



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

MARK WALLACE ASSUMES OFFICE AS BLET NATIONAL PRESIDENT

GARY BEST ELEVATED TO FIRST VP; KEVIN SEXTON JOINS ADVISORY BOARD

Mark Wallace assumed the office of National President of the Brotherhood of Locomotive Engineers and Trainmen (BLET) on May 1, 2025, following the retirement of Eddie Hall. His elevation came at a pivotal time for rail labor, with contract talks, merger proposals, and new technology reshaping the industry.

Soon after taking office, Wallace led the Brotherhood through the first strike at NJ Transit in 42 years, underscoring the union's determination to defend its members. He also launched a national campaign opposing Class I efforts to use Mexican crews inside the United States, calling the practice a threat to jobs and safety.

Wallace said his top priority is protecting the regulation requiring a certified locomotive engineer at the controls of every train, working with an assisting crew member, typically a conductor. He also led the opposition to "zero-to-zero" operations, stressing that a certified engineer is imperative for safe train operations. He emphasized that technology must never be used to diminish the skill level of the craft, but rather should serve as a tool to assist engineers and their crews in performing



Mark Wallace hit the ground running as the National President of the BLET

their duties safely and effectively.

At both the Eastern Regional Meeting in Daytona Beach and the Western Regional Meeting in Seattle, Wallace stressed a forward-looking agenda, telling members that under his leadership the BLET will be proactive, not reactive. He said this approach will guide the Brotherhood in collective bargaining, safety, and oversight of proposed

mergers such as Union Pacific-Norfolk Southern.

Looking ahead, Wallace pledged that the BLET will continue pressing federal regulators to reject unsafe initiatives like zero-to-zero while making clear that remote control technology must be advanced only in ways that support engineers and crews—not as a substitute for them. "Our union must be pre-



First Vice President Gary Best prepared to meet the challenges of a rapidly changing industry," Wallace said. "That means making our case to regulators, educating lawmakers, and holding carriers accountable every step of the way."

INTRODUCING FIRST VP BEST

Gary Best stands ready to serve the BLET and its members. His term as First Vice President began on May 1, 2025. A CSXT locomotive engineer, Best began serving the BLET as National Vice President on January 1, 2023. Immediately prior to that, he had served the BLET for nine years as General Chairman of the CSXT-Eastern Lines GCA. He is a member of BLET Division 498 in Abbeville, S.C.

Best comes from a railroad family and is a third-generation locomotive engineer. His grandfather, L.D. Broome worked as a locomotive engineer for the Seaboard Air Line and Seaboard Coast Line over a four-decade career (1944-1980). Best's father, Danny Best, was a locomotive engineer for the SCL and CSXT throughout his railroad career (1970-1997).

INTRODUCING VP SEXTON

Kevin Sexton, a member of BLET Division 269 in Long Island, N.Y., was elected Alternate Vice President No. 2 at the BLET's



Vice President Kevin Sexton

Fifth National Convention in 2022. Immediately prior to his elevation to the Advisory Board, Sexton was serving as General Chairman of the Long Island Rail Road General Committee of Adjustment, a position he held since 2014. Per LIRR GCA Bylaws, Brother Gilman Lang will become the new General Chairman. As Vice President, Sexton has been assigned to assist the BLET's six Union Pacific GCAs. @

UP and NS announce plans for transcontinental merger

BLET SAYS "PROTECTION OF OUR MEMBERS' JOBS, RIGHTS AND AGREEMENTS" COMES FIRST

On July 29, Union Pacific and Norfolk Southern announced their intent to merge, creating the nation's first coast-to-coast railroad, a significant moment in the history of the American railroad industry. Combined, the new railroad, if approved by federal regulators, would employ 11,000 active members of the BLET.

The BLET has taken a "wait and see" position on the merger, pending formal meetings with executives from both railroads. "However, our position is unequivocally the pro-

tection of our members' jobs, rights, and agreements," the BLET announced in a public statement.

