the decline in unionization the hardest, the report notes. Specifically, nonunion men lacking a college degree would have earned eight percent, or \$3,016, more in 2013 if unions had remained as strong as they were 34 years earlier.

The signs have been noticeable to anyone paying attention that the U.S. economy isn't working for most. Income inequality has soared. As we've noted before, the real economy has doubled in size since 1980. But for workers in the bottom half have seen nearly no economic benefit from it, despite existing social programs meant to lend a hand to this population. The result is some 117 million adults stuck in

place despite the pre-tax income per adult in the U.S. growing by 60 percent on average.

Because of this, the nation's top 1 percent now makes nearly twice as much as the bottom half and on average earns 81 times more than those in the bottom half. By comparison, in 1980 they made 27 times more.

The people of this nation aren't winning under this scenario. They need an economy that produces jobs that allow families to support themselves. That starts with good union jobs that pay more than \$10,000 a year more than non-union ones do on average. Only then will America be the nation it is supposed to be.

Fraternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



66 Between 1979 and 2013, the share of private-sector workers in a union fell from about 34 percent to 10 percent among men, and from 16 percent to 6 percent among women. For women, the result is \$718 less in pay per year. But for men, lost pay balloons to nearly \$2,725 a year.

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BLET seeks to overturn punitive New Jersey substance abuse law

Two railroad labor unions have jointly filed a lawsuit to overturn a punitive New Jersey law that prohibits New Jersey Transit locomotive engineers from operating trains if their personal motor vehicle driver's license is suspended.

The unions argue that the state law, signed by Governor Chris Christie in late August of 2016, is preempted by Federal law, specifically, the Rail Safety Improvement Act of 1988, and also by existing Federal Railroad Administration (FRA) certification requirements for locomotive engineers.

The lawsuit was filed jointly on January 9 by the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART TD).

"Current federal law and existing federal rail safety regulations already thoroughly address the treatment of railroad workers who have their personal motor vehicle licenses revoked for operating under the influence of alcohol or other banned substances," BLET National President Dennis R. Pierce said. "The New Jersey state law is incompatible with the federal law and is a solution in search of a problem. It does nothing to make the railroad safer."

Federal law provides for safety checks

and regular re-checks on locomotive engineers' personal driving records, and mandates counseling and/or treatment for locomotive engineers who are diagnosed as having an active substance abuse disorder. Workers who refuse or fail to comply with the federal law have their certification suspended. Those who comply with the federal law and the terms of federally-mandated substance abuse program are permitted to continue working in a safe manner.

The state law reads in part: "A person whose driver's license is suspended or revoked for a violation of R.S.39:4- 50, section 2 of P.L.1981, c.512 (C.39:4-50.4a), or a law of a substantially similar nature in another jurisdiction shall not operate, during the period of suspension or revocation, a locomotive or train provided by the New Jersey Transit Corporation, or any public or private entity under contract to the corporation."

"Safety of our members and the traveling public is our top priority," said SMART TD President John Previsich. "But this matter is heavily regulated in the Federal arena, with science-based programs and systems already established to address such issues. Introducing another layer of bureaucracy, with overly punitive measures that conflict with Federal law, will only serve to disrupt and interfere with the very effective programs already in place." ©©





2017 BLET SCHOLARSHIP DIRECTORY

Each year, the BLET National Division compiles a list of scholarship opportunities available to the children of BLET members. Numerous financial aid opportunities are published here in the 2017 BLET Scholarship Directory.

The scholarship opportunities vary widely. The following comprehensive list provides members and their families with contact information for each scholarship program. The BLET National Division does not maintain its own scholarship program, so interested parties are advised to contact the individual scholarship providers listed below for additional information.

Those aware of additional scholarship opportunities not included in this Directory are urged to contact the BLET Public Relations Department at: Bentley@ble-t.org.



THE 2017 BLET SCHOLARSHIP DIRECTORY IS AS FOLLOWS:

James R. Hoffa Memorial Scholarship Fund

The James R. Hoffa Memorial Scholarship Fund is now accepting applications for scholarship awards. The deadline for receipt of completed materials is March 31, 2017. In 2016, the Fund awarded \$1.2 million in scholarships and has set \$1.4 million as a goal for 2017.

Applicants must be a son, daughter, or financially dependent grandchild of a BLET member in good standing in order to be eligible to apply. Please see the link below for full eligibility requirements and to download the application along with other supporting materials.

Offered for the first time in 2017, the Fund has initiated a Training and Vocational Programs scholarship. Similar to the Academic Scholarship, applicants must be the son, daughter or financial dependent of a Teamster member (including BLET, BMWED and GCC members). The training and vocational programs must be related to work in a Teamster-represented industry, class or craft.

Scholarship applicants compete in one of the five geographic regions. One category of awards totals \$10,000 each. These four-year scholarships are disbursed at the rate of \$2,500 per year and are renewable annually. Other awards are one-time \$1,000 grants. These scholarships are disbursed to the college or university at the beginning of the recipient's freshman year.

