



DAILY NEWS UPDATES  
WWW.BLE-T.ORG

# Locomotive

ENGINEERS & TRAINMEN NEWS

OCTOBER/NOVEMBER  
2015  
VOLUME 29, ISSUE 6

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

## National negotiations update

Members of rail labor's Coordinated Bargaining Group (CBG), composed of representatives from the SMART Transportation Division, the Brotherhood of Locomotive Engineers and Trainmen, the American Train Dispatchers Association, the National Conference of Firemen and Oilers/SEIU, the Brotherhood of Railroad Signalmen and the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers met with the National Carriers' Conference Committee (NCCC) in Chicago on October 14, 2015, to continue

negotiations on a new national rail contract. This meeting was the latest in a series that commenced early in 2015. Although a final agreement is not yet in sight, substantive progress was made in identifying the issues of greatest importance to both sides and serious discussions are ongoing. Both parties believe that a voluntary agreement is the desired outcome and to that end it was agreed to continue negotiations without the assistance of a third party. The next session is scheduled for November in Crystal City, Va., with additional meetings set for the first quarter of 2016. ©©



## Deadline to implement Positive Train Control extended by 3 to 5 years

In late October, Congress passed legislation extending the implementation deadline for Positive Train Control by another three years, to December 31, 2018. The law contains a provision allowing railroads to seek a waiver to delay the deadline up to two additional years if needed. The PTC legislation was tied to a must-pass highway funding bill, and was signed into law on October 29.

Rail carriers threatened the nation's clean drinking water supply, among other things, as part of its campaign to lobby for a PTC extension. According to the Associated Press: "Railroads say they're worried about fines and liability should they violate the deadline. Freight railroads say they will stop hauling cargo like chlorine, which becomes a toxic gas when exposed to the air, and prevent commuter trains and Amtrak from using their tracks if the deadline isn't delayed.

They say farmers will run short of fertilizer and cities won't get chlorine for their water systems, among other consequences."

Rail carriers had seven years to install PTC, a technology that will prevent most train-to-train collisions in the rail industry, which was mandated by the Rail Safety Improvement Act of 2008. Under that legislation, the deadline for implementation of PTC technology was December 31, 2015. When completed, the technology will cover nearly 60,000 miles of track.

According to the Reuters news agency, BNSF spent more money than any other railroad lobbying Congress to extend the PTC deadline. The top spender in railroad lobbying overall in 2015, BNSF spent \$3.9 million lobbying Congress on PTC. Reuters estimates that \$25 million was spent lobbying Congress on the PTC issue, according to Senate documents. ©©

## BLET MEMBERS RATIFY NEW CONTRACT WITH CP RAIL-U.S. (SOO LINE)

Members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with the Canadian Pacific-U.S. Railway (Soo Line) on October 9, 2015.

The 5-year deal governs rates of pay, work rules and health and welfare benefits for nearly 400 locomotive engineers. The agreement significantly overhauls the pay structure for engineers by implementing a new hourly rate system. The contract provides for a basic 10-hour day as well as overtime rates and general holiday rates. The contract also provides for a Guaranteed Extra Board weekly rate of pay.

The hourly agreement provides all employees, including Guaranteed Extra Boards and Pools with two consecutive days off in their scheduled work week. The agreement also provides for up

to 11 personal leave days and up to five weeks' vacation. The contract also contains a reversion clause after three years, which allows the union to reinstate the collective bargaining agreement in effect prior to the current agreement if the hourly rate agreement fails to meet the expectation of BLET members. If there is no reversion, then the agreement is extended for two more years.

"The hourly rate of pay is a concept that our members have embraced on other railroads with similar operational structures," BLET National President Dennis R. Pierce said.

General Chairman Pete Semenek led the negotiating team, along with Vice President Cole Davis.

"I congratulate Brother Davis and Brother Semenek for a job well done," President Pierce said. "I also thank the membership for taking the time to study the new contract and to vote in our union's democratic process." ©©

**"I congratulate Brother Davis and Brother Semenek for a job well done. I also thank the membership for taking the time to study the new contract and to vote in our union's democratic process."**

— DENNIS PIERCE



**BLET President's Message**

Expressing Gratitude **pg. 2**



**2016 Regional Meetings**

Make plans to be a part of the new Eastern and Western meetings **pg. 7**

**Summary Annual Report**

BLET Disability and Welfare Benefit Trust Fund **pg. 8**




**BLET PRESIDENT'S MESSAGE** BY DENNIS R. PIERCE

**HAPPY HOLIDAYS**

# A TIME TO EXPRESS GRATITUDE AND THANKS

**N**ow that the holiday season is upon us, we have many blessings to be thankful for — our families, our homes, and never to be overlooked, the men and women in uniform who place their lives at risk to protect the freedoms we enjoy. In addition to these most-important things, I wish to express my heartfelt thanks to each and every member of our proud Brotherhood of Locomotive Engineers and Trainmen. You are indeed what makes our organization the leading Rail Labor union in the United States.

But there are many who would be grateful just to have a job in the current economic climate. By recent estimates there are 10,000 locomotive engineers, conductors and trainmen who have been furloughed by Class 1 railroads this year. Railroading is a very cyclical business. Please join me in praying for a quick return to work for these struggling Brothers and Sisters.

It seems that time passes more quickly with each year and things sometimes get lost in the hustle and bustle. The Thanksgiving holiday is no different. It seems to be in danger of getting lost between Halloween and Christmas. The situation has gotten much worse in recent years as greedy retailers insist on opening their Black Friday doors on Thanksgiving Day in the pursuit of greater profits. Quality of life for workers has suffered as a result.

