



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

BLET MEMBERS URGED TO CONTACT CONGRESS TO OPPOSE NATIONAL RIGHT-TO-WORK

Along with the International Brotherhood of Teamsters (IBT), the Brotherhood of Locomotive Engineers and Trainmen (BLET) strongly opposes so-called “right-to-work” legislation introduced in the U.S. Congress on January 31, and the National Division is urging all union members and their families to contact Congress to express their opposition to this destructive anti-union/anti-worker bill.

Intended to hurt workers and their unions, H.R. 785 is sponsored by Reps. Joe Wilson (R-S.C.) and Steve King (R-Iowa). It would amend the National Labor Relations Act and the Railway Labor Act to forbid union security provisions in all contracts in all industries everywhere in the country. Right-to-work laws forbid requiring all workers in the craft to share the costs of negotiating and administering agreements that apply to everyone in the craft; without the financial support of everyone in the craft, the union is faced



“The fact of the matter is that the so-called ‘right-to-work’ law would severely undermine the rights, compensation and benefits that workers have on the job by destroying their union representation.”

— DENNIS R. PIERCE, BLET NATIONAL PRESIDENT

with having to cutback the services it provides, which obviously hurts everyone.

And that is exactly what the sponsors of this legislation want. If they are able to undermine the union’s finances and thus

the union’s ability to represent workers in ensuring fair treatment in the workplace, this will sow dissatisfaction and, they hope, render the union powerless. We will no longer be able to negotiate contracts to

protect and improve your wages and conditions of employment, while at the same time spreading the cost of that representation among all of the workers who reap the benefits.

Members can call the U.S. Capitol Switchboard at (202) 224-3121, and ask to speak with the House of Representative member from your Congressional District. Contact information can also be found online here: <http://www.house.gov/htbin/findrep>.

“The fact of the matter is that the so-called ‘right-to-work’ law would severely undermine the rights, compensation and benefits that workers have on the job by destroying their union representation,” BLET National President Dennis R. Pierce said. “These laws are clearly intended to eliminate labor unions by forcing them to provide representation to employees who don’t pay their fair share of the Union’s costs.

“We as railroaders have demanding

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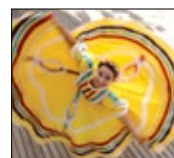
BNSF 8369 leads a westbound stack train over Nason Creek near Merritt, Washington, on its climb over Stevens Pass over the former Great Northern Railway route through the Cascade Mountains. Photo taken January 22, 2016, by Robert W. Scott.



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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

THE BENEFITS OF BELONGING

On May 8, 2017, we will mark our great Brotherhood's 154th anniversary. Many things have changed since that time, but one of our primary responsibilities remains the same as it was when our Union was founded on May 8, 1863 — to protect and defend the jobs of our members.

We have reached this level of longevity and success thanks in large part to the democratic principles of our Organization and the involvement of our rank-and-file members. Communications is a key part of that success. As I have said before, 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.

Many recent membership comments have been in regards to the political climate in Congress, which is decidedly anti-union. This is in large part due to well-organized and highly-funded anti-union organizations that have spent years cultivating a sea of hostility toward Unions and Union members. This prolonged anti-union campaign has so thoroughly saturated the media that some BLET members are questioning their commitment to our Union. This is understandable in a time where a deck stacked against operating employees fails to prevent the Carriers from running roughshod over them. Ironically, that deck has long been stacked against us by the very anti-union forces, both corporate and political, that now suggest you abandon your Union.



Beware that temptation; the history of our Brotherhood is clear evidence that we are better off fighting together as Union Brothers and Sisters than trying to go it on our own.

Since 1863, a million or more railroaders have held membership in our Organization. Their contributions, great and small, have had a lasting impact in the struggle for better wages, better working conditions, and an improved quality of life. The cumulative yield of these investments benefit those of us working today, but there are days where things seem so bad that we begin to overlook the benefits of a Union contract.

To address the question, "What do I have to show for belonging to the BLET?", I have asked our National Division staff to do some research so that we can all be aware of just what is at stake in these anti-union, anti-union contract, times. Currently under development is a

series of articles titled "The Benefits of Belonging." This series of reports will review some of the benefits the BLET has negotiated on behalf of our members, and will show when and how they were obtained and improved. Our effort is not to ignore the fact that there is much to improve upon, but is instead an effort to show what could be taken away if our Union does not survive the current anti-union attacks.

Make no mistake, you are the Union, and an attack on your wages and benefits is also an attack on our Union. There is no better example of that attack than the current round of bargaining for our national contract. The Carriers have delayed making any meaningful offers; in fact, recent proposals provided to one of the other bargaining coalitions make it clear that they intend to pursue dramatic changes to our Health and Welfare benefits, while offering piti-

ful wage increases. BLET's bargaining coalition will have met in its first mediated bargaining session by the time you read this article, and I have every expectation that the Carriers will have pushed a similar "bad faith" proposal to our coalition as well.

You have my commitment, and that of our National Negotiating Team, that we will do everything in our power to prevent such a proposal from becoming your next National Contract. But that is where the political world truly collides with our efforts. Winning, keeping and improving national contract benefits is a process that frequently exhausts all avenues of resolution, beginning with the collective bargaining process under the Railway Labor Act. Absent a dramatic change by the Carriers, we will in all likelihood move through mediation without reaching a proposed agreement that you would find acceptable. In that event, we must all be mindful that it is President Trump who will appoint a Presidential Emergency Board (PEB). There obviously are opinions on both sides of whether or not the President will take action to support working class Americans by appointing a fair PEB, but one thing is certain: we will find if and when he does make that appointment exactly where he stands with our membership.

