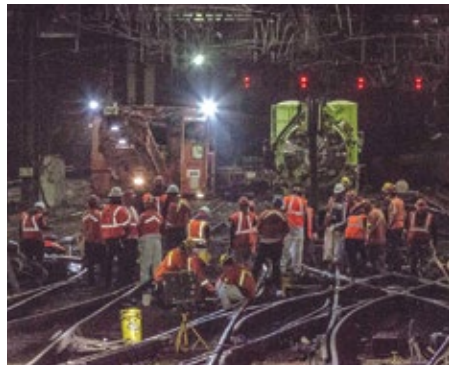




PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

COMMUTER CHAOS

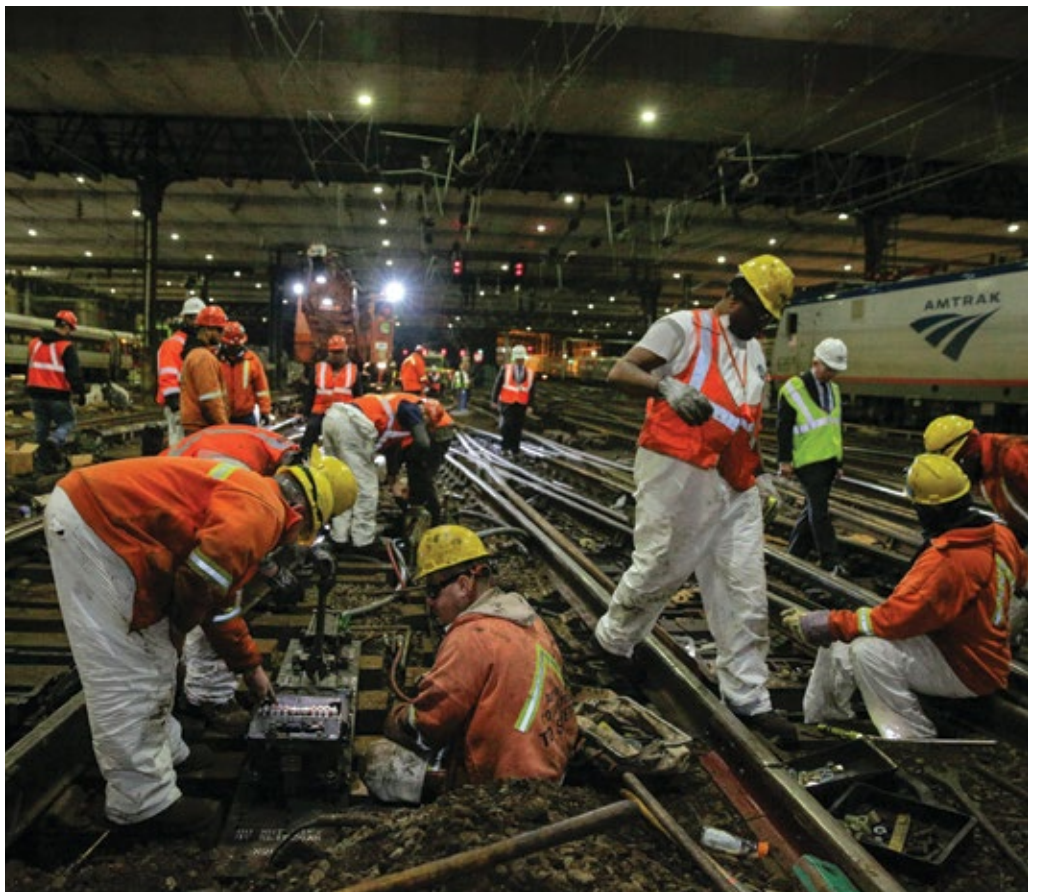
On April 3, a derailment at New York Penn Station caused damage that impacted multiple switches, signals and the mechanisms that control them, several rails, a rail crossing point, signal wires and other components. The derailment temporarily removed 8 of the 21 tracks that Amtrak maintains from service, impacting not only Amtrak, but Long Island Rail Road and NJ Transit commuter trains as well.



Amtrak engineering forces on the tracks at New York Penn Station working to repair damage to one of the most complex interlockings on the Northeast Corridor

The ensuing equipment repairs caused a massive ripple effect that impacted commuters throughout the Northeast Corridor. Numerous train delays and cancellations sparked widespread commuter outrage, but drew national attention to the importance of funding Amtrak to appropriate levels so that the national passenger railroad can properly maintain its infrastructure.

BLET Vice President and National Legislative Representative John P. Tolman testified before Congress on April 26 at a hearing designed to examine infrastructure issues in America (see article below for more details). As part of his testimony, Vice President Tolman said: "Penn Station in New York is forced to handle three times as many trains as it was designed to accommodate. And every day three railroads, scores of employers, and hundreds of thousands of commuters cross their fingers that this won't be the day that infrastructure fails in a catastrophic way." On April 27, Amtrak announced an extensive repair plan for Penn Station that is expected last throughout the summer. ©



Amtrak track workers wire a replacement switch machine that allows trains to move between the tracks at New York Penn Station. (April 6, 2017) Photos: courtesy Amtrak

VP Tolman testifies for rail infrastructure investment

The need for proper infrastructure funding was a key point for Vice President and National Legislative Representative John P. Tolman as he delivered testimony on behalf of the Brotherhood of Locomotive Engineers and Trainmen (BLET) before Congress on April 26 in Washington, D.C. Vice President Tolman's testimony also touched upon the need to address rail worker fatigue and maintain important rail safety regulations.

Vice President Tolman testified before the House Subcommittee on Railroads, Pipelines and Hazardous Materials at a hearing titled: "Building a 21st Century Infrastructure for America: The State of Railroad, Pipeline, and Hazardous Materials Safety Regulations and Opportunities for Reform."

Regarding infrastructure, Vice President Tolman said, "The people want, need and deserve better and safer infrastructure. We should have the best airports, rail systems and freeways in the



Vice President Tolman testifies on April 26, 2017.

world. It was exciting during the presidential campaign to hear candidate Trump offer the idea of a big infrastructure project for the U.S. The public will be there, and the political will must ad-

dress the needs of the people."