In the rush of our daily lives, we often forget to be truly thankful for all that we have. The holiday season, typically Thanksgiving, provides us with an opportunity to be grateful. Each day as we tune into the news or read the paper, we see that there is much suffering in the world. Lately we have witnessed the acts of terrorism that targeted innocent citizens in Paris and the flood of refugees fleeing war torn Syria. To me, these are reminders that we have much to be thankful for — our health, our



**2015**  
 This photo of the BLET Advisory Board (above), taken on Nov. 18, 2015, is reminiscent of one from April of 1977 (below). The 2015 photo is significant in that it is likely to be the last photo of the BLET Advisory Board taken in the Standard Building. The BLET is planning to move to its new headquarters in Independence, Ohio, in the spring of 2016. **Seated (above), from left:** National Secretary-Treasurer Stephen J. Bruno; National President Dennis R. Pierce; and First Vice President E. Lee Pruitt. **Standing (above), from left:** Trustee David P. Estes; VP Cole W. Davis; VP Marcus J. Ruef; VP and NLR John P. Tolman; VP Michael D. Priester; VP Richard C. Gibbons; VP Michael D. Twombly; Trustee Matt O. Wilson; Trustee Mark L. Wallace; VP James P. Louis; and VP Gil L. Gore.



families, our friends, food on our table and a roof over our heads.

As the year 2015 draws to a close, I wish to express my appreciation for our employees and staff at the National Division in Cleveland and those all throughout the BLET. Your hard work and dedication helps the organization function smoothly and efficiently as we continue to provide the highest

level of service to our members.

I am likewise thankful for the great effort and support of our BLET Auxiliary. We toil on the railroads daily to earn a living for our spouses and family. The Auxiliary is comprised of dedicated spouses and family members who, in turn, support the BLET. I am thankful that the Auxiliary is such a powerful ally to the Brotherhood.

We also all owe a great debt of gratitude to our local Brotherhood officers. Often times their hard work goes unnoticed and unappreciated. Many of their union duties are performed at the expense of time with their families, and after long hours and grueling shifts in the locomotive cab. You may not often hear the words "thank you," but rest assured that your efforts

are not overlooked. I appreciate your efforts and am truly thankful for the daily sacrifices you make to help your fellow Brothers and Sisters.

With our Triennial Elections drawing to a close, I wish to extend my thanks to those men and women who are stepping up to serve our Brotherhood on the local level. These are the true foot soldiers of our union and they deserve our thanks. This time of year presents an excellent opportunity for all our rank and file membership to become more involved in our Brotherhood. Please take the time to attend your Division's annual holiday party (if it has one), and be sure to attend your monthly Division meeting. There is no time like the holiday season to meet your newly-elected Division officers and express your gratitude and thanks for their service.

One of our biggest challenges in 2015 has been the purchase and renovation of our new headquarters building in Independence. Our contractors are coming along and we hope to move into our new facility in early 2016. The move represents a new and exciting time in our Brotherhood's history, and none of it would have been possible without the input, expertise and guidance of our Advisory Board. I want to take this opportunity to thank each and every member of our Advisory Board from the bottom of my heart.

In the hustle and bustle of our daily lives, we often forget to pause and reflect on the many blessings we enjoy as Locomotive Engineers and Trainmen. As the calendar year begins to wind down, please join me in thanking all members, officers and employees of our great Brotherhood of Locomotive Engineers and Trainmen.

**Happy Holidays to you and yours.**

**DENNIS R. PIERCE**  
 BLET NATIONAL PRESIDENT

## BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

**O**fficial 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 poli-

cy 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

# RESISTANCE TO TPP GROWS IN ALL CORNERS

**H**undreds of Teamsters were joined in the streets of Atlanta in October by other fair trade advocates sticking up for everyday Americans who could be hurt by the implementation of the Trans-Pacific Partnership (TPP). Unfortunately, the negotiators didn't take our advice.

Instead, officials from all 12 TPP countries involved in the pact came together and attempted to declare victory for the deal. They praised all aspects of the pact, but were largely muted on what the costs would be for workers on both sides of the Pacific.

Protesters warned about the problems the Pacific Rim trade deal could bring to people around the world. Whether it's jobs being shipped overseas and wages being driven down in the U.S., medicine prices going through the roof, unsafe food and products heading to our shores or a more toxic environment, that wasn't

enough to sway TPP negotiators.

But demonstrators weren't alone in their concerns. For example, Senate Finance Committee Chairman Orrin Hatch (R-Utah), who helped push through fast track trade authority, said the TPP in its current form raised serious concerns. Even Ford Motor Company said the agreement would only worsen an already obscenely large U.S. trade deficit and that Capitol Hill lawmakers should reject it.

In short, this is a bad deal that should be rejected by Congress. As the Teamsters have stressed as part of its new Let's Get America Working campaign, businesses must invest at home, not abroad. And elected officials need to remember who they serve. Corporations aren't people too.

Fraternally,

**JAMES P. HOFFA**  
TEAMSTERS GENERAL PRESIDENT



66 In short, this is a bad deal that should be rejected by Congress. As the Teamsters have stressed as part of its new Let's Get America Working campaign, businesses must invest at home, not abroad. 99

## CSX eliminates service at Erwin, Tennessee, cuts 55 BLET jobs

### RAILROAD ALSO CLOSES MECHANICAL SHOPS AT CORBIN, KENTUCKY

**C**SX implemented major restructuring in its Appalachian region in October, resulting in the permanent reduction of 480 jobs — 300 in Erwin, Tennessee, and 180 in Corbin, Kentucky.

CSX announced on October 15 that it was eliminating most of its train operations at Erwin, Tennessee. The move included closing a locomotive service center, project shop and car shop, and eliminating switching operations at the Erwin yard. Approximately 300 CSX union and management employees who work at the facilities and in support roles will be affected, including approximately 55 BLET locomotive engineers.