Regardless of the answer to that question, the PEB will make its recommendations, good or bad. Either way, it will be incumbent upon the Rail Unions to make an effort to use those recommendations to negotiate a proposed contract. If that effort does not result in an agreement

that you would ratify, the ultimate conclusion of our contract dispute will be decided by Congress. That is also when we will find out exactly where the current Congress stands with our membership. I share this not to paint a gloomy picture of the future, but to ensure that all members understand just how affected by politics we all are as we labor under the terms and conditions of the Railway Labor Act.

Some members have suggested that rail Unions "hide" behind the Railway Labor Act (RLA), but nothing could be further from the truth. The RLA is the law of the land when it comes to the processes that all Rail Unions must follow. There is no choice available to ignore the law; in fact, those who suggest that we should break the law are not only putting your Union representation at risk, they are putting the benefits or your existing Union contract at risk. Benefits such as paid holidays, vacations, health care, and the seniority system are all benefits we enjoy today thanks to the longevity and success of our Brotherhood. I cannot say it often enough, none of those benefits survive in a non-union railroad workplace.

Please take the time to read the upcoming series outlining the "Benefits of Belonging." It is my hope that you will agree with me that the stakes are too high to let our Union fail. Be involved in your Union, and help us in our efforts to protect and improve on the benefits in place today.@@

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

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RIGHT-TO-WORK

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jobs and there are many things that we need to improve on. That job is that much more difficult when large blocks of represented employees are allowed and encouraged to abandon their union. In reality, many are not aware that abandoning their union ultimately leads

to them losing their contractual benefits that they may assume will always be there. Things like seniority, the right to a hearing and due process before discipline, better pay and benefits, safety protection and retirement benefits are all at risk if the anti-union forces succeed in eliminating our Union. These aren't 'rights' given to us freely, they are the benefits of a union contract that has matured by hard-fought

bargaining by the BLET over more than 150 years of struggle. Make no mistake, if the anti-union forces are successful and our union goes away, your contractual rights and benefits will go away too."

Contrast what you currently enjoy with the plight of workers in states that now have right-to-work laws. They earn about \$1,500 less per year than workers in free bargaining states. Workers in "right-to-

work states" also are less likely to have employer-paid health care and pensions, and more likely to die in accidents on the job. Nine of the 10 states with the highest poverty rates are "right-to-work" states. This is not the direction we want to go.

Again, please call the U.S. Capitol Switchboard at (202) 224-3121 and ask your member of Congress to oppose H.R. 785, the national "right-to-work" bill. @@

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

DEFEAT OF TPP SHOULDN'T END TRADE REFORM EFFORTS

Workers across the nation got some good news in January when President Trump applied the official death knell to the terrible Trans-Pacific Partnership, which would have shipped thousands of jobs overseas while tamping down on wages at home.

It was the culmination of years of work by the Teamsters, other unions and fair trade advocates worried about the future of U.S. jobs, the environment, food safety and foreign corporate intervention in lawmaking in this country. Those parties, joined by a bipartisan coalition in Congress, fought to raise public awareness and ultimately brought the proposed 12-nation Pacific Rim trade deal to a halt.

The victory should be celebrated. But it cannot be the end of the effort to make this nation's trade policy fairer for tens of millions of working Americans. As President Trump has noted himself, there is a need to rework the existing North American Free Trade Agreement to make it a tool to raise wages and protects working conditions across the continent.

To that end, there is a need to end incentives for non-U.S. production that eliminate jobs and push down wages. The offshoring of jobs can be curbed through stronger enforcement of trade deal rules. New provisions are also needed to address currency management, labor and the environment, while rules undermining this country's "Buy American" federal procurement program should be discarded.

The Teamsters are in favor of trade, but it has to benefit workers, not just corporations. Revamping trade policy won't fix everything — there is a great need to reform pensions to improve retirement security nationwide, for example. But it is a significant step that will raise worker wages and bring stability for millions of hard-working Americans trying their best to support their families. That is the way to improve this country for the people.

Faternally,

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT



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The offshoring of jobs can be curbed through stronger enforcement of trade deal rules. New provisions are also needed to address currency management, labor and the environment, while rules undermining this country's "Buy American" federal procurement program should be discarded.

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Evans reelected to third term as Mississippi State Legislative Board Chairman

Brother W.D. (Billy) Evans was reelected by acclamation to his third term as Chairman of the Mississippi State Legislative Board during its quadrennial meeting in Biloxi, Miss., January 29-31, 2017.

In 1995, Brother Evans hired out as a brakeman for the Illinois Central at Jackson, Miss. He earned promotion to locomotive engineer in October of 1997 and joined BLET Division 203 (Jackson, Miss.) on April 1, 1998. A Canadian National-Illinois Central locomotive engineer, he has served as Chairman of the Mississippi State Legislative Board since 2009.

Also elected by acclamation were: 1st Vice Chairman J. Norman Steward, Division 23 (Southaven, Miss.); 2nd Vice Chairman and Secretary-Treasurer Lanie M. Keith, Division 593 (Meridian, Miss.); and Alternate Secretary-Treasurer James L. Johnson Jr., Division 450 (Columbus, Miss.). Elected by acclamation to serve as the Audit Committee were: James L. Johnson Jr., Division 450 (Columbus, Miss.); Denver F. Dickens, Division 203 (Jackson, Miss.); and Danny L. Grimes, Division 919 (Amory, Miss.).