Eligibility requirements and application procedures are the same for all awards. Recipients are selected by an impartial committee of university admissions and financial aid directors based on academic achievement, SAT/ACT scores, character, potential and financial need. The James R. Hoffa Memorial Scholarship Fund considers all applicants without regard to race, religion, gender, disability, or any other legally protected status. Deadline is March 31 each year.

A FULL LIST OF SPECIFIC ELIGIBILITY REQUIREMENTS AND SCHOLARSHIP APPLICATIONS CAN BE FOUND ON THE HOFFA SCHOLARSHIP WEBSITE: [HTTP://WWW.JRHMSF.ORG](http://WWW.JRHMSF.ORG).

IF YOU NEED ADDITIONAL ASSISTANCE, PLEASE CONTACT:

JAMES R. HOFFA MEMORIAL SCHOLARSHIP FUND

25 LOUISIANA AVENUE, NW
WASHINGTON, DC 20001

PHONE: (202) 624-8735

EMAIL: SCHOLARSHIP@TEAMSTER.ORG.

BLET Auxiliary Scholarship Program

The BLET Auxiliary Scholarship Program provides \$1,000 scholarships to qualifying students who wish to pursue higher education. To apply for an Auxiliary Scholarship award, the applicant must be a son, daughter, stepson, or stepdaughter of a BLET Auxiliary member and a Brotherhood of Locomotive Engineer and Trainmen member (living or deceased), with each being a member at least one year. In addition, applicant must be accepted for admission by an accredited university, college, or institute of higher learning. Children of an unmarried BLET member who has been an Associate Member of the BLET Auxiliary for at least one year are also eligible. Recipients are chosen on the basis of academic record, leadership, character, and personal achievement.

Important: For high school seniors entering an institute of higher learning for the first time, a copy of ACT or SAT scores and a current copy of cumulative grade point average (GPA) must accompany the application. For graduate students or students returning to an institute of higher learning, a copy of last term's (or most current) GPA must accompany the application. A cumulative GPA of 3.0 or better is required for eligibility. Applications submitted without these documents will not be considered.

Completed applications must be re-

ceived by BLET Auxiliary Secretary Helen Brand (hvbrand51@gmail.com) no later than April 1, 2017. Applications received after that date will not be considered.

APPLICATIONS, INSTRUCTIONS FOR SCHOLARSHIPS, AND MAILING ADDRESS FOR SUBMISSION MAY BE FOUND ON THE AUXILIARY WEBSITE AT WWW.BLETAUXILIARY.NET.

BLET UP-Southern Region GCA

The BLET's Union Pacific-Southern Region General Committee of Adjustment (UP-SR GCA) offers annual scholarships ranging from \$750 to \$2,000. Applicants must be the son, daughter, financial dependent or ward of a UP-SR GCA member in good standing per the BLET Bylaws starting with the 2017-2018 school year. The deadline for applications is March 31, 2017.

THE RULES AND APPLICATION CAN BE FOUND AT WWW.BLETSR.ORG OR BY CONTACTING UP-SR GCA SECRETARY-TREASURER SCOTT PIEKARSKI AT UPSRGCAST@HOTMAIL.COM.

Illinois State Legislative Board

The BLET's Illinois State Legislative Board is currently accepting applications for its Don Little Memorial Scholarship Fund, which was established in 2013.

One \$1,000 and two \$500 scholarships will be awarded to applicants whose parent or guardian is a BLET member in good standing with a BLET Local Division represented by the Illinois State Legislative Board. Applicants must be 26 years of age or younger.

Brother Don Little was a locomotive engineer with Metra commuter rail in Chicago and a proud member of BLET Division 294 (Bensenville, Ill.) for 35 years. Brother Little served for more than 10 years on the Executive Committee of the Illinois State Legislative Board and always had a dream of establishing a scholarship

program for the family members of fellow Brothers and Sisters who belonged to divisions chartered in Illinois. Unfortunately, Brother Little passed away before his dream was realized.

In 2013, Paul Piekarski (Chairman of the Illinois State Legislative Board), Timothy Dunn (former Secretary-Treasurer of the Board), and several others helped make Brother Little's dream a reality.

Scholarship applications and all accompanying documents must be received by May 1, 2017. Specific eligibility requirements, detailed instructions and application forms are available for download from the BLET National Division website (PDF), http://www.ble-t.org/pr/pdf/Illinois_SLB_Scholarship_2017.pdf.

FOR QUESTIONS OR ASSISTANCE IN COMPLETING THE APPLICATION, CONTACT JOYCE A. PIEKARSKI, ADMINISTRATIVE SECRETARY, AT (630) 963-6099 OR JOYCE.PIEKARSKI@GMAIL.COM.

California State Legislative Board

The BLET's CA SLB will award a \$1,000 scholarship to a graduating high school senior attending a college/ trade/ vocational school in 2017. The applicant's parent or guardian must be a member in good standing in a BLET division represented by CA SLB.

Rules, applications and deadline information are available on the Board's website, www.cslb.ws. The deadline is May 1, 2017.