The BLET used the merger announcement as an opportunity to publicly call upon the railroads to engage in good faith negotiations and complete the current round of contract talks. "These negotiations are essential to securing fair compensation and working conditions for our members," the BLET statement read. "A prompt and fair resolution to current negotiations will show that both UP and NS truly value their operating crews. This merger proposal must not become a distraction or an excuse to postpone long-overdue bargaining."

According to a Union Pacific press release announcing the \$85 billion deal, the companies expect to file applications with the Surface Transportation Board within six months and are targeting closing the transaction by early 2027. The combined railroad would be called Union Pacific.

The BLET urged its UP and NS members to stay informed and united. "Your union remains vigilant, and we are prepared to defend your rights throughout this process. BLET will coordinate closely with its General Committees, legal teams, and allied rail labor unions to ensure transparency, fairness, and full enforcement of all contractual protections." @



President's Message

Times that may look difficult can also be moments of opportunity **pg. 2**

Collective bargaining update

BLET members ratify nine new contracts in six months **pg. 2**



Take Action

Put a stop to the use of train crews from Mexico in the U.S. **pg. 3**




BLET PRESIDENT'S MESSAGE BY MARK L. WALLACE

TIMES THAT MAY LOOK DIFFICULT CAN ALSO BE MOMENTS OF OPPORTUNITY

Brothers and Sisters, This past May, I was given the great honor of becoming the National President of the Brotherhood of Locomotive Engineers and Trainmen, and with that title, the responsibility of serving all our members from coast to coast.

I am now the National President, but I am also one of you – a locomotive engineer.

For me, serving the members of this union is not only professional, it's personal. From a young age, I watched my father, a locomotive engineer and proud BLE/BLET member, devote his time and energy to serving members, first as a Local Chairman and later as a General Chairman. I learned what it meant to represent railroaders with strong conviction, strength and fairness. I also learned that decisions made by union representatives have real consequences for members and their families. This point was driven home to me then and has stayed with me throughout my life.

I do not take my responsibilities lightly.

This is a pivotal time for our members. Change is coming rapidly and not always in ways that

respect our craft. Carriers continue to push Remote Control Operations in places they do not belong. They speak openly about reducing crew sizes. And far too often, they treat technology as a way to cut costs instead of as a tool to improve safety. Government regulators are being pushed to eliminate rules and regulations that protect railroaders and the communities our trains travel across, including numerous issues at Amtrak and the fiscal challenges facing our Commuter properties. And now, we face the unprecedented challenges brought on by the potential merger of Union Pacific and Norfolk Southern. History tells us that mergers of similar size are often followed by cost-cutting and job reductions. We would be naïve to think this one will be any different. The roadblocks ahead will increase, not decrease.

But I want you to know this: times that may look difficult can also be moments of opportunity. We are not afraid, and we are ready to engage. We will utilize every tool available through negotiations, legislation, the courts, mobilization and public outreach to defend our members and protect our agreements. We're the oldest labor union in



President Wallace at the 2025 Western Regional Meeting

the United States of America and throughout our proud 162-year history we've taken on some of the nation's most powerful interests and we not only prevailed, we thrived.

I believe deeply that our members are eager for strong leadership with direction. Members tell me that they want to see a union that is not just reacting, but leading. I understand this and accept the challenge. I am committed to delivering clear goals and decisive, winning strategies, and to standing up to the

carriers when necessary.

We won't all agree on every issue or every decision, and that's healthy. But when it matters most, let's come together as one, as we have done so many times throughout this union's century and a half of history. Unity does not mean uniformity. It means dialogue, respect, and solidarity. Debate makes us sharper, but solidarity gives us the power to act. Our shared commitment to protecting the craft, defending each other and building a stronger future keeps us strong and unified.

Our strength also comes from being part of the Teamsters, where we are backed by one of the most powerful and respected labor organizations in the world. That connection gives us greater influence in Washington, stronger alliances in labor, and a louder voice whenever we stand up for our members.

Locomotive engineers and trainmen move the economy of this nation. We are responsible for lives, for communities, and for keeping freight and passengers moving safely across America. That responsibility is a source of pride, and it is why our profession must never be reduced to a line on a corporate spreadsheet.