"I am proud to offer my congratulations to Brother Billy Evans and all officers of the Mississippi State Legislative

Board," BLET National President Dennis R. Pierce said. "I commend them for the sacrifice they have made in taking time from their busy lives to serve our Brotherhood. I have every confidence that these Brothers will continue to do an excellent job representing the best interests of our membership throughout the proud state of Mississippi."

Special guests in attendance were: Clay E. Craddock, General Chairman, Canadian National-Illinois Central General Committee of Adjustment (CN-IC GCA); and Arlin S. Todd, Chairman of the Arkansas State Legislative Board.

Brother Evans is an active and involved BLET member. In addition to serving as the Mississippi State Legislative Board Chairman, he also is Local Chairman of Division 203, a position he has held since 2004. He also was elected to serve as 1st Vice Chairman of the



From left: Arlin Todd, Louisiana State Legislative Board Chairman; Billy Evans, Mississippi State Legislative Board Chairman; and Clay Craddock, General Chairman, CN-IC GCA

CN-IC GCA, an office he was first elected to in 2012 and then reelected to in 2016. In 2008, he was elected 3rd Vice Chairman of the CN-IC GCA. During his nearly 19 years of BLET membership, Brother Evans also has served his



Front row, from left: James Johnson, Div. 450; Lanie Keith, Div. 593; and Norman Steward, Div. 23. **Back row, from left:** Denver Dickens, Div. 203; Billy Evans, Mississippi State Legislative Board Chairman; Danny Grimes, Div. 919; and J.R. Rowells, Div. 827.

Division as Vice Local Chairman and Alternate Secretary-Treasurer.

The BLET's Mississippi State Legislative Board represents approximately 350 members in seven different Local Divisions. @

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

TO REGISTER ONLINE, JUST GO TO WWW.BLE-T.ORG/NEWSFLASH. On this page, you will find an area to enter your email address and click *subscribe* to begin receiving the most current news from the BLET National Division.

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

RRB announces dates for 2017 informational conferences

The U.S. Railroad Retirement Board (RRB) has announced a schedule of dates for the agency's spring 2017 informational conferences.

Informational conferences will be held in various locations across the country concluding on June 23 in Portland, Oregon. Additional conference for fall 2017 will be announced at a later date.

Started approximately 60 years ago by the RRB's Office of the Labor Member, the conferences provide rail union officers with a comprehensive overview of the provisions and financing of the railroad retirement and unemployment insurance systems. These officials, in turn, pass on to their fellow rail labor membership the information acquired at the conferences.

New this year is the ability to register online for conferences. To go paperless and avoid having to mail or fax your registration form, please visit the RRB's Informational Conference Program website: www.rrb.gov/lmo/info_conf.asp. Registration links will be made active about 60 days prior to the start of each conference.

Informational conferences are open to

union officials and their spouses by invitation only. Labor representatives who do not receive an invitation to a conference in their area should contact the RRB toll-free at (877) 772-5772 and request that they be added to the agency's invitation database. Registration for each informational conference begins at 8:00 a.m., with the programs beginning promptly at 8:30 a.m. and ending at 12:15 p.m. ©©

MARCH 2017

MARCH 31

Birmingham/Jefferson Convention Complex-Medical Forum Bldg., Mtg. Room B
960 22ND STREET, NORTH, BIRMINGHAM, AL 35203
(205) 307-3132

APRIL 2017

APRIL 7

Holiday Inn-Forest Park
5915 WILSON AVE.
ST. LOUIS, MO 63110
(314) 645-0700

APRIL 21

The Inn at Opryland
2401 MUSIC VALLEY DR.
NASHVILLE, TN 37214
(615) 889-0800

APRIL 28

Holiday Inn Romulus
8400 MERRIMAN
ROMULUS, MI 48174
(734) 729-8400

MAY 2017

MAY 5

Holiday Inn Denver Lakewood
7390 W. HAMPDEN AVE.
LAKEWOOD, CO 80227
(303) 980-9200

MAY 5

Sheet Metal Workers Local #2
2902 BLUE RIDGE BLVD.
KANSAS CITY, MO 64129
RRB, (877) 772-5772: UNION,
(816) 254-8021

MAY 12

Comfort Inn & Suites
707 INTERSTATE 30
LITTLE ROCK, AR 72202
(501) 687-7700

MAY 12

Eugene T. Mahoney State Park
28500 WEST PARK HIGHWAY
ASHLAND, NE 68003
(402) 944-2523

MAY 19

Sheet Metal Workers Local #33
12515 CORPORATE DR.
PARMA, OH 44130
(800) 527-3834 OR (216) 267-1645

MAY 19

Fort Magruder Hotel & Conference Center
6945 POCAHONTAS TRAIL
WILLIAMSBURG, VA 23185
(757) 220-2250

JUNE 2017

JUNE 9

Hilton Garden Inn
2465 GRANT RD.
BILLINGS, MT 59101
(406) 655-8800

JUNE 9

LaQuinta Inn & Suites
5120 VICTORY DR.
(I-465 & SOUTH EMERSON DR.)
INDIANAPOLIS, IN 46203
(317) 783-7751

JUNE 16

Tinley Park Convention Center
18451 CONVENTION CENTER DR.
TINLEY PARK, IL 60477
(708) 444-1100

JUNE 16

U.S. Post Office/Federal Building
657 2ND AVE. NORTH, ROOM 319
FARGO, ND 58102
(877) 772-5772

JUNE 23

Holiday Inn Hotel & Suites
3551 US ROUTE 60E
BARBOURSVILLE, WV 25504
(304) 733-3338

JUNE 23

Embassy Suites Portland Airport
7900 NE 82ND AVE.
PORTLAND, OR 97220
(503) 460-3000

Registration open for BLET's San Antonio regional meeting

Registration is now open for the BLET regional meeting at the Regency San Antonio Riverwalk, June 5-9, 2017.