The lack of proper infrastructure funding has had a major negative impact on rail commuters, especially those along the East Coast as evidenced by the recent

slowdowns resulting from delayed infrastructure repairs at Penn Station.

"Tunnels are being used to carry passenger trains into and out of New York City that were built in the early 1900s," Tolman said. "Penn Station in New York is forced to handle three times as many trains as it was designed to accommodate. And every day three railroads, scores of employers, and hundreds of thousands of commuters cross their fingers that this won't be the day that infrastructure fails in a catastrophic way."

He warned Congress about the dangers of over-reliance on public-private partnerships to solve the infrastructure funding problem, and instead urged both political parties to work together to develop a bipartisan approach to infrastructure improvement.

"The story of the growth of our Nation — the expansion of 13 eastern seaboard states from sea to shining sea — is the story of infrastructure," Tolman said.

CONTINUED ON PAGE 3

"LET'S GET THE TRANSPORTATION SYSTEM MOVING INTO THE 21ST CENTURY ... LET'S BUY AMERICAN PRODUCTS ... LET'S PUT TENS OF THOUSANDS OF UNDEREMPLOYED AMERICANS BACK TO WORK ... AND LET'S BUILD THE TRANSPORTATION INFRASTRUCTURE THAT WILL EQUAL WHAT OUR FOREFATHERS CREATED." – JOHN TOLMAN



BLET President's Message

This is your union
so get involved! **pg. 2**



Town Hall Meeting

Over 100 members attend
KC-area meeting. **pg. 4**

NASLBC Meeting

BLET State Legislative Board
Chairmen hold annual meeting. **pg. 5**



BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

THIS IS YOUR UNION, AND IT IS STRONGEST WHEN YOU ARE INVOLVED

My last President's Message contained the text of the remarks that I prepared to present to an American Train Dispatchers Association (ATDA) gathering celebrating that union's 100th Anniversary in March. I was honored to join over 100 ATDA officers and members at that gathering, and truly enjoyed the interaction that we shared across craft lines. My take away from that historic event was this: it is more imperative now than ever before that all rail union members join together and find ways to work in unison when and where we can. That is best accomplished when the officers of our National Organizations work hand-in-hand, setting a clear example of the solidarity that is so needed at this time.

A week after I attended the ATDA gathering, I was honored to attend a BLET Town Hall meeting in Kansas City. The meeting was set up by the BNSF General Committees of Adjustment representing BLET members in the Kansas City area, with General Chairman Alan Holdcraft taking the lead role in that process. My thanks go to Brother Alan; the work that his General Committee did ahead of the meeting got the word out and was in large part why over 100 BLET members were in attendance at the Town Hall meeting. Those members came with questions and concerns that included recent actions by BNSF and Union Pacific in the Kansas City area, as well as questions and concerns about the National Contract and recent developments in Washington, D.C.

Meetings like this Town Hall Meeting are at the core of what I have been saying in my recent messages to you: member involvement in our shared future makes for a stronger rail union movement. Meetings like this not only give the officers of BLET's General Committees and the National Division a chance to candidly share information on current events, they also give us a chance for fellowship as union Brothers and Sisters. More importantly for me, personally, is the chance for the member-



President Pierce with members attending the BLET Local Chairman training class in Independence, Ohio, on April 27, 2017.

ship to share on-the-job stories and situations, and what I have heard makes it clear to me that the railroads are treating the membership worse and worse as locomotive engineers and trainmen make a good faith effort to perform their responsibilities professionally. Key tenets of the union movement like fair treatment in the workplace, fair pay and fair benefits for a fair day's work, are being constantly challenged in today's workplace. Hearing those stories first hand directly from the membership helps me to stay focused on the issues and priorities that our Union should be pursuing, and I offer my thanks to all of the members who took the time out of their busy schedules to join us at the Town Hall meeting.

Moving to April, I also was honored to attend a Training Class in Tucson, Arizona, set up by Arizona State Legislative Board Chairman Nick Johnson. As the tone of today's politics moves to a more anti-worker platform, it is imperative that we have strong State Legislative Boards, and I am encouraged by the interaction that Vice President and National Legislative Representative John Tolman and I shared with the Officers of the Arizona State Legislative Board. BLET's National Division Director of Regulatory Affairs and former Arizona State Legislative Board Chairman Vince Verna also was in attendance, sharing information on the current regulatory front in DC. Whether it be the State Board's efforts to enroll

more and more members into the BLET PAC Fund, or their efforts to make a difference in the State's politics and regulations, it is clear to me that the Arizona State Legislative Board is proactively performing the responsibilities that BLET's Bylaws expect of all State Boards and I commend them for that.

My time in Tucson did not end with the State Board's training session, however, as I was further honored to attend the April Meeting of BLET Division 28. The April meeting is an important meeting for Division 28 as it is the annual "Old Timers" meeting, where all retired members are invited to join the Division for a lunch time of fellowship and memories. As I have often said, the retirement that our Railroad Retirement system provides creates the best job that any member can bid on. I was privileged at the meeting to listen to stories of the past and the present; we can learn a lot from our senior members, both those approaching retirement and those enjoying retirement. In reality, the railroads may change the play of the day, and things may progress from bad to worse, but their general callous disregard for the lifestyle of their operating employees has not changed for decades. It was truly a pleasure to see members young and old gather, and, in doing so, reinforce the importance of our Union, and the need for strong unions in the rail industry.

As I write this piece, I am now travelling to attend the annual meeting of the National Associ-

ation of Legislative Board Chairmen (NASLBC). Our State Chairmen meet every year to discuss the issues that confront us both on legislative and regulatory fronts and, as I said before, it has never been more important that we have a strong Legislative Department within our Organization. As National President, I also serve as Chairman of our National Legislative Board, a responsibility that I take very seriously. Our efforts in the coming week will be to assist the Association in its efforts to provide support to BLET's State Legislative Boards as their battles are our battles.