The BLET is more than an organization. It is a movement. It's family. Our future will not be written by the railroads alone. It will be written by us, through unity, determination, and vision. Together, we will not only endure in this new era, but we will also shape it.

We were the first. We are the strongest. And we are here to stay.

In Solidarity,

MARK L. WALLACE
NATIONAL PRESIDENT, BLET

COLLECTIVE BARGAINING UPDATE: BLET MEMBERS RATIFY NINE NEW CONTRACTS IN SIX MONTHS

The BLET National Division is constantly at work when it comes to improving the pay, benefits, and work rules of its members.

The following is a list of new contracts that have been ratified by the BLET members over the last six months (March-August 2025). These achievements are backed by the steady work of the assigned Vice Presidents, who advised and assisted General Committees throughout negotiations. The National Division office further supported these efforts by providing legal guidance, economic costing, and public relations support, along with handling in-house printing and mailing of agreements and ballots.

The following BLET contracts continue to set the standard for all others in the rail industry:

BELT RAILWAY OF CHICAGO

MARCH 26: BLET members unanimously agreed to a new quality of life agreement with the BRC. The new agreement includes two significant benefits. First, members will earn up to four paid sick days each year. Second, BLET members will have initial access to the company's 401(k) program.

UNION RAILROAD

MAY 22: BLET members ratified a new agreement with the Union RR of Pittsburgh, Pa. The contract runs through July of 2028 and provides a signing bonus and general wage increases. Additional provisions include: adjustments to personal leave provisions and increased 401(k) employer match.

NEW JERSEY TRANSIT

JUNE 10: BLET members at NJ Transit, the nation's third-largest commuter railroad, ratified a new seven-year collective bargaining agreement (2020-2027). This ratification ends a five-year contract dispute that included a three-day strike, which brought NJT operations to a halt. The agreement applies to approximately 450 locomotive engineers and addresses wages as well as other critical issues.

CSX TRANSPORTATION

ON JUNE 11: BLET members at CSX Transportation ratified a new five-year agreement covering nearly 3,500 locomotive engineers. The agreement provides compounded general wage increases and engineers will also receive five new paid sick days annually, with the option to convert up to two personal leave days into sick leave. Additional provisions include new three and four-day workweek yard assignments, expanded relief assignment options, enhanced travel allowances, and an increase to the engineer certification allowance.

TRANSIT AMERICA SERVICES, INC.

On June 12, BLET members employed by TASI, the operator of Caltrain commuter service in north-



ern California, ratified a new five-year collective bargaining agreement covering 68 locomotive engineers. The agreement delivers general wage increases including full retroactive pay dating back to July 1, 2022, with no offsets. In addition to the wage package, the contract secures necessary work rule improvements that strengthen members' rights and working conditions.

TERMINAL RAILWAY-ALABAMA STATE DOCKS

JUNE 26: BLET members at TRASD ratified a new five-year agreement. The contract provides retroactive pay for 14 members dating back to 2023, along with compounded general wage increases through 2027. These improvements secure meaningful financial gains for members while ensuring stability in wages and working conditions for the duration of the agreement.

NEW YORK & ATLANTIC RAILWAY

AUGUST 6: BLET members at the New York & Atlantic Railway (NY&A) ratified a two-year contract extension. The agreement provides an hourly wage increase to all pay grades effective June 1, 2025, followed by two general wage increases through the end of 2028.

UNION PACIFIC RAILROAD

AUGUST 8: BLET members at Union Pacific Railroad ratified an interim agreement that provides a one-time general wage increase of 3% for approximately 6,000 locomotive engineers. This agreement was the result of ongoing Section 6 bargaining between BLET and Union Pacific. In early September, BLET announced it had reached a tentative agreement with UP covering rates of pay, work rules, and health & welfare benefits. The balloting process is unfolding as this issue of the Newsletter goes to press, with ballots due by October 3.