The BLET National Division is planning a meeting filled with educational opportunities and entertaining leisure time activities. Guests will stay at the Hyatt Regency San Antonio Riverwalk (123 Losoya St., San Antonio, TX 78205, (210) 222-1234). BLET convention registration as well as hotel registration can be made through the BLET's new regional meeting website, www.bletregionals.org. If making reservations by telephone, you must mention the group code "BLE." Room reservations must

be made by April 28, 2017.

Located just steps away from the San Antonio Riverwalk, the Hyatt Regency is a three-minute walk from the Majestic Theatre and a six-minute walk from the historic Alamo.

The San Antonio regional meeting kicks off with registration and a welcome reception on Monday, June 5. Opening ceremonies will take place the morning of Tuesday, June 6, with a closed meeting for BLET members that afternoon. A golf tournament will be held on Wednesday, June 7, at the Silverhorn Golf Club. The cost to register for the golf tournament is \$160.00 per person. Non-golfers will be on their own to explore

the many entertainment options that San Antonio has to offer.

Workshops will be held for Local Chairmen, Secretary-Treasurers and Legislative Representatives throughout the day on Thursday, June 8. The BLET's San Antonio regional meeting will conclude with a banquet the evening of June 8. Attendees will travel home on June 9.

There is no cost for BLET members who wish to attend the June 6 meetings and June 8 workshops only; however, there will be fees for those members who choose to attend the meals. The cost of full registration (including all meetings, workshops, the banquet and all BLET sponsored meals) is \$200.00 per person.

The cost is \$150.00 to register for all of the above EXCEPT the banquet. Additionally, reduced children's registration and a la carte meal registration options are also available. Please visit www.bletregionals.org for more information about the registration process.

The website www.bletregionals.org has been established as a one-stop shopping opportunity for all future BLET regional meetings. Registration will be open soon for the BLET's second regional meeting in 2017 — in Myrtle Beach, S.C., which will be held August 14-18, 2017. Please visit the BLET website, Facebook page, and www.bletregionals.org for the latest information. ©©



Photos: visitsanantonio.com

NTSB issues probable cause for crude oil train accident in Casselton, N.D.

The National Transportation Safety Board (NTSB) determined on February 7, 2017, that a broken axle set off a series of actions that resulted in an accident in which about 476,000 gallons of crude oil spilled and ignited near Casselton, North Dakota. The derailment occurred on December 30, 2013, and contributed to a national debate concerning a widely used rail tank car.

The oil spilled from 18 of 20 derailed DOT-111 tank cars. The oil then formed pools that caught fire. Other derailed tank cars eventually ruptured as the heat from the fire weakened the tank steel and increased the internal pressure until oil vapor erupted in violent fireballs.

Among its recommendations, the NTSB suggested studying the use of additional “buffer” cars between locomotives and cars carrying hazardous materials to protect crews. The Casselton oil train had a single buffer car between



Aftermath of BNSF oil train derailment at Casselton, N.D., in 2013. Photo: NTSB

the locomotives and its hazardous cargo. Due to damage caused to the lead locomotive during the derailment, the train crew was forced to exit through the rear of the locomotive and closer to the trailing inferno.

The NTSB found that the chain of events for the accident began when a train carrying grain derailed because of a broken axle on one of its cars. A sec-

ond train on an adjacent track, carrying crude oil, was unable to stop in time before colliding with the derailed cars of the grain train.

NTSB investigators found a void in the middle of the broken axle of the grain train, which was used previously on another train car. In response to the NTSB’s urgent safety recommendation on the matter, the American Association of Railroads has moved to require testing of secondhand use axles.

There were no fatalities or serious injuries resulting from the accident, but nearly 1,500 people were evacuated from nearby homes.

The NTSB has long had concerns about DOT-111 tank cars. The cars have a relatively thin 7/16-inch shell thickness, are not puncture-resistant, and lack thermal protection as well as top and bottom fittings protection. The board reiterated its recommendations for quickly phasing out DOT-111 rail

tank cars and its variants.

Since the accident, Congress and the U.S. Department of Transportation have established requirements for a new, stronger DOT-117 tank car to replace the DOT-111. However, the deadline for replacing DOT-111 rail tank cars and its variants extends to 2029. Relatively few DOT-111s currently remain in crude-oil service, yet a vast fleet of these less-safe tank cars continues in service for ethanol and other flammable liquids.

As part of the accident investigation, the NTSB studied advanced brake systems. While their use would not have prevented the Casselton accident, it may have mitigated the damage. In other scenarios, advanced brake systems have the potential to prevent train accidents altogether.

An abstract and its findings, the formal finding of probable cause, and recommendations, will be available at www.nts.gov. The final report will be available on the NTSB website in several weeks. ©©

PRESIDENT PIERCE CONGRATULATES NEW SECRETARY OF TRANSPORTATION ELAINE CHAO

On January 31, 2017, the United States Senate confirmed Elaine L. Chao as the new leader of the U.S. Department of Transportation (DOT). Chao served as labor secretary under President George W. Bush from 2001-2009, and as deputy transportation secretary under President George H.W. Bush from 1989-1991.

As Secretary of Transportation, Chao’s role is expected to have significant importance with President Trump’s plan to spend billions of dollars rebuilding the nation’s infrastructure, according to a report from the *Washington Post*.