The week following the NASLBC meeting, I will travel to join our Western General Chairmen's Association for their annual meeting. As with our legislative and regulatory efforts, our efforts on the collective bargaining side of the Organization are also under tremendous pressure. Whether it be harsh and excessive discipline policies or Carrier notices changing operations purely for profit at our membership's expense, our General Committees are more challenged now than ever to keep up with the battles that their respective Carriers are dropping on them. Our efforts at this meeting will be to assist our General Committees in those battles, and to provide them with the support they need to best protect the interests of their collective memberships.

I share this story of my travels to meet with Union Members and Officers — both within our Broth-

erhood and in other rail unions — for a very important reason. In the time that I have been honored to serve as your National President, I have made an effort to be in the field meeting with our rank and file members and officers at all levels. I have worked very hard to be accessible to the membership, and to take the time to better understand what is going on in the industry through their experiences, as opposed to the version that the railroads' propaganda machine shares. The reasons I continue to do this is because I believe in the union movement, and honestly believe that we are at our strongest when we convince more and more members to get involved in their union by taking an interest in our shared future. Our strength is best shown when we all act in a common fashion, and as our National Contract negotiations unfold this year, our solidarity stands to be greatly tested.

I ask each of you again to get involved, take the time to learn the truth about what is going on in our industry, and don't get pulled into the Carrier's "fake news" version of what they have offered your union in our negotiations. To stay up to date, make an effort to join us at one of our Regional Meetings this year, San Antonio, Texas in June and Myrtle Beach, South Carolina, in August. This is your Union, and it is strongest when you are involved.©©

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

WAGE GAP CONTINUES TO STIFLE WOMEN WORKERS

The struggle for fair wages continues in workplaces across the nation. But as study after study has shown, it is women on the job who are facing the biggest uphill climb.

Recently, for example, female workers "celebrated" Equal Pay Day, which marks how far into the next year women must work to earn what their male counterparts earned the previous year. As it stands, women on average earn 80 cents for every dollar that men do, according to the Census Bureau.

But the gulf is even wider for women of color. The National Women's Law Center, in a report last August, found Latinas will make about \$1 million less than their white male counterparts over a 40-year career. African-American women don't fare much better, taking in about \$877,000 less. By comparison, women on average make about \$430,000 less.

The Pew Research Center notes the wages of some women may be influenced by their decision to take breaks from their careers to care for their children and families. About four in 10 mothers at some point have taken time off or reduced their hours to handle

such family matters. Only 24 percent of men have done the same.

But good old-fashioned discrimination is also to blame. A 2013 Pew survey states that women were almost twice as likely as men to say they have faced bias at work because of their gender. Meanwhile, 77 percent of women and 63 percent of men recognized that more needs to be done to solve inequity in the workplace.

While there seems to be little appetite in Washington to move forward with new legislation that would counteract the gender wage divide, some state lawmakers are trying to craft change themselves. As Maryland State Sen. Susan Lee told Bloomberg, "The states have to play a greater role in ensuring pay equity for women."

It's imperative that elected officials at all levels of government look for solutions to this persistent problem

Faternally,

JAMES P. HOFFA
TEAMSTERS GENERAL PRESIDENT



66 While there seems to be little appetite in Washington to move forward with new legislation that would counteract the gender wage divide, some state lawmakers are trying to craft change themselves. 99

VP TOLMAN TESTIFIES

CONTINUED FROM PAGE 1

"It is the story of inland waterways, like the Erie Canal, and the Transcontinental Railroad... But lately we have lost our way. Bipartisan transportation and infrastructure goals that have been shared for a century and a half have fallen victim to the paralysis of ideology... This is the politics of being pennywise and dollar foolish.

"The Transportation and Infrastructure Committee has a long history of being bipartisan for the safety and good of the travelling public and our nation's economy. Let's get the transportation system moving into the 21st Century ... let's buy American products ... let's put tens of thousands of underemployed Americans back to work ... and let's build the transportation infrastructure that will equal what our forefathers created."

A railroad can build and maintain world class infrastructure, but if the issue of fatigue on the nation's railroads is not addressed in a serious and fundamental way, then catastrophic accidents will not cease, Tolman said.

"Technology can help with the problem, but technologies such as Positive Train Control (PTC) alone will not solve the problem," he said. "Further, PTC has not been designed to be an answer to over-worked train crews who toil around the clock with unpredictable on-duty times. Crews on freight trains rarely go to work at the same time on any two days in a row. Despite not having any routine sleep/rest cycles in their daily lives, railroad workers also face a never-ending push by the nation's rail carriers to work longer hours and be away from home for longer periods



Vice President Tolman urges members of Congress to address infrastructure spending and rail worker fatigue during his April 26 testimony.

of time or face the risk of being dismissed."

In addition to PTC, Vice President Tolman testified that electronic controlled pneumatic (ECP) brakes represent another technology that could help make the rail industry safer.

"Conventional brakes in use today are a technology that is 150 years old. They work, but clearly there is newer and better technology available that can slow and stop trains up to 70% faster," Tolman said. "ECP brakes on every car can be monitored in real time. ECP brakes also all apply on each car at the same instant, making it easier and more efficient to stop trains more quickly and more safely in the event of an emergency."

In terms of rail safety regulations, Tolman warned the Committee members

against waiving existing regulations based on cost-benefit analyses, stressing that all stakeholders currently participate in revising rail safety regulations through the Federal Railroad Administration's Railroad Safety Advisory Committee process.

Tolman went on to say that the industry's push to waive safety regulations regarding the testing of train brakes by qualified personnel in favor of track side detectors is an example of an anti-regulatory move that would make the industry less safe.

"The detectors can be a helpful tool when used in conjunction with regular inspections, but there is no evidentiary safety basis for their use as a replacement for physical inspections performed by qualified car inspectors," Tolman said.

"The history of the railroad industry demonstrates clearly that you can't deregulate your way to an improved infrastructure.

"When I entered the industry over 45 years ago, one of the first things I was told is that every safety law, each safety regulation and all operating rules were written in blood ... that their origin was in some accident that cost railroad workers their limbs or their lives. And my experience as a locomotive engineer proved the truth of that statement to me.

"But we strongly reject the notion that regulatory reviews should be predicated upon a simple mathematical cost/benefit analysis. Such a narrow view reduces the lives and limbs of our members to merely the cost of doing business, and places the human, natural citizen in a position of permanent inferiority to the judicially-created, artificial corporate citizen."