CSX said the decision was the result of significantly reduced coal traffic through the region. Operations in Erwin primarily served coal trains moving from the Central Appalachian coal fields, and the diminished traffic levels no longer

support the activities performed there. The combination of low natural gas prices and regulatory action has significantly decreased CSX's coal movements over the past four years, with more than \$1 billion in coal revenue declines during that time.

Affected employees at Erwin will receive at least 60 days of pay and benefits. Contract employees also may have other benefits available in accordance with their labor agreements. Many furloughed employees will be eligible for jobs in higher-demand areas on CSX's network. Affected management employees will be offered relocation opportunities as they are available, or will be eligible for severance benefits.

Just five days later, CSX announced the closure of its mechanical shops in Corbin, Kentucky. The shops at Corbin were primarily used to maintain, inspect and service locomotives and rail cars for coal

trains moving from Central Appalachia to the Eastern consumption regions. The decision to close the locomotive and car shops and a locomotive service center is the result of reduced need for locomotive and car maintenance there because of the significant decline of the region's coal traffic. Approximately 180 active CSX employees who work at the facilities and in support roles will be affected. All affected employees at Corbin will receive at least 60 days of pay and benefits.

The Corbin rail yard will remain open and train operations will continue. Approximately 100 engineering and transportation employees will remain at Corbin to support and manage the yard traffic. A small number of mechanical employees will also remain to support train operations. Corbin continues to be an important part of the CSX network for the movement of automobiles, consumer products and other freight. @@

## TWO BLET FAMILIES WIN SCHOLARSHIPS IN TEAMSTERS' 2015 ESSAY CONTEST

**T**wo BLET families are winners of \$1,000 scholarships in the James R. Hoffa Memorial Scholarship Fund 2015 Essay Contest.

The winners are: Jennifer Anderson, daughter of Brother Mark D. Anderson, BLET Division 333 (St. Paul, Minn.); and Gaelyn Carfield, son of Timothy A. Green, BLET Division 769 (Sanford, Fla.).

A Union Pacific locomotive engineer, Brother Anderson is Legislative Representative of Division 333 and Alternate Secretary-Treasurer of the Minnesota State Legislative Board. Brother Green is a CSX locomotive engineer.

There were a total of 150 winners nationwide in the 2015 Essay Contest competition, with scholarships valued at \$1,000 each. The topic of this year's essay contest was: "What impact would an increase in

union membership have on the U.S. economy and the middle class?"

Overall, BLET families won 10 Teamster scholarships for the 2015-2016 academic year totaling \$28,000 in awards. In addition to the two \$1,000 Essay Contest winners, eight BLET families won scholarships from the James R. Hoffa Memorial Scholarship Fund earlier this year — six \$1,000 winners and two \$10,000 winners.

The James R. Hoffa Memorial Scholarship Fund awarded \$1 million in scholarships to outstanding high school seniors in 2015. Applications for 2016-2017 scholarships will be available at the end of November, and the deadline for next year's program is March 31, 2016. For more information, please visit the Teamsters website or contact: (202) 624-8735 or scholarship@teamster.org. @@

## JUDGE APPROVES \$446 MILLION SETTLEMENT FOR VICTIMS OF LAC-MEGANTIC DISASTER

**O**n October 9, a U.S. bankruptcy judge approved a \$446 million settlement fund for victims of the 2013 Lac-Megantic oil train disaster in Quebec. Funds should be paid by the end of 2015.

A runaway train with 72 oil tankers derailed on July 6, 2013 in Lac-Megantic, setting off powerful explosions and causing fires that wiped out much of the downtown. Forty-seven people were killed. The settlement fund will be used to

compensate individuals who were injured in the disaster, as well as those who lost loved ones, homes or businesses. In addition to settling wrongful death claims, money will be used to compensate government entities and others for destruction and environmental damage.

The fund of \$446 million was the product of negotiations with about 24 companies with potential liability. Legal immunity was granted to the companies that contributed to the fund. @@

## Brown reelected Minnesota State Legislative Board Chairman

**D**avid K. Brown was reelected by acclamation to his third term as Chairman of the Minnesota State Legislative Board at its quadrennial meeting in Bloomington, Minn., August 31-September 1, 2015.

Brother Brown is a member of BLET Division 517 (St. Paul, Minn.) and has 44 years of service with the BNSF Railway. He hired out with the BN on September 9, 1971, and first joined the Brotherhood on December 1, 2002.

"I am grateful and honored to serve my Brothers and Sisters for another four year term," Brother Brown said. "We have a lot of work ahead of us, and our efforts on a two-person crew bill will continue and we hope to turn the tide back to labor-friendly candidates in our state in 2016."

The delegates elected the following officers — all by acclamation — to four year terms: 1st Vice Chairman Wally Czerwinski, Division 202 (Dilworth, Minn.); 2nd Vice Chairman Chuck Loomis, Division 549 (Wilmar, Minn.); Secretary-Treasurer Joel Mueller, Division 9 (Waseca, Minn.); and Alternate Secretary-Treasurer Mark Anderson, Division 333 (St. Paul, Minn.).

Elected by acclamation to serve on the Executive Committee were: Jason Perkovich, Division 768 (Thief River Falls, Minn.), and Tom Gaisor, Division

369 (Minneapolis, Minn.).

Elected by acclamation to serve on the Audit Committee were: Jason Perkovich, Division 768 (Thief River Falls, Minn.); Tom Gaisor, Division 369 (Minneapolis, Minn.); and Mark Anderson, Division 222 (St. Paul, Minn.).

Guest speakers included: BLET National President Dennis R. Pierce; First Vice President E. Lee Pruitt; and Vice President & National Legislative Representative John P. Tolman.