BLET National President Dennis R. Pierce congratulated Secretary Chao in a letter dated February 15, 2017. “On behalf of the nearly 58,000 members of the Brotherhood of Locomotive Engineers and Trainmen — the oldest union in North America — please accept my most sincere congratulations on your nomination and confirmation as our Nation’s 18th Secretary of Transportation. Your professional background and previous federal service uniquely qualify you to lead the Department at a time when long-deferred infrastructure issues simply must be addressed... [W]e look forward to working with you on transportation issues of common interest in the years ahead,” President Pierce wrote.

Secretary Chao is the wife of Senate Majority Leader Mitch McConnell (R-Ky.). ©©



Elaine Chao

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LE&CMPA #16 monthly premium	Not listed	\$59.50	\$87.50	\$117.25	Not available... you will pay less per month with BR&CF for more daily benefits	
SMART - UTU monthly assessment	\$64.80	\$81.00	\$121.50	\$162.00		

Hunter Harrison new CEO at CSX

E. Hunter Harrison, the former CEO of Illinois Central, Canadian National and Canadian Pacific Railways, has been named the new Chief Executive Officer (CEO) of CSX. Events were unfolding as this issue of the *Locomotive Engineers and Trainmen News* went to press.

CSX announced on March 6, 2017, that it had named Harrison, 72, as CEO, effective immediately. CSX also announced that it has reached an agreement with Mantle Ridge LP, an investment firm formed by Paul Hilal, to reconstitute the Company's Board of Directors. Under the terms of the agreement, CSX has appointed five new directors to its Board of Directors, mutually agreed upon by CSX and Mantle Ridge.

According to an earlier CSX press release: "On January 18, 2017, Mantle Ridge advised CSX that Mantle Ridge had recently become a CSX shareholder owning



less than 5 percent of the Company's stock. Mantle Ridge also advised CSX that Mr. Harrison had terminated his employment with Canadian Pacific that day, was working with Mantle Ridge on an exclusive basis and would be eager to become CEO of CSX. CSX had been engaged in CEO succession discussions and was planning to make an announcement. In light of Mr. Harrison's notable experience and accomplishments, however, the CSX Board quickly engaged in extensive discussions with Mr. Harrison and Mantle Ridge, including by inviting Mr. Harrison and Man-

tle Ridge to present to and engage in dialogue with the full CSX Board during a meeting, which lasted more than five hours."

According to media reports, Harrison was seeking a four-year deal with CSX worth approximately \$300 million.

Harrison arrived at Canadian Pacific Railway (CP) in 2012. Doug Finsson, president of Teamsters Canada Rail Conference, the union that represents CP's 3,000 engineers, conductors and traffic controllers, had one message for CSX work force: "Thank God that you're unionized." @

News Briefs

TCU/IAM ELEVATES HOLLIS AND GUNN TO VICE-PRESIDENT POSITIONS

In November 2016, the Transportation Communications Union/International Association of Machinists (TCU/IAM) Executive Council elected National Representatives Matt Hollis and Mary Gunn to serve as National Vice-Presidents. It is believed that Sister Gunn is one of the first women to hold a national level office in a rail labor union.

Hollis, 32, began his Railroad employment in February 2004 for CSXT Railroad as a yard clerk at Boyles Yard in Birmingham, Alabama. He joined TCU Lodge 691 where he was appointed to serve as a protective committeeman in January of 2005. Hollis began serving as a TCU/IAM National Vice-President effective December 1, 2016.

Gunn hired out as a clerk for ATSF (Santa Fe) Railroad in Kansas City, Kansas in June of 1977. She became active in Local Lodge 121, appointed to Protective Committee Member in 1979 and elected as Local Chairman in Jan 1994. Sister Gunn was elected to GST for Unit 92 in Jan 2004 and then National Representative on October 1, 2005. Gunn began serving as TCU/IAM National Vice-President effective January 1, 2017.

In addition to Sister Gunn, Sister Staci Moody-Gilbert serves as General Chairwoman of the BM-WED's Burlington System Division and is Secretary of its National Division Executive Board.

CN DEVELOPS TECHNOLOGY THAT COULD MAKE OIL BY RAIL SAFER

CN has filed a patent for a new technology that turns bitumen — the heavy crude produced primarily at Canada's oil sands region — into a mostly solid dry good. The bitumen is mixed with and wrapped in a polymer and the end result is a packet about the size of a bar of soap. In the event of a derailment, the packets would not explode, leak or sink in water, the railway says. According to the *Globe and Mail*, "The invention still has to go through more testing, but the concept could emerge as a niche alternative to current methods of shipping bitumen, which require diluent, a petroleum additive that allows the thick sludge to be pumped into pipelines or rail cars, but also increases the flammability of the product."

SAN FRANCISCO'S LIGHT RAIL SYSTEM WAS HELD HOSTAGE BY HACKERS

The San Francisco Municipal Transportation Agency (SFMTA) was hit with malware that held its computer systems hostage on November 25, 2016, and caused problems over the weekend as attackers reportedly sought a ransom to release their digital grip on the system. SFMTA said transit services were not affected by the attack. But fare machines inside the stations were lit up with "OUT OF SERVICE" messages over the weekend, according to the *San Francisco Examiner*, which was among the first outlets to report on the incident. And trains kept running — with passengers getting a free ride.

DOE CONSIDERING CRUDE OIL BY RAIL VOLATILITY LIMITS THAT WOULD REQUIRE OIL STABILIZATION

(Source: DeSmog Blog, November 28, 2016)

In July 2015, a train carrying Bakken crude oil derailed in Culbertson, Montana resulting in an oil spill of 35,000 gallons — more than the contents of a full rail tank car. But unlike all of the other Bakken train accidents where large amounts of oil were spilled something odd happened. There was no explosion or fire. So what was different about the accident in Culbertson, Montana?