ALL APPLICATIONS SHOULD BE MAILED TO THE CA SLB HOME OFFICE ADDRESS: CALIFORNIA STATE LEGISLATIVE BOARD, BLET/IBT, 610 AUBURN RAVINE RD., SUITE C, AUBURN, CA 95603.

Wyoming State Legislative Board

The BLET's Wyoming State Legislative Board (WY SLB) is again offering a scholarship program for the upcoming school year. First offered for the 2014 ac-

ademic year, the scholarship deadline for 2017 is June 1, 2017.

Wyoming State Legislative Board Chairman Cory Runion said the Board will award either two \$1,000 scholarships, or, in the event of a single applicant, one \$1,000 scholarship each year to an immediate family member of a BLET member in good standing and holding membership in a Division chartered within the state of Wyoming. The scholarships will be awarded based on the application, along with the requested documentation, by the WY SLB scholarship committee.

Scholarship applications and all accompanying documents must be received by June 1 of each year. Specific eligibility requirements, detailed instructions and application forms (PDF) are available for download from the BLET National Division website, or can be requested from your Division Legislative Representative. Currently, the BLET has nine Divisions chartered in Wyoming — Division 31 (Bill); Division 207 (Casper); Divisions 44, 103 and 115 (Cheyenne); Division 94 (Gillette); Division 869 (Greybull); Division 142 (Rawlins); and Division 624 (Sheridan).

For questions of assistance in completing the application please contact your Division Legislative Representative.

INFORMATION AND APPLICATION FORM AVAILABLE HERE (PDF),
WWW.BLE-T.ORG/PR/PDF/WYO_SLB_SCHOLARSHIP_APP.PDF.

BLET Division 269

BLET Division 269 (Jamaica, Long Island, N.Y.) offers two \$500 scholarships to the children of BLET members who are already enrolled in college. Participation is limited to members of Division 269 only. Winners are picked at random at the Division's Christmas party.

FOR DETAILS, WATCH YOUR DIVISION 269'S MOBILE APP OR CONTACT DIVISION PRESIDENT JOHN A. KAVANAUGH JR. AT (631) 813-2234.

BLET Division 622

BLET Division 622 (Alliance, Neb.) will award two \$500 scholarships in 2017. Only the children of Division 622 members are eligible to apply. Scholarship winners will be chosen at random during a Division meeting in August. Applications must be received by July 31, 2017.

FOR MORE SPECIFICS, PLEASE VISIT THE DIVISION 622 WEBSITE (WWW.BLET622.COM) AND CLICK ON "SCHOLARSHIP."

BR&CF Scholarship Program

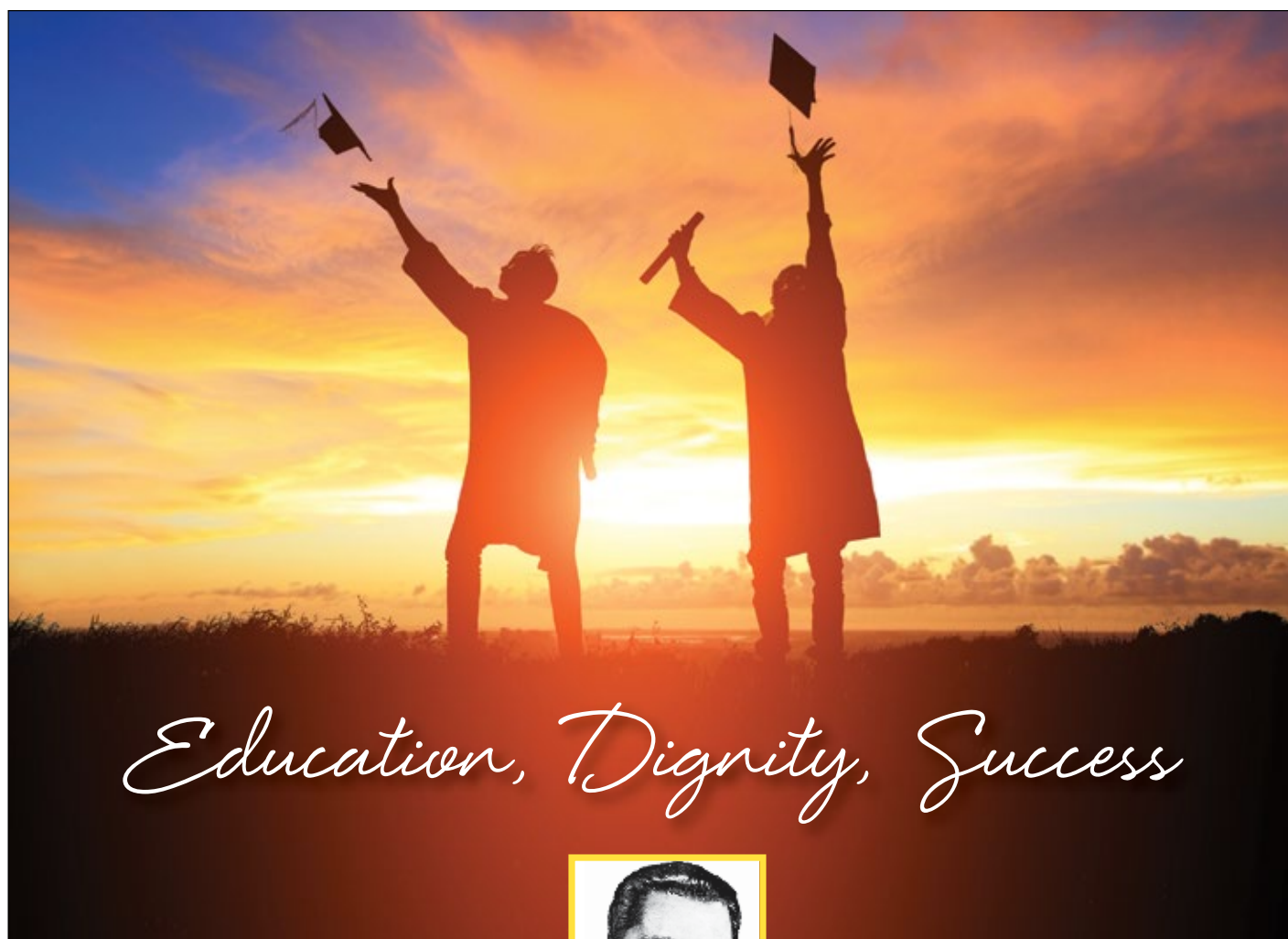
The Brotherhood's Relief and Compensation Fund (BR&CF) is pleased to provide opportunities for the sons and daughters of BR&CF members to participate in the Luther G. Smith Scholarship Program.