In addition to Vice President Tolman, additional witnesses included: Linda B. Darr, President, American Short Line and Regional Railroad Association; Roger Nober Executive Vice President, Law and Corporate Affairs BNSF Railway; Paul Rankin President, Reusable Industrial Packaging Association (on behalf of the Interested Parties for hazardous materials transportation; Robin Rorick, Group Director of Midstream and Industry Operations American Petroleum Institute; and Donald J. Santa Jr., President and Chief Executive Officer, Interstate Natural Gas Association of America. ©

A COPY OF VICE PRESIDENT TOLMAN'S TESTIMONY CAN BE FOUND ON THE BLET WEBSITE:
WWW.BLE-T.ORG/PR/PDF/TOLMAN_INFRASTRUCTURE.PDF

BLET members attend KC-area Town Hall meeting

Representatives from three-dozen BLET Divisions attended a Town Hall meeting in Riverside, Missouri, on March 29. BLET National President Dennis R. Pierce served as the featured speaker, along with BNSF (former ATSF) General Chairman J. Alan Holdcraft.

Approximately 105 BLET members were in attendance, including members and officers from the following Divisions in the Kansas City-area and other areas of the United States: 502, 130, 777, 75, 391.2, 391.3, 107, 491, 623, 758, 94, 336, 81, 754, 727, 623, 621, 392, 290, 647, 299, 871, 578, 500, 740, 98, 285, 344, 609, 64, 134, 553, 776, 135, 213, 518.

A main topic of discussion was national contract negotiations. President Pierce gave a thorough explanation of the negotiating process and how it is governed by the Railway Labor Act. Also discussed was the national "right-to-work" legislation currently introduced in the U.S. House of Representatives and what it means for labor unions. There were also some discussions on Article IX of the May 19, 1986 Award of Arbitration Board No.



National President Pierce (at podium) and Vice President Mike Priester (seated at head table) during the Town Hall meeting on March 29.

458 and the creation of multi-directional pools. A question-and-answer session followed President Pierce's presentation.

Also in attendance were: National Vice President Michael D. Priester; BNSF/MRL General Chairman E.G. (Jerry) LaPrath; Union Pacific-Central Region Vice General Chairman Kyle Bagby; BNSF/MRL Vice General Chair-

men K.J. Psota, M.E. Brandt and S.V. Halbrook; and BNSF (former ATSF) Vice General Chairmen M.R. Cunningham and R.J. Maloy.

"As always, President Pierce encouraged everyone to get involved in the union and be a part of guiding their own futures," Brother Cunningham said.

"There was an incredible turnout for



BNSF (ATSF) General Chairman Holdcraft

this Town Hall meeting and it was my honor to address so many active and involved BLET members," President Pierce said. "I thank Brother Holdcraft for inviting me to speak and offer my congratulations to all members of the BNSF (former ATSF) General Committee of Adjustment for their hard work in organizing such a successful event." @@



Gabaldon elected New Mexico State Legislative Board Chairman

Brother Eric A. Gabaldon was elected Chairman of the New Mexico State Legislative Board at its quadrennial meeting in Albuquerque, N.M., on November 1, 2016.

Brother Gabaldon is a Burlington Northern Santa Fe locomotive engineer who has held continuous membership in Division 400 (Albuquerque, N.M.) since March 1, 2006. He hired out in 1998 with the BNSF mechanical department before transferring to locomotive engineer in 2003. Brother Gabaldon is currently in his third term as Local Chairman of Division 400 and also serves as its Legislative Representative.

Also elected at the quadrennial meeting were: 1st Vice Chairman and Secretary-Treasurer Brian A. Jenne, Division 811 (Clovis, N.M.); 2nd Vice Chairman Patrick T. Lynch, Division 446 (Belen, N.M.); 3rd Vice Chairman J.A. (Jimmy) Steiner, Division 15 (Albuquerque, N.M.); 4th Vice Chairman Gilbert E. Tafoya Jr., Division 791 (Belen, N.M.); Alternate Secretary-Treasurer Eddie M. Padilla, Division 400 (Albuquerque, N.M.); and Chaplain Blake K. Switzer, Division 811 (Clovis, N.M.). Elected to serve on the Audit Committee were: Pat Lynch, Division 446; Jimmy Steiner, Division 15;

and Gilbert Tafoya, Division 791.

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

"Congratulations to Brother Gabaldon and all officers of the New Mexico State Legislative Board," President Pierce said. "I thank them for their dedication to our Brotherhood. I also wish to recognize outgoing Chairman Pat Lynch for his many years of service to the Brotherhood."

Brother Lynch played a key role in reestablishing the New Mexico State Legislative Board in 2012, and served as its Chairman from 2012-2016.

Additional Brotherhood guests included: David K. Brown, Minnesota State Legislative Board Chairman; G.N. (Nick) Johnson, Arizona State Legislative Board Chairman; Chris S. Lewis, Local Chairman of Division 811 (Clovis, N.M.); Manny Perez III, Local Chairman of Division 647 (Phoenix, Ariz.). Other guests included U.S. Representative Ben Ray Lujan, who represents New Mexico's 3rd District; and Chris Martinez of the Federal Railroad Administration.

The New Mexico State Legislative Board represents approximately 550 active and retired members in five BLET Divisions. @@



From left: First Vice President Lee Pruitt; Patrick Lynch, Division 446; Jimmy Steiner, Division 15; Jeffrey Romero, Division iv 446; Eddie Padilla, Division 400; Eric Gabaldon, New Mexico State Legislative Board Chairman (Division 400); Patrick Perea, Division 446; Rick Switzer, Division 811; U.S. Representative Ben Ray Lujan (D-NM); Stan Porch, Division 446; BLET National President Dennis Pierce; Gilbert Tafoya, Division 791; Brian Jenne, Division 811; David Brown, Minnesota State Legislative Board Chairman; and Rick Spears, Division 811.

BLET State Legislative Board Chairmen hold annual meeting

The BLET's National Association of State Legislative Board Chairmen (NASLBC) held their annual meeting in Clearwater, Florida, in late April 2017.