One potential explanation was that the oil was significantly less volatile than the oil involved in other Bakken accidents that resulted in fires

and explosions. The Federal Railroad Administration told *DeSmog Blog* that two samples of the oil were taken and the Reid vapor pressure for those samples were 8.73 psi and 9.23 psi. Reid vapor pressure is used to quantify the volatility of substances like crude oil and gasoline. If there are more natural gas liquids in the crude mixture — like propane and butane — it will have a higher Reid vapor pressure (RVP). In comparison, the oil involved in the massive fire and explosion in Mount Carbon, West Virginia had an RVP of 13.9 psi according to the *Wall Street Journal*. Samples taken from the train derailment and fire in Lynchburg, Virginia averaged RVP values over 14 psi.

The Department of Energy (DOE) has contracted Sandia National Laboratories to further study the issue of crude oil volatility and flammability. The study is expected to be completed sometime in 2018.

DATA ON PTC IMPLEMENTATION SHOWS UNEVEN PROGRESS ACROSS RAILROADS

In November 2016, the Federal Railroad Administration released third quarter 2016 data submitted by railroads on their progress in implementing Positive Train Control (PTC). The data show uneven progress across the country and across railroads toward activating the life-saving technology.

Freight railroads now have PTC active on 12 percent of their tracks, up from 9 percent last quarter. Passenger railroads increased their percentage to 23 percent this quarter compared to 22 percent last quarter. The measurable progress made by passenger railroads has been predominately on the West Coast, while East Coast railroads, other than SEPTA and Amtrak, have remained relatively stagnant.

The Q3 2016 status update includes railroad-by-railroad quarterly data as of Sept. 30, 2016, and includes data such as track segments completed, locomotives equipped, employees trained, radio towers installed, route miles in PTC operation and other key implementation data. To view an interactive graphic of PTC implementation by freight and passenger railroads, visit www.fra.dot.gov/app/ptcsummary/.

TEAMSTERS DENOUNCE PASSAGE OF DESTRUCTIVE ANTI-WORKER BILLS IN KENTUCKY

Kentucky Republican state lawmakers pushed through three bills the weekend of January 7 and 8, 2017, designed to attack working families by driving down wages and weakening labor unions. Gov. Matt Bevin then signed the bills into law.

The Republican majority in both chambers made these destructive bills a top priority, holding a rare weekend session to push through the controversial legislation while hundreds of working men and women protested in the statehouse.

House Bill 1 officially makes Kentucky the 27th right-to-work state, undercutting the bargaining power of union workers. House Bill 3 repeals the state's prevailing wage law that ensured workers on public projects received good pay and benefits. Republican lawmakers also passed 'paycheck deception' legislation (SB6), making it more difficult for union members to pay dues to their labor organization.

"With three strokes of his pen, Gov. Bevin has gutted worker protections in the state of Kentucky," said Teamsters General President Jim Hoffa. "The governor and the state's Republican state legislators are leading the state down a road to ruin by passing right-to-work. There is no disputing the facts — wages and benefits are significantly lower in right-to-work states than in free bargaining states while poverty rates are higher. Right-to-work laws only enrich corporations while working families are left behind." @

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RRB: Working after retirement

Retirees, and those planning retirement, should be aware of the railroad retirement laws governing benefit payments to annuitants who work after retirement.

The following questions and answers describe these railroad retirement work restrictions and earnings limitations on post-retirement employment, and how these rules can affect retirees engaging in self-employment. To protect the integrity of its programs, the Railroad Retirement Board (RRB) participates in information exchanges with other Federal agencies to identify unreported work and earnings. It is important to note that failure to report post-retirement work and earnings may result in overpayments, fines and, in some circumstances, may be considered fraud subject to criminal and civil penalties.

1 What are the basic railroad retirement work restrictions and earnings limitations that apply to post-retirement work?

Neither a regular railroad retirement annuity (whether based on age and service or on disability) nor a supplemental annuity is payable for any month in which a retired employee, regardless of age, works for an employer covered under the Railroad Retirement Act, including labor organizations. This is true even if only one day's service is performed during the month, and includes local lodge compensation totaling \$25 or more for any calendar month. Regardless of the amount of salary, work by a local lodge or division secretary collecting insurance premiums is considered railroad work and, therefore, no annuity is payable for any month in which such activity occurs.

A spouse annuity is not payable for any month in which the employee's annuity is not payable, or for any month in which the spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse annuity is not payable for any month in which the divorced spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse can receive an annuity even if the employee has not retired, provided they have been divorced for at least 2 years, the employee and divorced spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and social security earnings. A survivor annuity is not payable for any month the survivor works for an employer covered under the Railroad Retirement Act, regardless of the survivor's age.

Also, like social security benefits, railroad retirement tier I benefits and vested dual benefits paid to employees, spouses and divorced spouses, and tier I, tier II and vested dual benefits paid to survivors, are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings deductions do not apply to those who have attained full social security retirement age. Full retirement age for employees and spouses ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. Full retirement age for survivor annuitants ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later. Deductions for all annuitants, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment. (The attainment of full retirement age does not mean an annuitant can return to work for an employer



A Union Pacific streamliner heads The City of Portland passenger train

covered under the Railroad Retirement Act. As explained above, no annuity is payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age).

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer (see question 3 below). Also, special restrictions apply to disability annuitants (see questions 5 and 6 below).