Children, including adopted and step-children, of BR&CF members who are in "Good and Regular Standing," are eligible. Applicants must be 27 years of age or younger. Applicants may be current high school students who have applied for admission as full-time students in accredited post-secondary schools or may be attending or enrolled as full-time students in accredited post-secondary schools.

International President J. M. Robb advises that 20 scholarships of \$1,000 each are awarded every year.

The BR&CF's 2017 scholarship program commenced on October 1, 2016, with applications due on March 1, 2017.

BR&CF MEMBERS WITH QUESTIONS MAY CONTACT LINDA GARBER AT (800)



Education, Dignity, Success



The James R. Hoffa Memorial Scholarship Fund

2017 Academic Year Scholarships

File Your Application TODAY! | Deadline: March 31, 2017

For high school seniors who are children of Teamster members.
For more information, contact your local Teamsters Union office or visit www.jrhmsf.org

233-7080. **MEMBERS MAY OBTAIN AN APPLICATION FORM BY GOING TO WWW.BRCF.ORG AND CLICKING ON THE SCHOLARSHIP APPLICATION REQUEST LINK UNDER ELECTRONIC FORMS, CALLING OUR TOLL FREE NUMBER NOTED ABOVE, OR WRITING TO 2150 LINGLESTOWN ROAD, HARRISBURG, PA 17110.**

Union Plus Scholarships

Union Plus awarded approximately \$150,000 in scholarships to 104 students in the 2016 Union Plus Scholarship Program. Individual awards ranged from \$500 to \$4,000. The deadline is January 31 each year.

ary 31 each year.

Rising education costs are making it difficult for many union families to afford the cost of tuition. That's one reason Union Plus, which provides important consumer benefits to union members and retirees, offers a unique scholarship program. It has distributed more than \$4 million in scholarships to union members and their children over the past 23 years. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor.

The students selected for university, college, trade or technical school schol-

arships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments. The selection process is very competitive since Union Plus receives over 5,000 applications each year. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation, supported in part by contributions from the provider of the Union Plus Credit Card. You do not need to be a Union Plus Credit Card holder to apply for this scholarship.

VISIT THE UNION PLUS WEBSITE TO LEARN MORE: WWW.UNIONPLUS.ORG/SCHOLARSHIPS. @@

SIXTH ANNUAL REPORT ON BLET EDUCATION & TRAINING FUND

When delegates attending the BLET's Second National Convention in Reno, Nevada, established a dedicated fund for Education and Training in October of 2010, they stipulated that an accounting of funds be published in the first issue of the BLET's newsletter each year.

Specifically, members pay \$1 per month to fund and maintain a BLET Education and Training Department. Section 7 (g) — National Division Rules of the BLET Bylaws (Pg. 27)

reads as follows: "All members in active service, including those holding official positions with the carrier and those employed exclusively by the BLET, shall pay \$1.00 per month dues to establish and maintain an education and training fund, subject to the provisions of Section 29 — National Division Rules. Funds received from such dues shall be used for education and training classes and/or workshops for officers and members of the BLET." @@