"Brother Brown's passion, experience and determination are assets to our Brothers and Sisters in Minnesota. On behalf of the BLET Advisory Board, I offer congratulations to Dave Brown and all officers of the Minnesota State Legislative Board. I know they will continue doing an excellent job of representing the best interests of our members in the proud state of Minnesota," President Pierce said.

Also in attendance were: BLET Auxiliary National President Sereena Hogan; BLET Special Representative Paul T. Aird; Illinois State Legislative Board Chairman Paul Piekarski; and General Chairman Dick Crow, Union Pacific-Northern Region General Committee of Adjustment.

Delegates also heard from U.S. Representative Betty McCollum (4th District); Minnesota State Representative Frank Hornstein (61A); Teamsters Joint

Council 32 Legislative Director Ed Reynoso; and National Association of Retired and Veteran Railway Employees (NARVRE) National President Tom Dwyer. Brother Brown noted that Alison Anderson, daughter of Alternate S-T Mark Anderson, sang the national anthem to kick off the meeting.

The delegates had the honor of participating in a first of its kind "digital classroom" training session thanks to the BLET Education and Training Department. Using state of the art technology housed at the BLET Training Center in Cleveland, the Minnesota delegates participated in real-time training via the Internet with

Jason Wright, Director of the BLET Education and Training Department, who was presenting Trustee-based curriculum at an Advanced Local Chairman Class in Cleveland, Ohio. Brother Brown spoke highly of the session and said it was "just as good as being there in person," and noted it would be a good way for smaller Divisions working with a limited budget to attend training sessions.

The officers and members of the Minnesota State Legislative Board thanked all those who helped make their meeting a success. The Board is comprised of 11 Divisions representing nearly 1,100 members. ©©



Officers, members and guests at the Minnesota State Legislative Board's quadrennial meeting in Bloomington, Minn., August 31-September 1, 2015.



Dennis R. Pierce



E. Lee Pruitt



John P. Tolman



Sereena Hogan

### BLET MEMBERS TO KEEP HEALTH FSA PLAN FOR 2016

**M**embers of the Brotherhood of Locomotive Engineers and Trainmen will keep their Health Flexible Spending Accounts (Health FSA) through 2016 thanks to an increased level of participation in this money-saving plan.

A negotiated benefit obtained in the 2012 National Agreement, the Health FSA allows members to use pretax dollars to pay for certain medical expenses that are not covered under any health plan (including a railroad health & welfare plan) or any other source. The plan could allow members to save hundreds of dollars per year in taxes.

The 2012 National Agreement stipulates that at least 7.5% of eligible engineers must participate in the Health FSA in each Plan Year or the Carriers would have the right to terminate it. Following the conclusion of the Open Enrollment for the 2016 plan year, 8.65% of eligible BLET members had enrolled in the program, which is an increase over the 8.57% participation level achieved during the 2015 Plan Year.

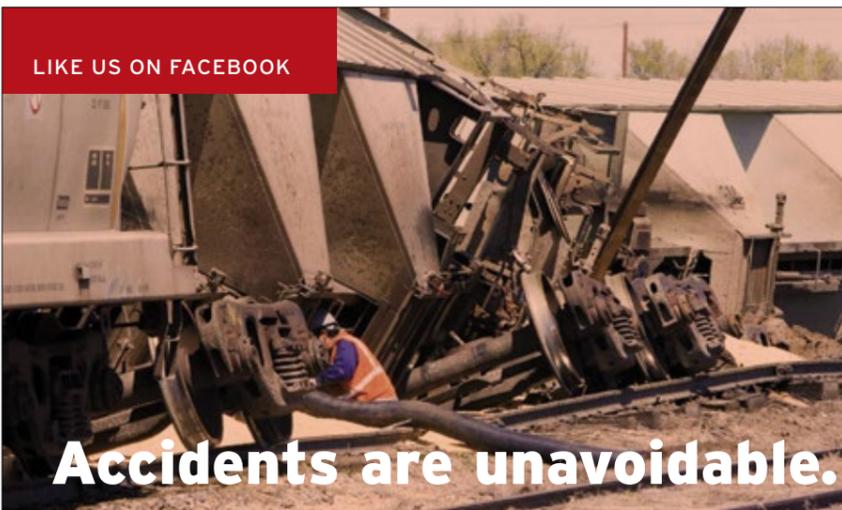
Except as noted at the end of this paragraph, members eligible for the plan include locomotive engineers and Tex-Mex train service employees covered by the Health & Welfare portion of the 2012 National Agreement. The national Health FSA is distinct and separate from the on-property BNSF Health FSA plan. The participation rates identified in this News Flash do not apply to BNSF engineers.

BLET National President Dennis R. Pierce thanked all BLET members who are participating in the plan and encouraged more members to sign up for future Plan Years.

"The Health FSA program has proven to be a money saver for BLET families over the past few years," President Pierce said. "I am optimistic that participation levels will continue to increase as the word spreads about the Plan's benefits and more members become familiar with the positive aspects of the plan."

Any members with questions regarding the FSA should call United Healthcare at (888) 298-9754 or visit Your Track to Health ([www.yourtracktohealth.com](http://www.yourtracktohealth.com)). ©©

LIKE US ON FACEBOOK



**Accidents are unavoidable.**

### Losing your income doesn't have to be.

- Claim payments up to your policy limit even if you sign a waiver
- Receive your full daily benefit if you are decertified and decline to exercise your seniority
- Claim payments deposited in your account every week



LECMPA

(800) 514-0010  
[www.lecmpa.org](http://www.lecmpa.org)



Transportation workers protecting each other since 1910.

## Brown reelected General Chairman of BNSF (former C&S, CRI&P, FW&D) GCA

**B**obby J. Brown was reelected by acclamation to his second term as General Chairman of the Burlington Northern Santa Fe (former C&S, CRI&P, FW&D) General Committee of Adjustment at its quadrennial meeting in Amarillo, Texas, September 29-October 1, 2015.