2 What are the current exempt earnings amounts for those non-disability annuitants subject to earnings limitations?

For those under full retirement age throughout 2017, the exempt earnings amount rises to \$16,920 from \$15,720 in 2016. For beneficiaries attaining full retirement age in 2017, the exempt earnings amount rises to \$44,880 from \$41,880 in 2016 for the months before the month full retirement age is attained.

For those under full retirement age throughout the year, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2017, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

All earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not generally considered earnings for this purpose.

3 What are the additional deductions applied to the annuities of retired employees and spouses working for their last pre-retirement nonrailroad employer?

Such employment will reduce tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions, by \$1 for each \$2 of earnings received subject to a maximum reduction of 50 percent. The deductions in the tier II benefits and supplemental annuities of individuals who work for pre-retirement nonrailroad employers apply even if earnings do not exceed the tier I exempt earnings limits. Also, while tier I and vested dual benefit earnings deductions stop when an annuitant attains full retirement age, these tier II and supplemental annuity deductions continue to apply after the attainment of full retirement age. Work that begins on the same day as the annuity beginning date is not last pre-retirement nonrailroad employment.

4 Can a retired employee's earnings also reduce a spouse's benefit?

A spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

5 What are the special earnings restrictions applied to disabled employee annuitants?

A disability annuity is not payable for any month in 2017 in which the disabled employee annuitant earns more than \$910 (\$880 in 2016) in any employment or net self-employment, exclusive of disability-related work expenses. If a disabled employee annuitant's earnings in a year (after deduction of disability-related work expenses) exceed the annual limit, the annuity is not payable for the number of months derived by dividing the amount by which those earnings exceed the annual limit by the amount of the monthly limit. Any resulting fraction of a month equal to or greater than one-half (0.5) is rounded up, increasing the number of months in which the annuity is not payable by one. For example, a disabled employee annuitant earns \$15,500 in 2017, which is \$4,125 over the 2017 annual limit of \$11,375. Dividing \$4,125 by \$910 yields 4.53. As .53 is more than one-half, the annuitant would lose 5 months of benefits.

These disability work restrictions cease upon a disabled employee annuitant's attainment of full retirement age (age 65-67). This transition is effective no earlier than full retirement age even if the annuitant had 30 years of service. Earnings deductions continue to apply to those working for their last pre-retirement nonrailroad employer.

If a disabled employee annuitant works before full retirement age, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Consequently, any work activity must be reported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

6 Do the special earnings restrictions listed in question 5 apply to disabled widow(er) and disabled child annuitants?

The earnings restrictions listed in question 5 do not apply to disabled widow(er)s under age 60 or to disabled children. However, the annuity of an unmarried disabled widow(er) technically becomes an age annuity when the widow(er) attains age 60. Therefore, regular annual earnings restrictions apply beginning

with the month the widow(er) attains age 60 and ending with the month before the month the widow(er) attains full retirement age (see question 2 above).

All earnings in the year age 60 is attained are considered in determining excess earnings for that year. However, work deductions may apply only beginning with the month the widow(er) attains age 60.

Also, if a disabled widow(er) works before full retirement age, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Therefore, any work activity must be reported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

7 A railroad retirement employee annuitant is thinking of becoming a self-employed contractor or consultant, and might be providing services for a railroad or last pre-retirement nonrailroad employer. How would this affect his or her railroad retirement annuity?

It depends on whether or not the RRB considers the annuitant to be truly engaging in self-employed contracting or consulting, or whether the agency considers him or her to be functioning as an employee, and if so, who the RRB considers to be the actual employer for railroad retirement purposes.

If a retiree is considered to be functioning as a self-employed contractor or consultant, his or her annuity is subject to tier I and vested dual benefit earnings deductions for net self-employment earnings.

However, if a retiree is considered to be functioning as an employee of a railroad or railroad labor organization, rather than as a self-employed contractor or consultant, the retiree's annuity would be subject to suspension. If the retiree is considered the employee of a nonrailroad employer, the retiree's annuity would be subject to earnings deductions for nonrailroad wages, and to additional deductions if he or she is considered to be working for a last pre-retirement nonrailroad employer.

RRB determinations on contracting or consulting services take into account multiple factors which could be evaluated differently depending on the circumstances of the individual situation. Since no single rule covers every case, anyone requiring a determination as to whether contractor or consultant service is valid self-employment should contact the RRB for a determination well in advance of making a commitment so as to be sure of the effect on benefit payments.

8 How can people get more information about these railroad retirement work restrictions and earnings limitations?

Claimants with questions about railroad retirement work restrictions and earnings limitations should contact an RRB office by calling toll-free at 1-877-772-5772. Claimants can also find the address of the RRB office serving their area and get information about their claims and benefit payments by calling this toll-free number. Field office locations can also be found by visiting www.rrb.gov. Most RRB offices are open to the public on weekdays from 9:00 a.m. to 3:30 p.m., except on Wednesdays when offices are open from 9:00 a.m. to 12:00 p.m. RRB offices are closed on Federal holidays. ©



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Photo of the Month: February 2017



UNION PACIFIC STEAM: Union Pacific 4-8-4 No. 844 heads home for UP's steam shops in Cheyenne, Wyoming, as it leaves Bailey Yard in North Platte, Nebraska, on the morning on October 31, 2016. It is the last steam locomotive built for the Union Pacific and was delivered to the company in 1944. **Photo:** Chasse Gunnoe



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 December 2016 & January 2017 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 mtg., Washington, D.C.; Arkansas State Legislative Board mtg., Little Rock, Ark.; National Legislative Board mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; Vacation; Coordinated Bargaining Group national negotiations/mediation; Policy Committee mtg., Teamsters Rail Conference, Cooperating Rail Labor Organization (CRLO) mtgs., Hollywood, Fla.

