The Brotherhood of Locomotive Engineers and Trainmen (BLET) has secured another significant victory for railroad workers — this time from the highest court in the United States — in the Union’s ongoing campaign to protect two-person train crews.

On January 9th, the United States Supreme Court denied a petition filed by the Wheeling and Lake Erie Railway (W&LE) asking that the nation’s highest court review and set aside the 2015 finding by the Sixth Circuit Court of Appeals that the railroad’s use of managers in place of union conductors was a major dispute under the Railway Labor Act.

In September 2013, BLET National President Dennis R. Pierce authorized a strike by W&LE conductors over the W&LE’s repudiation of Collective Bargaining Agreements that cover the locomotive engineer and trainmen operating crafts. Specifically, the Carrier ignored longstanding crew consent agreements and operation single-person operations, refusing to assign available conductors in an effort to eliminate Trainmen.

When W&LE challenged the strike, a federal district judge issued an injunction on the ground which the strike was “minor” and had to be arbitrated. BLET never wavered in its position that the refusal to call conductors was an outright contract abrogation warranting a strike, and appealed that ruling. In April 2015, a unanimous three-judge panel for the U.S. Court of Appeals for the Sixth Circuit agreed with BLET and reversed the lower court. The panel found that W&LE’s “claim that the Trainmen Agreement allowed it to man trains without union conductors is frivolous or obviously insubstantial, and the dispute is major.” The Court of Appeals Court to take the case. BLET filed a brief in opposition, supporting the decision of the Court of Appeals, and on January 9th, the Supreme Court rejected W&LE’s petition. Consequently, the “major dispute” holding stands, vindicating the Union’s position that if W&LE wants to change the way trains operate, it must accomplish that achievement at the bargaining table, not by unilateral action.

“I must first thank our members on the W&LE for helping us fight to preserve the Conductor’s job and for standing strong against Carrier’s attempts to implement one-person trains,” President Dennis Pierce said. “When the decision was made to strike the W&LE, our members were united in their resolve and stood shoulder to shoulder on the picket line,” he continued. “This final decision by the highest court in the land reminds us all of the importance of strong contract language, followed by strong union activism to protect our contracts. The now unappealable decision of the U.S. Court of Appeals for the Sixth Circuit is not only important for our W&LE members, but for all operating employees and rail labor in general. The nationwide fight over operating crew size is far from over, but this victory helps to ensure that union contracts requiring two crew members are enforceable by the union, even to the point of a strike.

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

BLET members during the 2013 strike at W&LE vacated the injunction and re- moved the case back to the District Court with instructions to dismiss W&LE’s complaint. The Carrier then tried unsuccessfully to get the entire Court of Appeals to vacate that decision.

Most recently, and in a last ditch effort to gain the right to ignore its agreements with BLET, W&LE petitioned the Supreme Court to take the case. BLET filed a brief in opposition, supporting the decision of the Court of Appeals, and on January 9th, the Supreme Court rejected W&LE’s petition. Consequently, the “major dispute” holding stands, vindicating the Union’s position that if W&LE wants to change the way trains operate, it must accomplish that goal at the bargaining table, not by unilateral action.

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A copy of the court ruling is available for download from the BLET National Division website (PDF): www.blet.org/pdfs/supreme_court_WLE.pdf

BLET, SMART TD members urged to call Congress in support of two-person train crews

The nationwide fight over operating crew size is far from over, but this victory helps to ensure that union contracts requiring two crew members are enforceable by the union, even to the point of a strike.

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BLET, SMART TD members urged to call Congress in support of two-person train crews
I'm writing from my last newsletter message in which I called to arms for all BLET members to join in our fight for a fair national contract for Class I freight railroads. In the days and weeks since that call, the National Division has received many responses, and in this month's message, I would like to discuss some of the themes that appeared in a few of those responses, and how we move forward.

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

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

When I hired out on the railroad, I was a humble call to arms in late 2016 made it clear to me that there is much work to be done if we are to unite our collective strength behind this cause. There were many, many members that replied with a, "Tell me where to be when you need me" response, but there also responses from some members who are so frustrated that they question the Union movement in general. My comments in this message are more directed to that frustration, as I share in many of those feelings.

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Unions help all workers earn more

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

BLET seeks to overturn punitive New Jersey substance abuse law

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

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

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

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

The state law reads in part: “A person whose driver’s license is suspended or revoked for a violation of R.S.39:4-50, section 2 or P.L.1981, c.522 (C.39:4-50.4a), or a law of a substantially similar nature in another jurisdiction shall not operate, during the period of suspension or revocation, a locomotive or train provided by the New Jersey Transit Corporation, or any public or private entity under contract to the corporation.