A BNSF locomotive engineer, Brother Brown has held continuous membership in the BLET for nearly 36 years, having first joined the Brotherhood on December 1, 1979. He hired out as a brakeman on the Santa Fe in 1970, moved to the Rock Island in 1972, then to the Fort Worth & Denver (FW&D) in 1977. He earned promotion to locomotive engineer in 1978, and in 1982 was elected to the office of Vice Local Chairman of his Division. He served in that position until he was elected Local Chairman in 1989, and served as Vice General Chairman and Alternate General Chairman until being elected General Chairman in 2011.

Also elected were: 1st Vice Chairman Joe Berlin II, Division 189 (Fort Worth, Texas); 2nd Vice Chairman Billy Bonner III, Division 703 (Teague, Texas); 3rd Vice Chairman Troy Martin, Division 430 (Trinidad, Colo.); Sec-



Members, officers and guests attending the quadrennial meeting of the Burlington Northern Santa Fe (former C&S, CRI&P, FW&D) General Committee of Adjustment in Amarillo, Texas, September 29-October 1, 2015.

retary-Treasurer Timothy Williamson, Division 430 (Trinidad, Colo.); and Alternate Secretary-Treasurer Victor Fla-

vin, Division 189 (Fort Worth, Texas). Brothers Berlin, Bonner and Williamson were reelected by acclamation.

Representing the BLET National Division at the meeting were First Vice President E. Lee Pruitt and National Vice President Michael D. Priester, who is the Vice President assigned to that property.

"I offer my thanks and congratulations to Bobby Brown and all officers of the General Committee of Adjustment," BLET National President Dennis R. Pierce said. "I know they will continue doing an excellent job of representing our membership on the BNSF. I also thank our delegates to the general committee meeting for their active involvement with and commitment to our Brotherhood."

Special guests included: Matt O. Wilson, BNSF/MRL General Chairman; Jeff Thurman, BNSF/SLSF General Chairman; Alan Holdcraft, BNSF/ATSF General Chairman; Jim Wilmesher, Colorado State Legislative Board Chairman; Gary Pedigo, Texas State Legislative Board Chairman; and Benjamin L. Wright, Texas State Legislative Board 1st Vice Chairman.

The BNSF (former C&S, CRI&P, FW&D) GCA represents approximately 460 locomotive engineers and trainmen. ©©

## Ronnie Rhodes reelected General Chairman of UP-Central GCA

**R**onnie E. Rhodes was reelected by acclamation to his second full term as General Chairman at the Union Pacific-Central Region General Committee of Adjustment's quadrennial meeting in Little Rock, Ark., October 21-22, 2015. All other officers of the Board were also elected by acclamation.

Brother Rhodes is a Union Pacific locomotive engineer and a member of Division 915 (Alexandria, La.). He first joined the Brotherhood on March 1, 1980. Brother Rhodes has been serving as General Chairman since October 1, 2011. He was elected to the office of 1st Vice Chairman at the GCA's quadrennial meeting in January of 2008.

Also elected were: Kyle J. Bagby, Vice General Chairman (Division 81, Kansas City, Kan.); Kevin S. Leyerle, Secretary-Treasurer (Division 81, Kansas City, Kan.); Jay N. Callaway, Executive Committee Member (Division 858, Pine Bluff, Ark.); Robert L. Law Jr., Kansas City Hub Vice Chairman (Division 491 (Kansas City, Mo.); Norman J. Baker, Little Rock Hub Vice Chairman and First Alternate Vice General Chairman (Division 585, North Little Rock, Ark.); and Brian J. Young, St. Louis Hub Vice Chairman and Third Alternate Vice General Chairman (Division 48, St. Louis, Mo.).

The following Alternate officers were also elected: Christopher S. Mullin, Alternate Secretary-Treasurer (Division 336, Osawatomie, Kan.); Scott D. Thibodeau, Kansas City Hub Alternate Vice Chairman and Second Alternate Vice General Chairman (Division 81, Kansas City, Kan.); David R. McBride II, Little Rock Hub Alternate Vice Chairman (Division 915, Alexandria, La.); and Michael L. Gurley, St. Louis Hub Alter-



Members and officers attending the quadrennial meeting of the Union Pacific-Central Region General Committee of Adjustment in Little Rock, Ark., October 21-22, 2015.

nate Vice Chairman (Division 42, St. Louis, Mo.).

The following Trustees were elected: Michael S. Medlin (Division 442, Dexter, Mo.); Jay N. Callaway (Division 858, Pine Bluff, Ark.); and Jeffery D. Jones (Division 609, Jefferson City, Mo.).

Representing the National Division at the meeting were: Dennis R. Pierce, National President; E. Lee Pruitt, First Vice President; Mike Twombly, National Vice President; and Gil Gore, National Vice President.

Additional BLET special guests included: Bill Hannah, General Chairman, UP-Western Lines General Committee of Adjustment (GCA); Dick Crow, General Chairman, UP-Northern Region GCA; Dave Geisler, General Chairman, UP-Eastern District GCA; Warren Dent, General Chairman, UP-Southern Region GCA; Steve Leyshon, 1st Vice Chair-

man, UP-Western Region GCA; Terry Todd, Arkansas State Legislative Board Chairman; Arlin Todd, Louisiana State Legislative Board Chairman; and Paul Piekarski, Illinois State Legislative Board Chairman.

"I congratulate and thank Brother Ronnie Rhodes and all officers of the Union Pacific-Central Region General Committee of Adjustment for their service to our Brotherhood," President Pierce said. "The spirit of Brotherhood and solidarity was prevalent throughout this quadrennial meeting, which is due in part to the strong leadership displayed by Brother Rhodes and his officers."