ARIZONA EASTERN RAILWAY

AUGUST 12: BLET members at AZER voted unanimously (22-0) to ratify their first contract. The workers had previously voted to join the BLET in June 2024, and this agreement marks their first contract as union members. The five-year agreement secures a range of fundamental rights and protections long established at other BLET-represented railroads. Key provisions include a seniority roster with prior rights protections, a grievance procedure with union safeguards against unfair discipline, guaranteed work weeks with rest days, a structured promotion process for engineers, a formal training program, and paid personal time off. The contract also includes significant work rule and safety improvements. In addition, it provides for general wage increases and a signing bonus. ©©

YOUR HELP IS NEEDED:
**BLET fighting to
protect American rail jobs**

Railroad executives have come up with a new scheme to put more money in their pockets: using trains operated by low-wage Mexican crews inside the U.S, raising issues about rail safety, language barriers, and national security.

This is nothing more than an attempt to undermine the labor standards BLET members have fought long and hard to secure. And it poses a serious threat to American jobs and to the safety of our communities.

Here's what's happening and why it matters.

Historically, when trains have come into the U.S. from Mexico, they have been stopped at the border to be inspected, to have their brakes tested, and to switch over to American crews certified by the Federal Railroad Administration.

These processes didn't come about randomly. They were developed to maintain our national security, to ensure critical safety regulations are followed, and to uphold a quality of life that union railroaders worked for generations to establish.

In their relentless pursuit of profit, management at big railroads have realized that they can make more money if they bypass these important standards — even if doing so leads to disastrous consequences.

Canadian Pacific Kansas City (CPKC) was the first Class I railroad to take a step on this slippery slope. In 2023, a multi-billion-dollar merger between Canadian Pacific and Kansas City Southern was approved. Over the objections of the BLET, the FRA has allowed CPKC to bring Mexican crews nine miles into the U.S. to the carrier's yard in Laredo, Texas.

Union Pacific is trying to take things even further. At the same time the carrier has filed to merge with Norfolk Southern and form the first cross-continental railroad in American history, it has also applied for a waiver to allow Mexican crews to cross the border into El Paso, Texas, and travel across state lines to Santa Teresa, N.M. In another spot along the Southern border, Eagle Pass, Texas, UP has begun test runs operated by Mexican crews 10 miles beyond the border, with plans to regularly operate trains at that location with Mexican crews. Prior to this move, for 102 years, Mexican crews handed off their trains to American crews at the bridge on the international border.

The BLET sees this plan for what it is: a naked attempt to subvert American labor standards by exploiting workers from Mexico who receive lower wages and worse benefits.

While carriers have so far limited their request to bringing Mexican crews a few miles inside the U.S., we know that, if granted, they will keep pushing to see how much they can get away with. Eventually, this scheme could be extended nationwide — posing an existential threat to good American union jobs.

Allowing Mexican rail crews to operate in the U.S. also puts our communities in danger. For example, consider if a train carrying hazardous materials were to derail — like the disaster in East Palestine — and the workers onboard were unable to communicate with first responders due to language issues. The result could be deadly.

In addition, there have been incidents in which Mexican rail crews have allegedly taken part in illegal smuggling. That includes a recent case where a worker at the Mexican railroad Ferromex was arrested in Eagle Pass for helping traffic illegal immigrants into the United States. If crews are permitted to go further beyond the border before they are inspected, the incentive to expand crime rings like this is clear.

The only way to protect union jobs and the safety of our communities is to stop this disastrous scheme in its tracks. The BLET has launched a Take Action campaign to inform Congress about the risks involved in the railroads' plans. If you'd like to add your name to the growing list of members who are getting involved, please visit the Take Action area of the National Division website, ble-t.org/take-action/#/19. Once there, the site will provide guidance on how you and other BLET activists can connect with the appropriate members of Congress and, with a few clicks, send a message opposing these job and safety giveaways. ©

**BLET CONTINUES THE FIGHT TO
PROTECT NATIONAL SECURITY
& AMERICAN RAIL JOBS**

**TAKE
ACTION!**

**PUT A STOP TO THE USE OF
TRAIN CREWS FROM MEXICO
WITHIN THE UNITED STATES**

Photo: David Hawkins

GET INVOLVED: [BLE-T.ORG/TAKE-ACTION/#/19](https://ble-t.org/take-action/#/19)



**Brotherhood's Relief
& Compensation Fund**

BR&CF NOW OFFERS \$300 PER DAY!