The NASLBC consists of the 40 BLET State Legislative Board Chairmen throughout the United States. Featured speakers on the agenda included Teamsters International Vice President John F. Murphy, BLET National President Dennis R. Pierce, BLET Vice President and National Legislative Representative John P. Tolman, and U.S. Representative Charlie Crist Jr. Crist previously served as the 44th Governor of Florida from 2007-2011.

The NASLBC has met annually since 1975 to hear from each State Chairmen about railroad related safety and health issues as well as their state's political climate. @@



News Briefs

OPERATION LIFESAVER ANNOUNCES U.S. RAIL SAFETY WEEK, SEPT. 24-30, 2017

Operation Lifesaver (OLI), the national, non-profit rail safety education group, announced that it will work with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), September 24-30, 2017.

"The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way," said Operation Lifesaver President and CEO Bonnie Murphy. "As OLI celebrates its 45th year of existence this year, launching a national Rail Safety Week fits with our ongoing mission of reducing collisions, fatalities and injuries at highway-rail crossings and preventing trespassing on or near railroad tracks," she said.

As part of Rail Safety Week, Operation Lifesaver plans to deliver an awareness campaign through a series of local events, which will focus on safety tips for pedestrians, drivers, transit riders, and passenger rail users. The group plans to partner with the Federal Railroad Administration, Federal Highway Administration, and Federal Transit Administration, along with safety groups in federal and state government, the railroad industry and other safety-minded organizations.

"About every three hours in the U.S. a person or vehicle is hit by a train," Murphy explained. "While sustained federal and private investment in engineering, enforcement and education on safety at highway-rail crossings has led to an 83 percent drop in collisions at these intersections over the past four decades, hundreds of Americans are still killed or injured each year. We look forward to working with a broad range of partners to save lives through our Rail Safety Week efforts."@@

SEND US YOUR NEWS! Please submit any photos and/or stories that showcase events and news from your Local Division, State Legislative Board or General Committee of Adjustment and they will be considered for publication in the Locomotive Engineers and Trainmen News as well as the Locomotive Engineers and Trainmen Journal. We are also looking for state or regional legislative news that affects our Brotherhood — so let us know! Email Editor John Bentley: Bentley@ble-t.org

Brotherhood's Relief & Compensation Fund			Go	Help
Edit	View	Tools		
		Can't Undo	Ctrl + Z	
		Form B - Work Limit	Ctrl + B	
		Run Through Switch	Ctrl + R	
		Collision	Ctrl + C	
		Blue Flag	Ctrl + F	
		Improper Train Handling	Ctrl + H	
		Equipment Damage	Ctrl + E	
		Foul Tracks	Ctrl + L	
		ByPassed Drawbar	Ctrl + P	
		Sideswipe	Ctrl + S	
		Yellow Flag	Ctrl + Y	
		Crossover Switch	Ctrl + O	
		Unauthorized Movement	Ctrl + U	

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Comparison of benefits under Railroad Retirement and Social Security

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain higher than social security benefits, especially for "career" employees who have 30 or more years of service.

The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2016. They also show the differences in age requirements and payroll taxes under the two systems.

1 How do the average monthly railroad retirement and social security benefits paid to retired employees and spouses compare?

The average age annuity being paid by the Railroad Retirement Board (RRB) at the end of fiscal year 2016 to career rail employees was \$3,350 a month, and for all retired rail employees the average was \$2,675. The average age retirement benefit being paid under social security was over \$1,350 a month. Spouse benefits averaged \$990 a month under railroad retirement compared to \$680 under social security.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43 a month,

which are payable to employees who retire directly from the rail industry with 25 or more years of service.

2 Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes, because recent awards are based on higher average earnings. Age annuities awarded to career railroad employees retiring at the end of fiscal year 2016 averaged about \$3,835 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged \$1,825. If spouse benefits are added, the combined benefits for the employee and spouse would total \$5,430 under railroad retirement coverage, compared to \$2,740 under social security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to over \$5,460 a month.

3 How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2016 were awarded more than \$2,850 a month on the average while awards for disabled workers under social security averaged approximately \$1,290.

While both the Railroad Retirement and Social Security Acts provide benefits

to workers who are totally disabled for any regular work, the Railroad Retirement Act also provides disability benefits specifically for employees who are permanently disabled for work in their regular railroad occupation. Employees may be eligible for such an occupational disability annuity at age 60 with 10 years of service, or at any age with 20 years of service.

4 Can railroaders receive benefits at earlier ages than workers under social security?

Railroad employees with 30 or more years of creditable service are eligible for regular annuities based on age and service the first full month they are age 60, and rail employees with less than 30 years of creditable service are eligible for regular annuities based on age and service the first full month they are age 62.

No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his or her retirement is after 2001, or if the employee retired before 2002 at age 62 or older with 30 years of service.

Early retirement reductions are otherwise applied to annuities awarded before full retirement age, the age at which an employee can receive full benefits with no reduction for early retirement. This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security.

Under social security, a worker cannot begin receiving retirement benefits based on age until age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement prior to full retirement age regardless of years of coverage.

5 Can the spouse of a railroader receive a benefit at an earlier age than the spouse of a worker under social security?

If a retired railroad employee with 30 or more years of service is age 60, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60.

Certain early retirement reductions are applied if the employee first became eligible for a 60/30 annuity July 1, 1984, or later, and retired at ages 60 or 61 before 2002. If the employee was awarded a disability annuity, has attained age 60 and has 30 years of service, the spouse can receive an unreduced annuity the first full month she or he is age 60, regardless of whether the employee annuity began before or after 2002, as long as the spouse's annuity beginning date is after 2001.

To qualify for a spouse's benefit under social security, an applicant must be at least age 62, or any age if caring for a child who is entitled to receive benefits based on the applicant's spouse's record.

6 Does social security offer any benefits that are not available under railroad retirement?

Social security does pay certain types of benefits that are not available under railroad retirement. For example, social security provides children's benefits when an employee is disabled, retired or deceased. Under current law, the Railroad Retirement Act only provides children's benefits if the employee is deceased.