EDUCATION AND TRAINING FUND BALANCE REPORT FOR 2016

FUND BALANCE AT JANUARY 1, 2016			\$386,277
REVENUES			
EDUCATION AND TRAINING FUND DUES	\$375,998		
REIMBURSED EXPENSES	\$88,529		
TOTAL REVENUES		\$464,527	
EXPENDITURES			
2015 YEAR END EXPENSE CLOSE OUTS	\$17,003		
WAGES, TAXES, AND BENEFITS	\$344,016		
BUSINESS TRAVEL AND EXPENSES	\$59,403		
INFORMATION SERVICES	\$16,663		
GENERAL OFFICE EXPENSES	\$4,557		
EQUIPMENT AND FURNITURE PURCHASES	\$153,964		
TOTAL EXPENDITURES		\$595,605	
EXPENDITURES EXCEEDING REVENUE			(\$131,078)
FUND BALANCE AT DECEMBER 31, 2016			\$255,199

Todd reelected to sixth term as Arkansas State Legislative Board Chairman

Brother Terry L. Todd was reelected by acclamation to his sixth term as Arkansas State Legislative Board Chairman at the Board's triennial meeting in North Little Rock, Ark., December 5-7, 2016.

A Union Pacific locomotive engineer, Brother Todd is a member of BLET Division 585 (North Little Rock, Ark.). He hired out as a brakeman for the Missouri Pacific at Monore, La., in June of 1977. He quickly earned promotion to locomotive engineer and joined the BLET on September 1, 1978. He has held continuous membership ever since.

All officers of the Board were elected by acclamation, including: 1st Vice Chairman D.W. (Wayne) Denson, Division 182 (North Little Rock, Ark.); 2nd Vice Chairman Jason W. Roath, Division 524 (Van Buren, Ark.); Secretary-Treasurer Earles Carpenter, Division 858 (Pine Bluff, Ark.); and Chaplain Court L. Middleton, Division 116 (Batesville, Ark.). Members of the Audit Committee were also elected by acclamation: R.A. (Adam) Saunders, Division 278 (North Little Rock, Ark.); Court L. Middleton, Division 116 (Batesville, Ark.); and D.W. (Wayne) Denson, Division 182 (North Little Rock, Ark.).



Officers, members and guests attending the triennial meeting of the Arkansas State Legislative Board in North Little Rock, December 5-7, 2016.

Representing the BLET National Division at the meeting were: National President Dennis R. Pierce; First Vice President E. Lee Pruitt; and Vice President and National Legislative Representative John P. Tolman.

"I am proud to congratulate Brother Terry Todd and all officers of the Arkansas State Legislative Board," President Pierce said. "Brother Terry's years of service provide great stability and strong vet-

eran leadership for our members in Arkansas. I thank him and all officers for their service to the Brotherhood."

Vincent G. Verna, the Director of Regulatory Affairs, and Robert F. Hagan, the Director of Political and Legislative Affairs, of the BLET's National Legislative Office also were at the meeting. Ad-

ditional special guests included General Chairman Ronnie E. Rhodes (Union Pacific-Central Region General Committee of Adjustment) and Arlin S. Todd, Louisiana State Legislative Board Chairman. Robert H. Lindsey, a retired member of Division 858 (Pine Bluff, Ark.), also was in attendance.

Brother Todd is President of Division 585, and has served as its Legislative Representative since 1996. He also served as a National Division Representative on the Rail Safety Advisory Committee's (RSAC) working group for Hours of Service. Brother Todd served as Secretary-Treasurer of the Arkansas State Legislative Board from 1997-2002. He is a former 1st Vice Chairman of the BLET's National Association of State Legislative Board Chairmen (NASLBC) and former Chairman of NASLBC Region 2. Brother Todd has been a member of the Arkansas State AFL-CIO Executive Committee since 2001.

The Arkansas State Legislative Board represents approximately 850 active and retired members from six BLET Divisions. ©©

"Brother Terry's years of service provide great stability and strong veteran leadership for our members in Arkansas. I thank him and all officers for their service to the Brotherhood." — Dennis Pierce

Heritage Foundation takes aim at Railroad Retirement

On December 24, the Heritage Foundation, a Washington conservative Republican think tank, sent out a flyer to its supporters soliciting donations for its "work" ahead. Among the usual suspects, a new target has been added — Railroad Retirement.

According to the International Association of Machinists and Aerospace Workers (IAM), the flyer reads as follows:

Dear Friend,

Next year will be really exciting for conservatives.

We'll have a chance to repeal Obamacare, rein in Social Security, Railroad Retirement, Medicare and Medicaid. We will also see a principled conservative appointed to the Supreme Court, and secure the border.

And we'll also have a chance to restore government from over-regulation and restore the vision the Founders laid out in the Constitution.

Your year-end gift to Heritage will help make this vision a reality. Donate here [xxxxx]. And when you make a year-end gift of \$25 or more we will send you five pocket-size Constitutions for you to share with your family and friends.

All Americans should have a copy of the Constitution. All of us — and especially our children and grandchildren — need to study our founding documents and learn how the Constitution has made America the freest, most prosperous nation in human history.

Thanks as always for your passion and dedication to the principles that made America great.

*Jim DeMint
President
The Heritage Foundation*

In fiscal year 2016, the RRB paid retirement and survivor benefits of some \$12.3 billion to about 553,000 beneficiaries. The RRB was created in the 1930s by legislation establishing a retirement benefit program for the nation's railroad workers. The railroad industry had pioneered private industrial pension plans, with the first industrial pension plan in North America established by a railroad in 1874. By the 1930s, railroad pension plans were far more developed than in most other businesses or industries, but these plans had serious defects, which the Great Depression magnified.