DAILY BENEFIT	\$100	\$200	\$300
BR&CF	\$27.50	\$55.00	\$82.50
*BR&CF effective dues rate after refunds – FY2024	\$19.70	\$39.40	\$59.10
SMART-TD	\$32.00	\$64.00	\$96.00
LECMFA	\$43.75	\$87.50	\$131.25

***The BR&CF is the only Job Income Protection provider
that returns every penny of dues income back to the
membership by way of benefits and dues refunds.
The BR&CF refunded **\$3,694,148** of excess dues
income to the membership during 2024.**

365 Days of Coverage on Day One

- \$50,000 Accidental Death Benefit
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The BR&CF offers the best value for job income protection by offering the lowest dues, the fastest service, and 365 days of coverage for new members and daily benefit increases. Start referring today and earn **\$300.00** for each coworker you refer to the BR&CF. It's that simple!

Please visit www.brcf.org, select Referral Program, and order brochures and posters.

Providing Job Income Protection to U.S. and Canadian Railroaders Since 1912

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN AGENCY FEE PAYER POLICY

I. AGENCY FEE PAYERS

A. Under applicable law, any employee covered by a union or agency fee shop agreement in the United States has the legal right to be or remain a nonmember of the Union. Employees represented by the BLET who choose not to become members of the Union are referred to as Agency Fee Payers ("AFPs"). AFPs are required to pay an "Agency Fee" for their fair share of the costs of BLET representation even if they decline to become or remain Union members. To the extent permitted by law, nonmember AFPs may not participate in Union elections as a nominator, voter or as a candidate; attend Union meetings; serve as delegates to the Convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

B. Agency Fee: The amount to be paid by AFPs will be equal to the monthly dues required by the Union as a condition of membership.

C. Remittance: An AFP can remit their mandatory Agency Fees in one of three ways:

1. Monthly installments paid directly to the National Secretary-Treasurer;
2. A lump sum advance covering their agency fee obligation for the entire year paid directly to the National Secretary-Treasurer;
3. By means of checkoff by executing an authorization form.

II. PUBLICATION OF POLICY

The Agency Fee Payer Policy shall be published annually in the BLET's newsletter that is issued preceding the objection notice period set forth in Section III.B. below and mailed annually to each AFP. It shall also be provided to each new employee when they first become subject to a union shop agreement, and shall be provided to any employee who resigns their Union membership within thirty (30) days of the date the Union learns that the member has resigned.

III. OBJECTION PROCEDURES

Nonmember AFPs have the legal right: (1) to object to paying for Union activities not related to collective bargaining, contract administration and grievance adjustment, and to obtain a reduction in Agency Fees for such activities; (2) to be given sufficient information to intelligently decide whether to object; and (3) to be apprised of internal Union procedures for filing objections. AFPs who choose to object have the right to be apprised of the percent-

age of the Agency Fee reduction, the basis for the calculation, and the right to challenge these figures.

B. Making Objection Known

Objecting AFPs must provide notice of their objection by notifying the BLET National Secretary-Treasurer of the objection in writing by firstclass mail postmarked during the month of November preceding the calendar year to which they object or within (30) days of becoming an AFP and receiving notice of this Policy. The address to send an objection to is: National Secretary-Treasurer, 7061 East Pleasant Valley Rd., Independence, OH 44131. The objection shall contain the AFP objector's full name, current home address, Division number, and social security number. This objection need only be made once and remains in effect until rescinded by the AFP. Objections may only be made by individual employees. No petition objections will be honored.

C. Major Categories of Chargeable Expenses

All AFP objectors shall pay their fair share of expenses germane to collective bargaining including:

1. All expenses concerning the negotiation of agreements, practices and working conditions;
2. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;
3. Convention expenses and other union internal governance and management expenses;
4. Social activities and union business meeting expenses;
5. Publication expenses to the extent coverage relates to chargeable activities;
6. Expenses of litigation related to collective bargaining, contract administration and internal governance;
7. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;
8. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;
9. All costs of strikes and other lawful economic actions.