During the session, all matters presented to the delegates (elections, by-laws changes, etc.) received unanimous votes in the affirmative, and all business was conducted in a timely and professional manner.

The GCA also recognized Brother David W. Grimes, Local Chairman of Division 42 (St. Louis, Mo.). Brother Grimes had served the GCA as its St. Louis Hub Chairman, but did not seek reelection due to his pending retirement.

"Brother Grimes has proudly served our Brotherhood in many capacities over the past 30 years," President Pierce said. "He is a dedicated union officer who had a profoundly positive influence on countless members over the years. Brother Dave will be sorely missed, and on behalf of the entire BLET, I extend best wishes for a long, happy and healthy retirement."

The BLET's UP-Central Region General Committee of Adjustment encompasses 20 BLET Divisions in six different states (Arkansas, Louisiana, Missouri, Illinois, Kansas and Iowa) and represents approximately 2,200 active and retired members. ©©

# Rusty Jones elected Tennessee State Legislative Board Chairman

**B**rother C.R. (Rusty) Jones of BLET Division 239 (Knoxville, Tenn.) was elected Chairman of the Tennessee State Legislative Board at the Board's quadrennial meeting in Nashville, Tenn., on October 18-19, 2015.

Brother Jones is a Norfolk Southern locomotive engineer who first joined the BLET effective June 1, 1998. He was elected Secretary-Treasurer of the Board in 2003 and then reelected by acclamation in 2007 and 2011. Incumbent Chairman Barry Faulkner of BLET Division 41 (Nashville, Tenn.) stepped down as Chairman with plans to retire from a 39-year railroad career.

Also elected were: 1st Vice Chairman Brett W. Guilfoose, Division 610 (Buckton, Tenn.); 2nd Vice Chairman Chris M. Bowman, Division 782 (Etowah, Tenn.); Secretary-Treasurer D.P. (Paxton) Morton, Division 41 (Nashville, Tenn.); and Alternate Secretary-Treasurer Lee H. Myhan, Division 198 (Chattanooga, Tenn.).



Members, officers and guests attending the quadrennial meeting of the Tennessee State Legislative Board in Nashville, Tenn., October 18-19, 2015.

Elected to the Auditing Committee were: Jeff B. Rich, Division 129 (Nashville, Tenn.); T.R. (Rico) Mayfield, Division 547 (Etowah, Tenn.); and R.K. (Keith) Adkins, Division 781 (Erwin, Tenn.). All were elected by acclamation except Brother Jones and Brother Guilfoose.

Representing the BLET National Division at the meeting were: Dennis R. Pierce, National President; John P. Tolman, Vice President and National Legislative Representative; Paul T. Aird, Special Representative, Director of Organizing and Director of Mobilization-Western Region; and Matthew C.

Kronyak, Special Representative and Director of Mobilization-Eastern Region.

"I offer my thanks and congratulations to Rusty Jones and all officers of the Tennessee State Legislative Board. I have every confidence they will do an excellent job representing the interests of our members in the proud state of Tennessee. I also wish to acknowledge the efforts of Brother Barry Faulkner. On behalf of the entire BLET, I offer him best wishes in his forthcoming retirement."

Special guests at the quadrennial meeting included retired National Vice President Paul Wingo and former Tennessee State Legislative Board Chairman J.T. Little IV, who served as parliamentarian.

Brother Aird and Brother Kronyak conducted an education and training workshop. The Board had five new Legislative Representatives in attendance.

The Tennessee State Legislative Board represents 12 Divisions and nearly 1,400 active and retired members. ©©

## NO RAILROAD RETIREMENT BENEFIT INCREASE IN 2016; RETIREE EARNINGS LIMITS REMAIN THE SAME

**R**ailroad Retirement annuities, like social security benefits, will not increase in January 2016 as there was no increase in the Consumer Price Index (CPI) from the third quarter of last year to the corresponding period of the current year.

Also, because there is no cost-of-living adjustment (COLA), social security law prohibits an increase in the amounts social security and railroad retirement beneficiaries subject to earnings restrictions can earn in 2016 without having their benefits reduced.

For those under full retirement age throughout 2016, the exempt earnings amount remains at \$15,720. For beneficiaries attaining full retirement age in 2016, the exempt earnings amount, for the months before the month full retirement age is attained, remains at \$41,880 in 2016.

For employee and spouse annuitants, full retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. For survivor annuitants, full retirement age ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later.

Special work restrictions continue to be applicable to disability annuitants. In 2016, the monthly disability earnings limit will increase to \$880, up from \$850 in 2015.

Regardless of age and/or earnings, no railroad retirement annuity is payable for any month in which an annuitant (retired employee, spouse or survivor) works for a railroad employer or railroad union.

The Centers for Medicare & Medicaid Services has not yet announced Medicare Part B premium changes for 2016. The law includes a "hold harmless" provision that provides the Medicare Part B premium will not increase for most current enrollees if there is no cost-of-living adjustment to social security benefits. However, this does not apply to new Medicare enrollees or certain high-income Medicare beneficiaries.

Information about Medicare premiums for 2016, when available, will be found at [www.medicare.gov](http://www.medicare.gov). ©©



You don't need the wisdom of Confucius to know that **Brotherhood's Relief and Compensation Fund members have the best job income protection.**

Members receive...