However, the Railroad Retirement Act

includes a special minimum guaranty provision which ensures that railroad families will not receive less in monthly benefits than they would have if railroad earnings were covered by social security rather than railroad retirement laws. This guaranty is intended to cover situations in which one or more members of a family would otherwise be eligible for a type of social security benefit that is not provided under the Railroad Retirement Act. Therefore, if a retired rail employee has children who would otherwise be eligible for a benefit under social security, the employee's annuity can be increased to reflect what social security would pay the family.

7 How much are monthly benefits for survivors under railroad retirement and social security?

Survivor benefits are generally higher if payable by the RRB rather than social security. At the end of fiscal year 2016, the average annuity being paid to all aged and disabled widow(er)s was \$1,605 a month, compared to \$1,255 under social security.

Benefits awarded by the RRB at the end of fiscal year 2016 to aged and disabled widow(er)s of railroaders averaged nearly \$2,065 a month, compared to approximately \$1,210 under social security.

The annuities being paid at the end of fiscal year 2016 to widowed mothers/fathers averaged \$1,885 a month and children's annuities averaged \$1,065, compared to \$945 and \$835 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2016 averaged \$2,235 a month for widowed mothers/fathers and \$1,430 a month for children under railroad retirement, compared to \$915 and \$825 for widowed mothers/fathers and children, respectively, under social security.

8 How do railroad retirement and social security lump-sum death benefit provisions differ?

Both the railroad retirement and social security systems provide a lump-sum death benefit. The railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death. The social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Both railroad retirement and social security provide a lump-sum benefit of \$255. However, if a railroad employee completed 10 years of creditable railroad service before 1975, the average railroad retirement lump-sum benefit payable is \$1,015. Also, if an employee had less than 10 years of service, but had at least 5 years of such service after 1995, he or she would have to have had an insured status under social security law (counting both railroad retirement and social security credits) in order for the \$255 lump-sum benefit to be payable.

The social security lump sum is generally only payable to the widow(er) living with the employee at the time of death. Under railroad retirement, if the employee had 10 years of service before 1975, and was not survived by a living-with widow(er), the lump sum may be paid to the funeral home or the payer of the funeral expenses. @@

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Medicare for railroad families

The Federal Medicare program provides hospital and medical insurance protection for railroad retirement annuitants and their families, just as it does for social security beneficiaries. Medicare has the following parts:

- **Medicare Part A** (hospital insurance) helps pay for inpatient care in hospitals and skilled nursing facilities (following a hospital stay), some home health care services, and hospice care. Part A is financed through payroll taxes paid by employees and employers.

- **Medicare Part B** (medical insurance) helps pay for medically-necessary services like doctors' services and outpatient care. Part B also helps cover some preventive services. Part B is financed by premiums paid by participants and by Federal general revenue funds

- **Medicare Part C** (Medicare Advantage Plans) is another way to get Medicare benefits. It combines Part A, Part B, and sometimes, Part D (prescription drug) coverage. Medicare Advantage Plans are managed by private insurance companies approved by Medicare.

- **Medicare Part D** (Medicare prescription drug coverage) offers voluntary insurance coverage for prescription drugs through Medicare prescription drug plans and other health plan options.

THE FOLLOWING QUESTIONS AND ANSWERS PROVIDE BASIC INFORMATION ON MEDICARE ELIGIBILITY AND COVERAGE, AS WELL AS OTHER INFORMATION ON THE MEDICARE PROGRAM.

1 Who is eligible for Medicare?

All railroad retirement beneficiaries age 65 or over and other persons who are directly or potentially eligible for railroad retirement benefits are covered by the program. Although the age requirements for some unreduced railroad retirement benefits have risen just like the social security requirements, beneficiaries are still eligible for Medicare at age 65.

Coverage before age 65 is available for disabled employee annuitants who have been entitled to monthly benefits based on total disability for at least 24 months and have a disability insured status under social security law. There is no 24-month waiting period for those who have ALS (Amyotrophic Lateral Sclerosis), also known as Lou Gehrig's disease.

If entitled to monthly benefits based on an occupational disability, and the individual has been granted a disability freeze, he or she is eligible for Medicare starting with the 30th month after the freeze date or, if later, the 25th month after he or she became entitled to monthly benefits. If receiving benefits due to occupational disability and the person has **not** been granted a disability freeze, he or she is generally eligible for Medicare at age 65. (The standards for a disability freeze determination follow social security law and are comparable to the medical criteria a person must meet to be granted a total disability.)

Under certain conditions, spouses, divorced spouses, surviving divorced spouses, widow(er)s, or a dependent parent may be eligible for Medicare hospital insurance based on an employee's work record when the spouse, etc., turns age 65. Also, disabled widow(er)s under age 65, disabled surviving divorced spouses under age 65, and disabled children may be el-

igible for Medicare, usually after a 24-month waiting period.

Medicare coverage at any age on the basis of permanent kidney failure requiring hemodialysis or receipt of a kidney transplant is also available to employee annuitants, employees who have not retired but meet certain minimum service requirements, spouses, and dependent children. The Social Security Administration has jurisdiction of Medicare in these cases. Therefore, a social security office should be contacted for information on coverage for kidney disease.

2 How do persons enroll in Medicare?

If a retired employee, or a family member, is receiving a railroad retirement annuity, enrollment for both Medicare Part A and Part B is generally automatic and coverage begins when the person reaches age 65. For beneficiaries who are totally disabled, both Medicare Part A and Part B start automatically with the 30th month after the beneficiary became disabled or, if later, the 25th month after the beneficiary became entitled to monthly benefits. Even though enrollment is automatic, an individual may decline Part B; this does not prevent him or her from applying for Part B at a later date. However, premiums may be higher if enrollment is delayed. (See question 5 for more information on delayed enrollment.)

If an individual is eligible for, but not receiving an annuity, he or she should contact the nearest Railroad Retirement Board (RRB) office before attaining age 65 and apply for both Part A and Part B. (This does not mean that the individual must retire, if presently working.) The best time to apply is during the 3 months before the month in which the individual reaches age 65. He or she will then have both Part A and Part B protection beginning with the month age 65 is reached. If the individual does not enroll for Part B in the 3 months before attaining age 65, he or she can enroll in the month age 65 is reached, or during the 3 months that follow, but there will be a delay of 1 to 3 months before Part B is effective. Individuals who do not enroll during this "initial enrollment period" may sign up in any "general enrollment period" (January 1 - March 31 each year). Coverage for such individuals begins July 1 of the year of enrollment.