Today, payroll taxes paid by railroad employers and their employees are the primary source of funding for the railroad retirement-survivor benefit programs. Railroad retirement taxes, which have historically been higher than social security taxes, are calculated, like benefit payments, on a two-tier basis. Railroad retirement tier I payroll taxes are coordinated with social security taxes so employees and employers pay tier I taxes at the same rate as social security taxes. In addition, both employees and employers pay tier II taxes to finance railroad retirement benefit payments beyond social security levels. The ratio of certain asset balances to the sum of benefit payments and administrative expenses determines tier II tax rates.

At the end of fiscal year 2016, the average annuity paid to retired rail employees was \$2,640 a month, spouse benefits averaged \$990 a month, and benefits for aged widow(er)s averaged \$1,620 a month. The maximum biweekly rate for unemployment and sickness benefits was \$720 prior to sequestration.

"Railroad Retirement is a healthy, thriving, privately-funded benefit plan," BLET National President Dennis R. Pierce said. "The money paid into Railroad Retirement is ours, as we will fight like hell to protect it." ©©

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Allen reelected Washington State Legislative Board Chairman

Brother Shahraim C. Allen was reelected by acclamation to his second term as Chairman of the Washington State Legislative Board at its quadrennial meeting held in SeaTac, Wash., on November 16, 2016.

Brother Allen is a member of BLET Division 238 (Tacoma, Wash.) who joined the Brotherhood on June 1, 2001. He was first elected Chairman of the Washington State Legislative Board at the quadrennial meeting in 2012. Also, he currently serves as Legislative Representative of Division 238, an office he has held since 2006. In 1994, he hired out



J.D. (Danny) Bergman, newly-elected Secretary-Treasurer of the WA SLB.

as a switchman for the Burlington Northern, earning promotion to locomotive engineer on December 20, 1995.

Also elected were: 1st Vice Chairman Robert D. Holton, Division 104 (Spokane, Wash.); 2nd Vice Chairman and Alternate Secretary-Treasurer Dylan D. Ekins, Division 443 (Spokane, Wash.); and Secretary-Treasurer, J.D. (Danny) Bergman, Division 238 (Tacoma, Wash.).

Vice President and National Legislative Representative John P. Tolman represented the BLET National Division at the meeting. Brother Tolman was pleasantly surprised when the State Board presented him with an "Outstanding Service" plaque.

"I am proud to congratulate Brother Allen and all officers of the Washington State Legislative Board," BLET National President Dennis R. Pierce said. "I also thank them for their dedication and willingness to serve our Brotherhood."

Guest speakers included: Kimberly L. Klontz, a member of BLET Division 238 and historian of the Washington State Legislative Board; State Representative Derek Stanford (D-1); Vicky Coleman, retired Supervisory Investigator with the Occupational Safety and Health Administration (OSHA); Kirk Fredrickson, Washington State Department of Trans-

portation - Rail Division; Jason Lewis, Senior Policy Advisor with the Washington Utilities and Transportation Commission (WUTC); Wayne Senter, Executive Director of Washington Fire Chiefs; Harold Scoggins, City of Seattle Fire Chief; Ed McCullough, Federal Railroad Administration Region 8 Operations Specialist; and other FRA Region 8 Signal, Motive Power and Equipment Specialists.

Brother Allen said, "The last four years have been challenging and a great learning experience as Chairman of the Board and when working on special assignments for the BLET National Division. In all, I truly enjoy what I do and I appreciate the knowledge shared and relationships established by all those associated with the National Association of State Legislative Board Chairmen."

The Washington State Legislative Board represents approximately 850 members in nine Divisions. ©©



Members, officers and guests of the Washington State Legislative Board (WA SLB) at their quadrennial meeting in SeaTac, Wash., on November 16, 2016. **Seated, from left:** John P. Tolman, Vice President & National Legislative Representative; Rob D. Holton, Division 104; Shahraim C. Allen, WSLB Chairman (Division 238); Dylan D. Ekins, Division 443; and Thomas A. Frederick, Division 892 and former WA SLB Secretary-Treasurer. **Standing, from left:** Jason Cox, Division 60; Kenneth Maurer, Division 402; Allan D. Manson, Division 892; Chad M. Hansen, Division 58; Kevin Howard, Division 758; and Don E. Mitchell, Division 518.