- Initial two months of membership free (effective February 1, 2015, for all new memberships)
- Affordable, low cost monthly dues that offer superior value
- The highest available daily benefits per day
- All members are encouraged to introduce and refer coworkers to this Brotherhood
- Referral program participants earn \$125 when introducing new, approved members
- Earn \$50 for each approved increase to existing members
- An accidental death and dismemberment benefit while on duty that pays up to \$50,000
- A generous retirement benefit based on length of membership
- \$1,000 educational scholarships for the children of members – twenty are awarded each year

To apply for membership speak with a BR&CF member in your terminal or visit our web site at **www.brcf.org**



Call **(800) 233-7080** for answers to your questions

DAILY BENEFIT	\$80	\$100/\$102	\$150	\$200/\$201	\$220	\$250
BR&CF monthly dues	\$30.40	\$38.00	\$57.00	\$76.00	\$83.60	\$95.00
LE&CMPA #7 Sch. 2 monthly premium	Not listed	\$59.50	\$87.50	\$117.25	<b>Why pay a fortune elsewhere? BR&amp;CF members pay less per month for more in daily benefits.</b>	
SMART - UTU monthly assessment	\$56.80	\$71.00	\$106.50	\$142.00		

**SAVE THE DATE!**

**Chicago and Long Beach will host BLET for 2016 regional meetings**

**B**LET members scheduling vacation time for 2016 are encouraged to attend one or both of the BLET's regional meetings next year.

The National Division is hosting two regional meetings in 2016, and they are as follows: Eastern Regional Meeting — July 11-14 at the Hilton Drake Hotel in Chicago, Ill.; and West-

ern Regional Meeting — August 22-25 at the Hyatt Regency in Long Beach, Calif.

These events are the first meetings under the Brotherhood's new structure for two regional meetings per year, as approved by delegates attending the BLET's Third National Convention in October of 2014. Travel to the meeting and/or registration for each of the two meetings will be on Mon-

day, with events scheduled through and including a closing banquet on Thursday night. Per the BLET Bylaws, regional meetings are held "for the purposes of membership training, education and

discussion of matters of importance to the membership." Additionally, the meetings are structured to include options for fellowship with other members and their families,

entertainment, fun and relaxation.

The Hilton Drake Hotel in Chicago is a beautifully restored 1920s grand hotel. The Hyatt Regency in Long Beach is right in the Long Beach Harbor entertainment area.

More specific details will be announced at a later date. Again, all members are encouraged to attend one or both of these inaugural BLET regional meetings in 2016! @@@



*Eastern*

**JULY 11-14, 2016 • CHICAGO**

*Western*

**AUGUST 22-25, 2016 • LONG BEACH**



Photo: Choose Chicago



Photo: Destinations Magazine



Photo: Choose Chicago



Photo: Choose Chicago



Photo: Long Beach CVB



Photo: Long Beach CVB

**Join Us Next Summer!**

Mark your calendars and plan to attend one or both of the BLET's regional meetings in 2016.

**RAILROAD UNEMPLOYMENT AND SICKNESS BENEFITS WILL INCREASE DUE TO ADJUSTED SEQUESTRATION RATE**

**A**s of October 1, 2015, the U.S. Railroad Retirement Board (RRB) reduced railroad unemployment and sickness insurance benefits by 6.8 percent, down from the current 7.3 percent reduction, due to federal budget cuts required by law.

The adjusted reduction amount is based on revised projections of benefit claims and payments under the Railroad Unemployment Insurance Act. It will remain in effect through September 30, 2016, the end of the fiscal year. Reductions in future fiscal years, should they occur, will be calculated based on applicable law.

The daily benefit rate is \$72, so the 6.8 percent reduction in rail-

road unemployment and sickness benefits will reduce the maximum amount payable in a 2-week period with 10 days of unemployment from \$720.00 to \$671.04.

Certain railroad sickness benefits are also subject to regular tier I railroad retirement taxes, resulting in a further reduction of 7.65 percent. Applying the 6.8 percent reduction to these sickness benefits will result in a maximum 2-week total of \$619.71.

These reductions are required under the Budget Control Act of 2011 and a subsequent sequestration order to implement the mandated cuts. The law exempts social security benefits, as well as rail-

road retirement, survivor, and disability benefits paid by the RRB, from sequestration.

When sequestration first took effect in March 2013, railroad unemployment and sickness benefits were subject to a 9.2 percent reduction. Under the law's requirements, this amount was then adjusted to 7.2 percent in October 2013, and 7.3 percent in October 2014.

In fiscal year 2014, the RRB paid \$11.9 billion in retirement and survivor benefits to about 562,000 beneficiaries, and net unemployment-sickness benefits of \$84.4 million to nearly 25,000 claimants. @@@



**Locomotive Engineers And Trainmen News  
Brotherhood Of Locomotive Engineers And Trainmen**

1370 Ontario Street, Mezzanine  
Cleveland, OH 44113-1702

**BLET Publications Committee:**

Dennis R. Pierce, National President  
E. "Lee" Pruitt, First Vice President & Alternate President  
Stephen J. Bruno, National Secretary-Treasurer  
John P. Tolman, Vice President & National Legislative Rep.  
John V. Bentley Jr., Director of Public Relations & Editor  
Bill Joyce, Art Director & Associate Editor  
www.ble-t.org • (216) 241-2630

COPYRIGHT 2015, ALL RIGHTS RESERVED  
VOLUME 29 • NUMBER 6 • October/November 2015

**LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)**

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,  
1370 Ontario Street, Cleveland, OH 44113-1702.  
Periodicals postage paid at Cleveland, OH.

USPS: 0002-244 ISSN: 0898-8625

**POSTMASTER: Send address changes to**

Locomotive Engineers & Trainmen News — BLET Record Department,  
1370 Ontario Street, Mezzanine Cleveland, OH 44113-1702.

Periodicals Postage  
PAID  
at Cleveland, OH.

10/15

**Photo of the Month: October 2015**



**A BNSF LOCAL** crosses the Spokane River as it heads out to service customers east of Spokane, Wash.

Photo: Clarke W. Sutphin, BLET Division 504 (Great Falls, Mont.)