3 Are there costs associated with Medicare Part A?

Yes. While individuals don't have to pay a premium to receive Medicare Part A, recipients of Part A benefits are billed by the hospital for a deductible amount (\$1,316 in 2017), as well as any coinsurance amount due and any noncovered services. The remainder of the bill from the hospital, as well as bills for services in skilled nursing facilities or home health visits, is sent to Medicare to pay its share.

4 What are the costs associated with Medicare Part B?

Anyone eligible for Medicare hospital insurance (Part A) can enroll in Medicare medical insurance (Part B) by paying a monthly premium. The standard premium is \$134.00 in 2017. However, most Medicare beneficiaries will not pay this amount. This is because of a provision in the law that states Part B premi-

ums for current enrollees cannot increase by more than the amount of the cost-of-living increase for social security (railroad retirement tier I) benefits. Since that adjustment was 0.3 percent for 2017, about 70 percent of Medicare beneficiaries saw only a slight increase in their Part B premiums. The higher premium amount applies to new enrollees in the program, and certain beneficiaries continue to pay higher premiums based on their modified adjusted gross income.

Monthly premiums for some beneficiaries are greater, depending on a beneficiary's or married couple's modified adjusted gross income. The income-related Part B premiums for 2017 are \$187.50, \$267.90, \$348.30, or \$428.60, depending on the extent to which an individual beneficiary's modified adjusted gross income exceeds \$85,000 (\$170,000 for a married couple), with the highest premium rates only paid by beneficiaries whose modified adjusted gross incomes are over \$214,000 (\$428,000 for a married couple).

There is also an annual deductible (\$183 in 2017) for Part B services.

Palmetto GBA, a subsidiary of Blue Cross and Blue Shield, generally processes claims for Part B benefits filed on behalf of railroad retirement beneficiaries in the Original Medicare Plan (the traditional fee-for-service Medicare plan). An individual in the Original Medicare Plan should have his or her hospital, doctor, or other health care provider submit Part B claims directly to:

**Palmetto GBA
Railroad Medicare Part B Office
P.O. Box 10066
Augusta, GA 30999-0001
1-800-833-4455
www.palmettogba.com/medicare**

5 Can Medicare Part B premiums increase for delayed enrollment?

Yes. Premiums for Part B are increased 10 percent for each 12-month period the individual could have been, but was not, enrolled. However, individuals age 65 or older who wait to enroll in Part B because they have group health plan coverage based on their own or their spouse's current employment may not have to pay higher premiums because they may be eligible for "special enrollment periods." The same special enrollment period rules apply to disabled individuals, except that the group health insurance may be based on the current employment of the individual, his or her spouse, or a family member.

Individuals deciding when to enroll in Medicare Part B must consider how this will affect eligibility for health insurance policies which supplement Medicare coverage. These include "Medigap" insurance and prescription drug coverage, and are explained in the answers to questions 6 through 8.

6 What is Medigap insurance?

Many private insurance companies sell insurance, called "Medigap" for short, that helps pay for services not covered by the Original Medicare Plan. Policies may cover deductibles, coinsurance, copayments, health care outside the United States and more. Generally, individuals need Medicare Part A and Part B to enroll, and a monthly premium is charged. When someone first enrolls in Medicare Part B at age 65 or older, he or

she has a 6-month "Medigap open enrollment period." During this period, an insurance company cannot deny coverage, place conditions on a policy, or charge more for a policy because of past or present health problems.

7 Do Medicare beneficiaries have choices available for receiving health care services?

Yes. Under the Original Medicare Plan, the fee-for-service Medicare plan that is available nationwide, a beneficiary can see any doctor or provider who accepts Medicare and is accepting new Medicare patients.

However, a beneficiary may opt to choose a Medicare Advantage Plan (Part C) instead. These plans are managed by Medicare-approved private insurance companies. Medicare Advantage Plans combine Medicare Part A and Part B coverage, and are available in most areas of the country. An individual must have Medicare Part A and Part B to join a Medicare Advantage Plan, and must live in the plan's service area. Medicare Advantage Plan choices include regional preferred provider organizations (PPOs), health maintenance organizations (HMOs), private fee-for-service plans and others. A PPO is a plan under which a beneficiary uses doctors, hospitals, and providers belonging to a network; beneficiaries can use doctors, hospitals, and providers outside the network for an additional cost. Under a Medicare Advantage Plan, a beneficiary may pay lower copayments and receive extra benefits. Most plans also include Medicare prescription drug coverage (Part D).

8 How do Medicare prescription drug plans work?

Medicare contracts with private companies to offer beneficiaries voluntary prescription drug coverage through a variety of options, with different covered prescriptions and different costs. Beneficiaries pay a monthly premium (averaging about \$34 in 2017), a yearly deductible (up to \$400 in 2017) and part of the cost of prescriptions. Those with limited income and resources may qualify for help in paying some prescription drug costs.

The Affordable Care Act requires some Part D beneficiaries to also pay a monthly adjustment amount, depending on a beneficiary's or married couple's modified adjusted gross income. The Part D income-related monthly adjustment amounts in 2017 are \$13.30, \$34.20, \$55.20, or \$76.20, depending on the extent to which an individual beneficiary's modified adjusted gross income exceeds \$85,000 (\$170,000 for a married couple), with the highest amounts only paid by beneficiaries whose incomes are over \$214,000 (\$428,000 for a married couple).

To enroll, individuals must have Medicare Part A and live in the prescription drug benefit plan's service area. Beneficiaries can join during the period that starts 3 months before the month their Medicare coverage starts and ends 3 months after that month. There may be a higher premium if an individual doesn't join a Medicare drug plan when first eligible. In most cases, there is no automatic enrollment to get a Medicare prescription drug plan. Individuals enrolled in Medicare Advantage Plans will generally get their prescription drug coverage through their plan. ©©



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Photo of the Month: April 2017



CIRCUS TRAIN FINALE: The Ringling Bros. and Barnum and Bailey Circus is closing down after more than 100 years in operation.