D. Determination of Chargeable Share

The BLET shall engage an outside auditor to perform an independent audit of the records of the National Division annually, and annual audits of any General Committees of Adjustment and Divisions that have AFPs. Based on this audit, the

BLET shall determine the percentage of expenditures that fall within the categories specified in Section III.C. above. The amount of expenditures that fall within Section III.C. shall be the basis for calculating the reduced Agency Fee that must be paid by the objector. The auditing firm conducting the annual audits shall give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section III.I. below, and later will verify the existence and the audits of money in an escrow account.

E. Report of Chargeable Share and Basis of Its Calculation

The BLET shall report the determination no later than September 30th of the year in which the audit is completed. This report shall include an analysis of the major categories of union expenses that are chargeable and nonchargeable. A copy of the report shall be sent to all AFPs.

F. Challenge Procedure

Each person entitled to receive the BLET's report may challenge the validity of the calculations by filing an appeal with the National Secretary-Treasurer. Such appeal must be made by sending a letter to the National Secretary-Treasurer postmarked no later than October 31st of the year in which the audit report is mailed to AFPs. The challenge should be sent to: National Secretary-Treasurer, 7061 East Pleasant Valley Rd., Independence, OH 44131.

G. Arbitration of Challenges

1. After the close of the appeals period, the National Secretary-Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator pursuant to its Rules for Impartial Determination of Union Fees. The AAA shall inform the National Secretary-Treasurer and the appellant(s) of the arbitrator selected.

2. The arbitration shall commence by December 1st of the year in which the audit report is mailed to AFPs or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

3. Each party to the arbitration shall bear its own costs. The appellants shall have the option of paying a prorate portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the BLET.

4. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall

be prepared within 15 days of the close of the hearing and shall be the official record of the proceedings which may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the National Division during normal business hours.

5. Appellants may, at their expense, be represented by counsel or other representative of their choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator at the time of the hearing instead of appearing.

6. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

7. The National Division shall have the burden of establishing that the reduced fees set forth in the report are lawful.

8. If the arbitrator shall determine that more than one day of hearing is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within 15 days after the transcript of the hearing is available, but in no case no more than 30 days after the hearing closes. The arbitrator shall issue a decision within 45 days after the submission of posthearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

9. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

H. Payment of Reduced Fees

Objecting AFPs shall pay reduced monthly fees based on the most recent report pending determination of the objection year's chargeable ratio.

I. Escrow of Disputed Funds

All Agency Fees paid by objectors shall be placed in an interestbearing escrow account pending final determination of the chargeable share. Escrowed funds shall be disbursed to objectors and the Union upon issuance of the arbitrator's decision or fifteen days after the conclusion of the appeal period if there are no challenges to the determination of the chargeable share of the Agency Fee.



LECMPA Delivers Maximum Value

Locomotive Engineers organized LECMPA more than 115 years ago. We were the craft's first insurer of wage loss, to pay members a dividend, offer a \$300/day benefit, and now, 18 months of coverage.

LECMPA adjudicators review claims involving all causes of discipline, including those tied to exceptions.

» Half of LECMPA's paid claims involve coverage exceptions — with \$12.9M in member benefits disbursed in 2024, far surpassing BR&CF's \$7.6M.

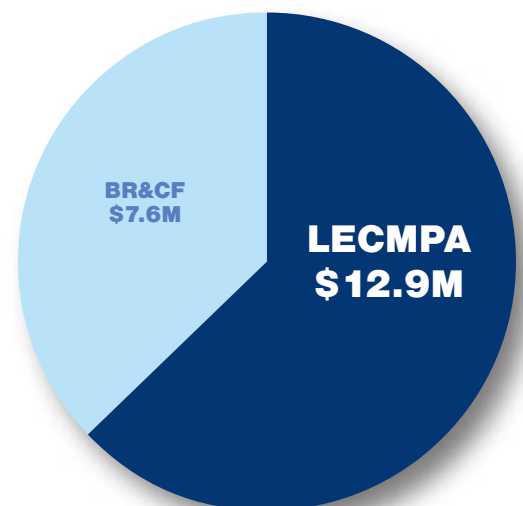
With LECMPA, your coverage is locked in — it can't be reduced.