**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 August 2015 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, Cleveland; 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; International Western Convention (IWC) regional mtg., Denver, CO; Advisory Board mtg., Denver, CO; Minnesota State Legislative Board mtg., Minneapolis, MN.

**FIRST VICE PRESIDENT E.L. (LEE) PRUITT:** National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; PRAC; and National Negotiations; IWC regional mtg., Denver; Minnesota State Legislative Board mtg., Minneapolis, MN.

**NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO:** General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database; Pension, STD, 457 plan Trustee; Division, General Committee and SLB monthly Trustee reports; Mtgs. with vendors and financial institutions; Publications Committee; Passenger Dept.; National Bargaining Committee; IBT Human Rights Commission; IWC regional mtg., Denver; RSAC, Washington, DC; Advanced Local Chairman workshop, Cleveland.

**VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN:** Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications; Coordinate content of NLO website; Weekly PAC committee and legislative mtgs.; Amtrak labor roundtable, Washington, DC; OneRail mtg., Washington, DC; Transportation Research Board mtg., Cambridge, MA; IWC regional mtg., Denver; Missouri-Kansas-Nebraska Conference of Teamsters mtg., Lake Ozark, MO; Teamster Women's Conference, Boston, MA; Minnesota State Legislative Board mtg., Minneapolis, MN; Various mtgs. and functions with Representatives and Senators.

**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; Assist GC Semenk w/ NYD arbitration prep., Soo Line, Chicago; Assist GC Balonek w/ Kriss investigation, Metra, Chicago; NMB arbitration advisory forum, NRAB, Chicago; Assist GC Reynolds w/ disciplinary appeals, WC, Chicago; IWC regional mtg., Denver; Assist GC Graves w/ claims conference, BRC, Chicago; Assist GC Cundari w/ Illinois RR negotiations, Chicago; Advanced Local Chairman workshop, Cleveland.

**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 & Logview Switch, Portland Terminal; On duty at home office; General office du-

ties, telephone, email, correspondence communications, etc.; UP-Southern Region, UP-Western Region conference, Louisville, CO; IWC regional mtg., Denver, CO; UP-Southern Region PLB 7158, Estero, FL.

**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; BLET conference calls; Mtgs. w/ Divisions 64, 344 and 462 w/ BNSF GC Holdcraft, Wichita, KS; PLB 7542 w/ BNSF GC Thurman, Fort Myers, FL; Local Chairman's Workshop w/ BNSF GC Thurman and GC Wilson, Fort Worth, TX;

**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; Texas Pacific; General office duties, telephone, email, correspondence communications, etc.; BNSF general chairmen retreat, Seattle; Mtgs. w/ BNSF labor relations and GC Wilson, Minneapolis; IWC regional mtg., Denver, CO; Attend various Division mtgs. w/ GC Wilson; Division 392 (Havre), Division 499 (Whitefish), and Division 104 (Spokane); Panhandle Northern contract talks w/ GC Holdcraft, Amarillo, TX.

**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.; CP issues and DM&E issues, assisting GC Semenek; KCS issues, assisting GC Parker; Huron & Eastern issues, assisting GC Ladrig; Mid South issues, assisting GC Craddock; Springfield Terminal and D&H issues, assisting GC Moore; Indiana Southern contract issues, assisting GC Semenek; IWC regional mtg., Denver, CO; Tex Mex issues, assisting GC Rodriguez; PLB 7627, assisting GC Semenek, Chicago, IL; Louisville & Indiana issues, assisting GC Hogan.

**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; On duty at home office; PLB 7574, assisting GC Wallace, Norfolk, VA; IWC regional mtg., Denver, CO; PLB 7755, assisting GC Peek, Norfolk, VA.

**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.; PATH contract talks, assisting GC Nunziato, Washington, D.C.; Union Track mtgs., Cleveland; Planning for 2016 BLET regional mtgs.; LIRR issues, GC Sexton; Mobilization and E&T issues; SEPTA contract talks, GC Dixon, Philadelphia; Advanced Local Chairman workshop, Cleveland.

**Summary Annual Report for Brotherhood of Locomotive Engineers and Trainmen Disability And Welfare Benefit Trust Fund**

This is a summary of the annual report for the Brotherhood of Locomotive Engineers and Trainmen Disability and Welfare Benefit Trust Fund, 30-0262584/501, for 01/01/2014 through 12/31/2014. The annual report has been filed with the Employee Benefits Security Administration as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The plan has contracts with Metropolitan Life Insurance Company to pay certain claims incurred under the terms of the plan. The total premiums paid for the plan year ending 12/31/2014 were \$7,634,783.

**BASIC FINANCIAL STATEMENT**

The value of plan assets, after subtracting liabilities of the plan, was \$9,602,852 as of 12/31/2014, compared to \$8,286,046 as of 01/01/2014. During the plan year the plan experienced an increase in its net assets of \$1,316,806. This increase

includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$9,111,216, including employer contributions of \$7,132,484, employee contributions of \$1,687,005, gains of \$431,141 from the sale of assets, and earnings from investments of (\$139,414). Plan expenses were \$7,794,410. These expenses included \$194,915 in administrative expenses and \$7,599,495 to insurance carriers for the provision of benefits.

**YOUR RIGHTS TO ADDITIONAL INFORMATION**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Brotherhood of Locomotive Engineers and Trainmen, who is Plan Administrator, at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH 44113-1702, (216) 241-2630. The charge to cover copying costs will be \$4.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, if any, or a statement of income and expenses of the plan and accompa-

nying notes, if any, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes, if any, will be included as part of that report. The charge to cover copying costs given above does not include a charge for copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH 44113-1702 and at the U.S. Department of Labor in Washington DC, or obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington DC 20210. ©