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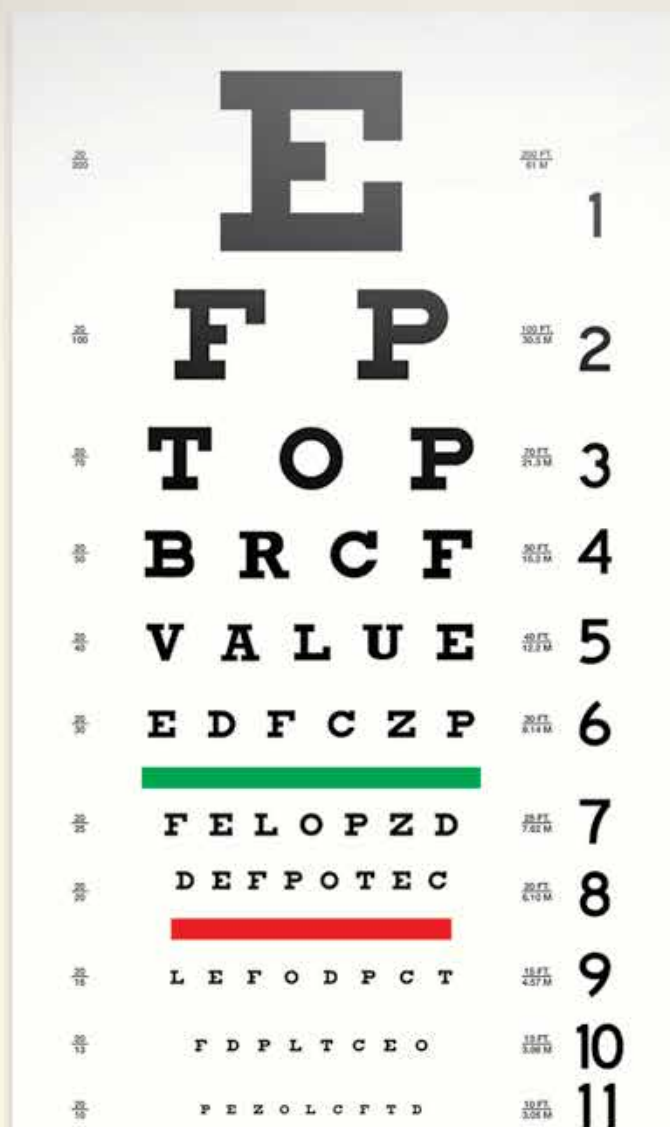
Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

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

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

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Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

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Independence, Ohio 44131

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Photo of the Month: December 2016

SCENIC ST. LOUIS: CSXT 5371 lead a cut to the Kansas City Southern yard in E. St. Louis, Ill., with the St. Louis Gateway Arch as a backdrop across the Mississippi River. **Photo:** courtesy Daniel Schroeder, BLET Division 48 [St. Louis, Mo.].



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

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

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

Advisory Board October & November 2016 Activity

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

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Independence, Ohio; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; National Contract Bargaining mtgs., Monterey, Calif. and Washington, D.C.; Louisiana State Legislative Board mtg., New Orleans; Massachusetts State Legislative Board mtg., Boston; Rate Setting mtg., Washington, D.C.; New Mexico State Legislative Board mtg., Albuquerque, N.M.; IBT General Executive Board mtg., Washington, D.C.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: National Duties include but not limited to: Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; National duties, Independence, Ohio; General office duties, telephone, email, correspondence communications, etc.; Louisiana SLB mtg., New Orleans, La.; Mew Mexico SLB mtg., Albuquerque, N.M.; Holiday; Collective Bargaining Group mtg., Washington, D.C.

NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO: General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database; Pension, STD, 457 plan Trustee; Division, General Committee and SLB monthly Trustee reports; Mtgs. with vendors and financial institutions; Publications Committee; Passenger Dept.; National Bargaining Committee; IBT Human Rights Commission; ND office work, Independence, Ohio; Union Track implementation and training; Short Term Disability mtg., Independence; Holiday; American Income Life mtg., Independence; National Contract Bargaining mtg., Washington, D.C.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Coordinate content of NLO website; Weekly PAC committee and legislative mtgs.; National Elections preparation, lobbying, Get Out The Vote, etc.; Massachusetts State Legislative Board mtg., Boston, Mass.; Washington State Legislative Board mtg., Seattle, Wash.; Holiday; Various meetings and functions with Senators and Representatives, Washington, D.C.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, National Railroad Adjustment Board (NRAB); National Mediation Board (NMB) Arb. Adv. Forum; Department Head, BLET Arbitration Department; Assigned to Illinois Central, Wisconsin Central, Indiana Harbor Belt, Belt Railway of Chicago, Metra, GRR and Illinois RR; First Division adoption session, NRAB; Referee Meyers hearing, NRAB; Assist GC Balonek w/ rules case, Metra, Chicago; Assist GC Short w/ investigation at Blue Island and agreement abrogation issues, IHB, Chicago; Assist VGC Lough w/ discipline submissions, Metra, Chicago; Assist GC Reynolds w/ discipline cases, WC, Chicago; Study proposed awards, NRAB, Chicago; NRAB admin issues, Chicago; Assist GC Balonek w/ discipline submission, Metra, Chicago; First Division adoption session, NRAB, Chicago; Drafting First Division Circular 87, NRAB, Chicago; Vacation; Holiday; Assist BRS w/ Third Division issues, NRAB, Chicago; Assist GC Reynolds w/ discipline issues and claims screening, WC, Chicago.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western), Central Region, Southern Region; Tacoma Belt RR, Utah RR, Longview Portland & Northern NO & Longview Switch, Portland Terminal; On duty at home office; General office duties, telephone, email, correspondence communications, etc.; On duty at home office; UP General Chairman update passenger extra between Portland, Ore., and Seattle, Wash.; Vacation; UP-Central Region grievance mediation GM-0120, Omaha, Neb.; UP General Chairmen Association Health Care (UPREHS) mtg.,