In this photo, the famous Red Unit Circus Train heads south across the historic Atlantic Coast Line James River Bridge for the last time.

The last show has played in Hampton, Virginia, and the train is seen here headed for Wilkes-Barre, Pennsylvania, via CSX and Norfolk Southern. High operating costs and a decline of ticket sales lead to the decision to close the world-famous traveling circus.

Photo: by Locomotive Engineer Michael Marra, a member of BLET Division 14 (Washington, D.C.).



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 March 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; BLET General Chairmen's meeting/training, Independence, Ohio; Advisory Board mtg., Independence, Ohio; FRA mtg., Washington, D.C.; Amtrak mtg., Washington, D.C.; LM-2 class, San Antonio, Texas; Coordinated Bargaining Group (CBG), national negotiations/mediation, Ft. Lauderdale, Fla., and Washington, D.C.; Secretary-Treasurer class, Independence, Ohio; ATDA 100th anniversary, Las Vegas, Nevada; Town Hall mtg., Kansas City, Mo.; Vacation.

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.; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; LM-2 class, San Antonio, Texas; CBG national negotiations/mediation, Ft. Lauderdale, Fla. and 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/Union Track; Pension, STD, 457 plan Trustee; Division, General Committee and SLB monthly Trustee reports; Mtgs. with vendors and financial institutions; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; LM-2 class, San Antonio, Texas; CBG national negotiations/mediation, Ft. Lauderdale, Fla. and Washington, D.C.; Vacation; ST Class, Independence, Ohio.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; Amtrak labor roundtable, Washington, D.C.; Hosted mtg. for Chris Murphy (D-CT), Washington, D.C.; Met with FRA Acting Administrator and staff, Washington, D.C.; Several mtgs. and receptions with new members of Congress and the leadership of both Republican and Democratic parties, Washington, D.C.; Conference call mtgs. with all BLET State Legislative Board Chairmen; Various mtgs. w/ the GOP Progressive Caucus, Washington, D.C.; Various mtgs. 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; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; NRAB study awards for circular, proposals for adoption, Chicago; NRAB First Division adoption session, Chicago; Assist GC Shirt w/ discipline submissions and appeals, IHB, Chicago; PLB 7154 scheduling conference, IC, Chicago; NMB Arb. Advisory Forum mtg., NRAB, Chicago; Assist GC Reynolds w/ discipline submission, WC, Chicago; Discuss funding with NMB Cos Rainey, NRAB, Chicago; ROAR mtg., NRAB, Chicago; Assist GC Short and LC Burns w/ discipline appeal, IHB, Chicago; Assist GC Craddock with H.O.S. issue research, IC, Chicago; Research for PLB/SBA Circular 137, NRAB, Chicago; Assist GC Balonek w/ discipline case, Metra.

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.; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; Utah Railway Section 6 negotiations, Draper, Utah; UP-Western Region conference, Las Vegas, Nevada; Union Pacific Railroad Employees Health System update, Las Vegas, Nevada; Portland & Western Section 6 negotiations, Las Vegas, Nevada.

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.; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; CSXT and GTW paperwork; CSXT operational changes; Conference call w/ GC Gary Best; Conference call w/ GC Bill Lyons; McCann D&A conference call; Daily vacation/PLD caps discussions; Discuss CSXT operational changes with all General Chairmen; PLD-DV dispute discussions and conference call; Discussions w/ GC Karakian, re: IFC, contract; Proposed 7562 awards conference call; Caps conference call; Benn PLB; DRC mediation.

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.; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; Vacation; Mtg. w/ BNSF Labor Relations and GC Wilson, BNSF, Kansas City; BNSF Safety Summit with GCs Wilson, Holdcraft and Thurman, Fort Worth, Texas; Conference call w/ GC Holdcraft and Texas Pacifico, Fort Worth; Division 195 mtg. w/ GC Wilson, BNSF, Billings, Mont.

VICE PRESIDENT COLE W. DAVIS: Assigned to: Kansas City Southern (MidSouth Rail, SouthRail, 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.; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; Tex Mex issues, assist GC Hiese; KCS and Mid South issues, assist GC Spradlin; Louisville & Indiana issues, assist GC Hogan; Mtgs. with Divisions 527 and 573, assisting GC Spradlin, Ft. Smith, Ark.; Division 527 mtg. assisting GC Spradlin, Pittsburg, Kan.; Cedar Creek RR issues, assist GC Craddock; Soo Line contract issues and DM&E issues, assist GC Semenek; W&LE mtg., assist GC Fannon, Brewster, Ohio; Division 292 mtg., assist GC Fannon, Brewster, Ohio; CP issues, assist GC Semenek; I&M issues, assist GC Craddock; KCS issues, assist GC Spradlin; Huron & Eastern issues, assist GC Ladrig; Springfield Terminal mediation, assist GC Moore.

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; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; PLB 7668, assist GC Dehart, Estero, Fla.; NECR mediation, assist GC Martin, San Antonio, Texas; CFER negotiations, assist GC Dehart, Ft. Wayne, Ind.; IORY mediation, assist GC Cole, Ft. Lauderdale, Fla.; Vacation; CSOR negotiations, assist GC Martin, Rochester, N.Y.

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; General Chairmen mtg. and Advisory Board mtg., Independence, Ohio; LM-2 training, San Antonio, Texas; Planning for BLET regional meetings, 2017 and 2018; Mobilization issues; MBCR issues, assisting GC Kenny; NY&A contract issues, assist GC Sexton, Long Island, N.Y.; Union RR contract talks, Pittsburgh; ST Class, Independence, Ohio; SEPTA Section 6 preparation, assist GC Dixon.

SAVE THE DATE:

2017 BLET REGIONAL MEETINGS

JUNE 5-9 • SAN ANTONIO, TEXAS

AUGUST 14-18 • MYRTLE BEACH, S.C.



FOR MORE INFORMATION, GO TO: WWW.BLETREGIONALS.ORG