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.; National Contract Bargaining mtg., Washington, D.C.; Arkansas State Legislative Board mtg., Little Rock, Ark.; Vacation; Holiday; National Legislative Board mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; CRLO mtgs., Hollywood, Fla.

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; National Contract Bargaining, Washington, D.C.; Passenger GC mtg.; National Legislative Board mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; Union Track implementation and training, Independence, Ohio; Division 71 mtg., Philadelphia, Pa.; Publications Committee mtg., Independence, Ohio.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Vice President & National Legislative Representative John P. Tolman — General office duties, telephone and correspondence communications; Coordinate Weekly PAC committee and legislative mtgs.; National Legislative office; Conference call with all the NASLBC, Washington, D.C.; Board mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; CRLO meetings with the NMB, TTD, IBT Rail Conference meetings and Academy of Rail Labor Attorneys, in FL; Various meetings with the GOP Progressive Caucus, Washington, D.C.; several meeting with the new members of Congress and the leadership of both the GOP and Democratic, Washington, DC; Trustee meeting, Independence, Ohio.

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; NMB Arb. Adv. Forum, NRAB, Chicago; Assist BRS VP Bragg w/ Third Division issues, NRAB, Chicago; PLB 7154 executive session, IC, Chicago; Drafting CIR 1-87, NRAB, Chicago; Passenger GC mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; 1st Division adoption session, NRAB, Chicago; Assist GC Reynolds w/ award interp. Issue, WC, Chicago; Holiday; Vacation; NRAB admin, Chicago; Assist GC Reynolds, WC, Chicago; Assist GC Balonek, Metra, Chicago; Assist GC Short, IHB, Chicago; Assist GC Hannah, UP-WL GCA, research; Assist VGC Lough w/ discipline submission, Metra, Chicago; Finalize Circular 1-87; Assist VGC Lough, Metra; Assist GC Short, IHB; NMB Section 3 cmt. Freight rail symposium, Hollywood, Fla.; Rail Conference mtg. and NMB mtg., Hollywood, Fla.

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; Tacoma Municipal Belt Rwy. Section 6 negotiations, Tacoma, Wash.; Passenger GC mtg., system safety plan mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; Springfield Terminal, D&H, St. Lawrence & Atlantic Rwy. combined GCA mtg., Manchester, N.H.; Utah Railway section 6 negotiations, Draper, Utah.

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.; Holiday; Vacation; Agreement cleanup, CSXT; CSXT & GTW paperwork; Executive session, Driscoll PLB; Talleyrand medical exam conference call; Advisory Board mtg., Independence, Ohio; CSXT performance bonus status; GTW GCA nomination mtg.; Crew life presentation at CSXT; CSX wage discussions; CAPS discussions, procedural issues; Trip rate discussions and meetings; Material change notice; CSXT Summit mtg., Jacksonville, Fla.; BTS agreement ratification mtg., Baltimore; Work on DRC arbitration briefs, CSXT.

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.; BNSF General Chairman's mtg. and Christmas dinner, Fort Worth, Texas; Advisory Board mtg., Independence, Ohio; Vacation; MRL contract negotiations w/ GC LaPrath, Missoula, Mont.; Division 553 mtg. w/ GC Holdcraft, Fresno, Calif.; Division 839 mtg. w/ GC Holdcraft, Richmond, Calif.; Secretary-Treasurer training w/ Santa Fe GCA, Phoenix, Ariz.

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.; Indiana Southern, DM&E and Soo issues, assist GC Semenek; Division 573 mtg. and Christmas party, assist GC Spradlin, Fort Worth, Texas; Springfield Terminal and D&H issues, GC Moore; Mid South, Illinois Midland and Cedar Creek issues, GC Craddock; Springfield Terminal mediation, GC Moore, Boston; Advisory Board mtg., Independence, Ohio; Tex Mex issues, GC Silmon; Tex Mex issues, Hiese; Huron & Eastern issues, GC Ladrige; KCS issues, GC Spradlin; Louisville & Indiana issues, GC Hogan; Illinois Midland negotiations, GC Craddock; Mtgs. w/ KCS, assisting GC Spradlin, Kansas City, Mo.; CP issues, assisting GC Semenek, Chicago.

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; Holiday; Holiday event, BLET-BNSF, Fort Worth, Texas; Advisory Board mtg., Independence, Ohio; WNYF mediation, Lenexa, Kan.; Vacation; NECR mediation w/ GC Martin, Sarasota, Fla.; SBA 1063, PLB 7663, assisting GC Dehart and GC Fannon, Fort Myers, Fla.; PLB 7574, assisting GC Wallace, Norfolk, Va.; BLET/NS Disputes Committee, assisting GCs Wallace, Dehart and Fannon, Atlanta, Ga.

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; Education & Training issues; Union RR issues, assist GC Bangham; Convention issues, Independence, Ohio; NJ Transit contract talks, Tonawanda; Passenger Dept.; National Legislative Board mtg., Independence, Ohio; Advisory Board mtg., Independence, Ohio; LIRR contract talks, assist GC Sexton, New York; Vacation; Assist GC Nunziato, PATH; Regional meeting planning; NJT issues, assisting Brown; Division 71 monthly mtg., assisting GC Dixon; NY&A issues, assisting GC Sexton.

SAVE THE DATE:

2017 BLET REGIONAL MEETINGS

JUNE 5-9 • SAN ANTONIO, TEXAS

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