Omaha, Neb.; UP-Western Region Local Chairmen update, Portland, Ore.; WP-Western Region claims conference, Portland, Ore.; UP-Western Region, Portland & Western claims conference, Salem, Ore. Longview Switching Co. claims conference, Kelso, Wash.; Tacoma Municipal Belt Section 6 negotiations, Tacoma, Wash.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Grand Trunk Western; Union Pacific-Southern Region GCA special assignment; Dispute Resolution Committee (DRC) issues, CSXT; General office duties, paperwork, correspondence, emails, telephone calls, etc.; CSXT DRC mediation, New Orleans; CSXT and GTW paperwork; BTS contract discussions conference call; BTS negotiations and prep., Jacksonville; Bombardier negotiations BTS w/ GC Lyons; Vacation; GTW negotiations, Atlanta; PLB, GC Best-Thornton, Atlanta; PLB Sid Mooreland, GCs Best & Thornton, Atlanta; GTW PLB, Atlanta; Assist GTW and CSXT GCAs; RSIA conference call; Bone Line, Bone Valley arb. Discussion; PLB Executive Session, assist GC Driscoll; BLET-CSXT update on RSIA DRC Item 26; Holiday; PLB Clauss; System seniority discussions.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Great Western; General office duties, telephone, email, correspondence communications, etc.; Local Chairman workshop w/ BNSF-Santa Fe GCA Local Chairmen, assist GC Holdcraft, Fort Worth, Texas; M&NA contract negotiations, assisting GC Thurman, Fort Worth, Texas; Division 206 mtg. assisting GC Holdcraft, Temple, Texas; Tim Stipp retirement dinner, Springfield, Mo.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, South-Rail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; General office duties, telephone, email, correspondence communications, etc.; Assist GC Semenak w/ Soo Line and D&ME issues; Assist GC Craddock w/ MidSouth and Illinois Midland issues; Vacation; Assist GC Silmon w/ Division 244 mtgs., Laredo and Houston; Assist GC Hogan w/ Louisville & Indiana issues; Assist GC Ladrig w/ Huron & Eastern issues; Assist GC Spradlin w/ KCS issues; Assist GC Silmon w/ Tex Mex issues; Springfield Terminal issues and PLB 6657, assisting GC Moore, Boston; St. Lawrence & Atlantic negotiations, assist GC Moore, Auburn, Maine; Mtg. w/ KCS and GC Silmon, Kansas City, Mo.

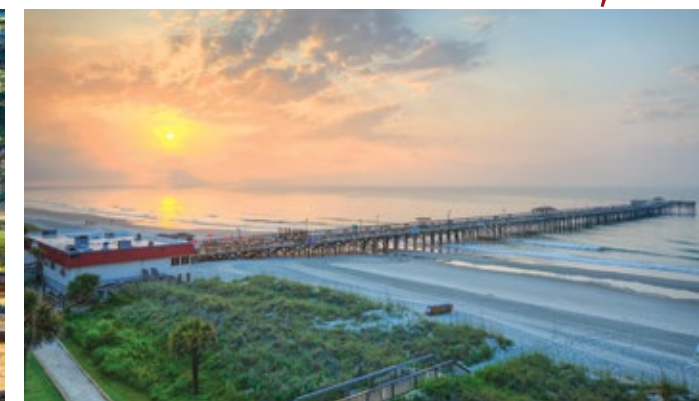
VICE PRESIDENT R.C. (RICK) GIBBONS: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; RSAC/RSIA Fatigue Management Group; General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; Vacation; Assist GC Dehart w/ Northing Lines GCA mtgs., Ft. Lauderdale, Fla.; General Chairmen Summit w/ all NS GCs, Ft. Lauderdale, Fla.; Indiana & Ohio Railway mediation, Dallas, Texas.

VICE PRESIDENT JAMES P. LOUIS: Assigned Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; National Division Department Head, Education & Training Dept.; National Division Department Head, Internal Organizing, Mobilizing & Strategic Planning Dept.; Union Track mtgs. and training; Assist LIRR GCA, New York; BLET convention issues, Independence, Ohio; Regional meeting planning; Assist GC Sexton w/ NY&A contract talks; Assist GC Kenny w/ Amtrak issues; Assist GC Dixon w/ SEPTA issues; Assist GC Decker w/ NJ Transit issues; Passenger Dept. duties; Education & Training Dept. duties; ND convention site planning, Las Vegas; Regional meeting site visit, Monterey; Vacation; LIRR retirement dinner, Long Island, N.Y.; PATH contract talks, assist GC Nunziato.

SAVE THE DATE: 2017 BLET REGIONAL MEETINGS

JUNE 5-9 • SAN ANTONIO, TEXAS

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