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

The unions argue that the state law, signed by Governor Chris Christie in late August of 2016, is preempted by Federal law and is a solution in search of a problem. It does nothing to make the U.S. economy safer.

As EPI notes, “Unions keep wages high for nonunion workers for several reasons. Union agreements set wage standards that nonunion employers follow. And a strong union presence prompts managers to keep wages high to prevent workers from organizing or leaving. Unions also set industry-wide norms, influencing what is seen as a ‘moral economy.’ Working-class men have felt the decline in unionization the hardest, the report notes. Specifically, nonunion men lacking a college degree would have earned eight percent, or $3,016, more in 2013 if unions had remained as strong as they were 34 years earlier. The signs have been noticeable to anyone paying attention that the U.S. economy isn’t working for most. Income inequality has soared. As we’ve noted before, the real economy has doubled in size since 1980. But for workers in the bottom half we’ve seen nearly no economic benefit from it, despite existing social programs meant to lend a hand to this population. The result is some 117 million adults stuck in place despite the pre-tax income per adult in the U.S. growing by 60 percent on average.”

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

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

Fraternally,

James P. Hoffa
Teamsters General President
Each year, the BLET National Division compiles a list of scholarship opportunities available to the children of BLET members. Numerous financial aid opportunities are provided in the 2017 BLET Scholarship Directory.

The scholarship opportunities vary widely. The following comprehensive list provides members and their families with contact information for over 50 scholarship programs. The BLET National Division does not maintain its own scholarship program, so interested parties are urged to contact the individual scholarship providers listed below for additional information.

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

THE 2017 BLET SCHOLARSHIP DIRECTORY IS AS FOLLOWS:

James R. Hoffa Memorial Scholarship Fund

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

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

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

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

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

A full list of specific eligibility requirements and scholarship applications can be found on the Hoffa Scholarship website: http://www.cjrhms.org.

If you need additional assistance, please contact: James R. Hoffa Memorial Scholarship Fund 35 LOUISIANA AVENUE, NW Washington, DC 20001 PHONE: (202) 614-8751 EMAIL: scholarships@teamster.org.

BLET Auxiliary Scholarship Program

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

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

Completed applications must be received by BLET Auxiliary Secretary Helen Brand (hbrand51@gmail.com) no later than April 1, 2017. Applications received after that date will not be considered. Applications, instructions for scholarships, and mailing address for submission may be found on the Auxiliary website at www.bletauxiliary.net.

BLET UP-Southern Region GCA

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

The rules and application program can be found at www.bletsr.org or by contacting UP-SR GCA Secretary-Treasurer Scott Piekarski at upsrgcast@hotmail.com.

Illinois State Legislative Board

The BLET’s Illinois State Legislative Board is currently accepting applications for its Don Little Memorial Scholarship Fund, which was established in 2013. One $1,000 and two $500 scholarships will be awarded to applicants whose parent or guardian is a BLET member in good standing with a BLET Local Division represented by the Illinois State Legislative Board. Applicants must be 26 years of age or younger.

Brother Don Little was a locomotive engineer with Metra commuter rail in Chicagoland and a proud member of BLET Division 294 (Bensenville, IL) for 35 years. Brother Little served for more than 10 years on the Executive Committee of the Illinois State Legislative Board and always had a dream of establishing a scholarship program for the family members of fellow Brothers and Sisters who belonged to divisions chartered in Illinois. Unfortunately, Brother Little passed away before his dream was realized.

In 2013, Paul Piekarski (Chairman of the Illinois State Legislative Board), Tim-othy Dunn (former Secretary-Treasurer of the Board), and several others helped make Brother Little’s dream a reality. Scholarship applications and all accompanying documents must be received by May 1, 2017. Specific eligibility requirements, detailed instructions and application forms are available for download from the BLET National Division website (PDF), http://www.ble-t.org/pr/pdf/illi- nos_slb_Scholarship_2017.pdf.

For questions or assistance in completing the application, contact Joyce A. Piekarski, Administrative Secretary, at (630) 963-6099 or Joyce.Piekarski@gmail.com.

California State Legislative Board

The BLET-CSL Board will award a $1,000 scholarship to a graduating high school senior attending a college or vocational school in 2017. The applicant’s parent or guardian must be a member in good standing in a BLET Division represented by the California State Legislative Board. Applicants must be 26 years of age or younger.