» Not so with competitors — members report rates dropping to just \$10/day after a claim.

Loyal LECMPA members get a tax-free retirement dividend.

» LECMPA stands alone — nearly \$20M in premiums returned since 1995, with dividends paid in most years since 1949.

Member Benefits Paid in 2024*



*"Benefits paid to members" as reported to the Department of the Treasury in 2024.

Locomotive Engineers & Conductors Mutual Protective Association

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Protecting transportation workers since 1910.

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**Beneficiary Accidental Death Coverage not available in Texas or California.



**THE RULES FOR
THE 2026 BLET NATIONAL DIVISION
OFFICERS ELECTION ARE VIEWABLE
IN THE MEMBERS-ONLY AREA
OF THE BLET WEBSITE:
WWW.BLE-T.ORG/MEMBERS.**

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10/25

Photo Spotlight: October 2025

BLET ADVISORY BOARD: Members of the BLET Advisory Board in attendance at the 2025 Western Regional Meeting. Front row, from left: David Estes, National Secretary-Treasurer; Mark Wallace, National President; and Gary Best, First Vice President. Row 2, from left: Rick Gibbons, Vice President; Jim Louis, Vice President; and Vince Verna, Vice President & National Legislative Representative. Row 3, from left: Billy Lyons, Vice President; Kevin Sexton, Vice President; and Pat Driscoll, Trustee. Row 4, from left: James Logan, Vice President; and Randy Fannon, Vice President. Back row, from left: Kyle Bagby, Trustee; and Dick Crow, Trustee.



ARE YOU A PHOTOGRAPHER?
SEND IN YOUR RAIL PHOTOS TO BE
CONSIDERED FOR AN UPCOMING ISSUE!

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.



BLET ADVISORY
BOARD MONTHLY
ACTIVITY REPORTS

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published here. Please scan the QR code to the left to open an archive of this year's monthly activity reports or go to www.ble-t.org/advisory-board-activity.



SAVE THE DATE
2026 BLET REGIONAL MEETINGS

The BLET's 2026 Western Regional Meeting will be held in New Orleans, Louisiana, the week of July 13. The 2026 Eastern Regional Meeting will take place in Chicago, Illinois, the week of August 24. As many BLET members are currently scheduling their vacations for 2026, this would be a good time to make plans now to attend one or both of these meetings. The meetings and training sessions are available at no cost to BLET members (but there is a fee for meals).

Per 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.

The 2026 meetings will be held on a Monday through Friday schedule. Travel to the meeting, registration, and a welcome reception for each meeting will be held on Monday. Meetings, training

classes, and other events will be scheduled throughout the remainder of the week and will include training classes and a closing dinner on Thursday evening. Travel home is on Friday.

More specific details will be announced in the coming months. Registration information will be available online at the BLET National Division regional meeting website, bletregionals.org.

All members are encouraged to attend. We hope to see you in 2026. @

WESTERN REGIONAL MEETING

WEEK OF JULY 13, 2026

NEW ORLEANS, LOUISIANA

HILTON NEW ORLEANS RIVERSIDE



EASTERN REGIONAL MEETING

WEEK OF AUGUST 24, 2026

CHICAGO, ILLINOIS

THE DRAKE CHICAGO



For more information visit us online at:

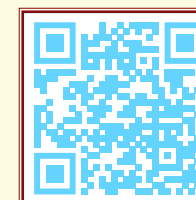
BLETREGIONALS.ORG

FOLLOW
US ON
SOCIAL MEDIA



The BLET National Division is investing more time and resources into its various social media outlets. It is the best place to go to get the latest news. Scan the QR code to get involved!

Launched in 2023, the BLET Weekly News Recap is a quick-hitting list of important news that gets emailed to your inbox once a week. With over 15,000 subscribers, it has become an important communication tool for our Brotherhood.



The BLET's private members-only Facebook group continues to grow. If you wish to read news and comment on stories in a protected setting, then you should join today. The page is for members only — no company officials allowed. The BLET is also expanding its use of Instagram and X (formerly Twitter).

Scan the QR code or go to ble-t.org/welcome-members and get involved in your union! @