Rules, applications and deadline information are available on the Board’s website, www.clsbws.org. The deadline is May 1, 2017.

All applications should be mailed to the CSLB home office address: California State Legislative Board, BLET/IBT, 610 Andrews Avenue, Suite C, Auburn, CA 95603.

Wyoming State Legislative Board

The BLET’s Wyoming State Legislative Board (WY SLB) is again offering a scholarship program for the upcoming school year. First offered for the 2014 ac-
ademic year, the scholarship deadline for 2017 is June 1, 2017. Wyoming State Legislative Board Chairman Cory Rusing said the Board will award either two $1,000 scholarships, or, in the event of a single applicant, one $1,000 scholarship each year to an immediate family member of a BLET member in good standing and holding membership in a Division chartered within the state of Wyoming. The scholarships will be awarded based on the application, along with the requested documentation, by the WY SLB scholarship committee. Scholarship applications and all accompanying documentation must be received by June 1 of each year. Specific eligibility requirements, detailed instructions and application forms are available for download from the BLET National Division website, or can be requested from your Division Legislative Representative. Currently, the BLET has nine Divisions chartered in Wyoming — Division 31 (Bill); Division 207 (Casper); Divisions 44, 103 and 115 (Cheyenne); Division 94 (Gillette); Division 869 (Greybull); Division 142 (Rawlins); and Division 624 (Sheridan).

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

INFORMATION AND APPLICATION FORMS AT BLET WEB SITE (PDF), www.ble-t.org/pdf/brcf/ WYCO_SLB_Scholarship_Appl.pdf.

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

For details, watch your Division 269's mobile app or contact Division President John A. Kavanaugh Jr. at (911) 932-2244.

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

For more specifics, please visit the Division 622 website (www.bltd622.com) and click on “Scholarship.”

BR&CF Scholarship Program
The Brotherhood’s Relief and Compensation Fund (BR&CF) is pleased to provide opportunities for the sons and daughters of BRF&CF members to participate in the L. G. Smith Scholarship Program. Children, including adopted and step-children, of BR&CF members who are in “Good and Regular Standing,” are eligible. Applicants must be 27 years of age or younger. Applicants may be current high school students who have applied for admission as full-time students in accredited post-secondary schools or may be attending or enrolled as full-time students in accredited post-secondary schools.

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

The BR&CF 2017 scholarship program commenced on October 1, 2016, with applications due on March 1, 2017. BR&CF members with questions may contact Linda Garber at (631) 813-2234.

Rules of the BLET Bylaws (Pg. 27) Section 7 (g) — National Division

Funds received from such dues shall be used for education and training classes and/or workshops for officers and members of the BLET.

SIXTH ANNUAL REPORT ON BLET EDUCATION & TRAINING FUND

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

Specifically, members pay $5 per month to fund and maintain the BLET Education and Training Department. Section 7 (g) — National Division Rules of the BLET Bylaws (Pg. 27) reads as follows: “All members in active service, including those holding official positions with the carrier and those employed exclusively by the BLET, shall pay $5.00 per month dues to establish and maintain an education and training fund, subject to the provisions of Section 29–National Division Rules. Funds received from such dues shall be used for education and training classes and/or workshops for officers and members of the BLET.”

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

Visit the Union Plus website to learn more: www.unionplus.org/scholarships.

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

INFORMATION SERVICES $16,663
BUSINESS TRAVEL AND EXPENSES $59,403
WAGES, TAXES, AND BENEFITS $344,016
2015 YEAR END EXPENSE CLOSE OUTS $17,003
FUND BALANCE AT JANUARY 1, 2016 $386,277
EDUCATION AND TRAINING FUND DUES $375,998
REIMBURSED EXPENSES $88,529
TOTAL REVENUES $464,527
GRAIN RENEWAL EXPENSES 2015-2016 AND EXPENSE CLOSOUTS $17,863
RIGS, TAXES, AND BENEFITS $344,016
BUSINESS TRAVEL AND EXPENSES $59,403
INFORMATION SERVICES $76,663
OFFICE EXPENSES $4,657
EQUIPMENT AND FURNITURE PURCHASES $155,944
TOTAL EXPENDITURES $495,445
OPERATIONS EXCEEDING REVENUE $11,070
FUND BALANCE AT DECEMBER 31, 2016 $286,196

2017 JRH BLET Ad.qxp_Layout 1  12/16/16  9:57 AM  Page 1
Brother Terry L. Todd was reelected by acclamation to his sixth term as Arkansas State Legislative Board Chairman at the Board’s triennial meeting in North Little Rock, Ark., December 5-7, 2016.

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

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

BROTHER TERRY’S YEARS OF SERVICE PROVIDE GREAT STABILITY AND STRONG VETERAN LEADERSHIP FOR OUR MEMBERS IN ARKANSAS. I THANK HIM AND ALL OFFICERS FOR THEIR SERVICE TO THE BROTHERHOOD.”

Vincent G. Verna, the Director of Regulatory Affairs, and Robert F. Hogan, the Director of Political and Legislative Affairs, of the BLET’s National Legislative Office also were at the meeting. Additionally, special guests included General Chairman Ronnie E. Rhodes (Union Pacific-Central Region General Commit- tee of Adjustment) and Arlin S. Todd, Louisiana State Legislative Board Chair- man. Robert H. Lindsey, a retired member of Division 858 (Pine Bluff, Ark.), was also in attendance.

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

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

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

Today, payroll taxes paid by railroad employers and their employees are the pri- mary source of funding for the railroad retirement-survivor benefit programs. Rail- road retirement taxes, which have histor- ically been higher than social security tax- es, are calculated, like benefit payments, on a two-tier basis. Railroad retirement tier 1 payroll taxes are coordinated with social security taxes so employers and employees pay tier 1 taxes at the same rate as social security taxes. In addition, both em- ployees and employers pay tier 2 taxes to finance railroad retirement benefit pay- ments beyond social security levels. The ratio of certain asset balances to the sum of benefit payments and administrative expenses determines tier II tax rates.

At the end of fiscal year 2016, the aver- age annuity paid to retired railroad employees was $1,585 a month, spouse benefits averaged $990 a month, and benefits for aged widow(er)s averaged $1,620 a month. The maximum biweekly rate for unemploy- ment and sickness benefits was $720 prior to sequestration.

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

Heritage Foundation takes aim at Railroad Retirement

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Allen re-elected Washington State Legislative Board Chairman

Brother Shahraim C. Allen was re-elected by acclamation to his second term as Chairman of the Washington State Legislative Board at its quadrennial meeting held in SeaTac, Wash., on November 16, 2016. Brother Allen is a member of BLET Division 238 (Tacoma, Wash.) who joined the Brotherhood on June 1, 2001. He was first elected Chairman of the Washington State Legislative Board at the quadrennial meeting in 2012. Also, he currently serves as Legislative Representative of Division 238, an office he has held since 2006. In 1994, he hired out as a switchman for the Burlington Northern, earning promotion to locomotive engineer on December 20, 1995.

Also elected were: 1st Vice Chairman Robert D. Holton, Division J14 (Spokane, Wash.); 2nd Vice Chairman and Alternate Secretary-Treasurer Dylan D. Ekins, Division 443 (Spokane, Wash.); and Secretary-Treasurer, J.D. (Danny) Bergman, Division 238 (Tacoma, Wash.).

Allen re-elected Washington State Legislative Board Chairman

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

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

Guest speakers included: Kimberly L. Klontz, a member of BLET Division 238 and historian of the Washington State Legislative Board; State Representative Derek Stanford (D-1); Vicky Coleman, retired Supervisory Investigator with the Occupational Safety and Health Administration (OSHA); Ed McCullough, Federal Railroad Administration Region 8 Operations Specialist; and other FRA Region 8 Signal, Motive Power and Equipment Specialists.

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

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

Members, officers and guests of the Washington State Legislative Board (WA SLB) at their quadrennial meeting in SeaTac, Wash., on November 16, 2016.

Seated, from left: John P. Tolman, Vice President & National Legislative Representative, Rob D. Holton, Division 104; Shahraim C. Allen, WSLB Chairman (Division 238); Dylan D. Ekins, Division 443; and Thomas A. Federick, Division 892 and former WA SLB Secretary-Treasurer. Standing, from left: Jason Cox, Division 60; Kenneth Mauer, Division 402; Allan D. Manson, Division 892; Chad M. Hansen, Division 38; Kevin Howard, Division 758; and Don E. Mitchell, Division 518.

#### Focus on Value

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The BR&CF is the least expensive protection when disciplined for eligible occurrences. We are affordable. 

JANUARY 2017
FOR MORE INFORMATION, GO TO: WWW.BLETREGIONALS.ORG