On December 1, 2013, a Metro-North train derailed in the Bronx, N.Y., killing four people and injuring dozens. The Brotherhood of Locomotive Engineers and Trainmen represents more than 51,000 active and retired locomotive engineers and trainmen throughout the United States. While we are the largest union representing locomotive engineers in America, we do not currently represent locomotive engineers at Metro-North. In response to the accident, and in light of the multiple requests for comments from various news outlets, BLET issued the following statement from National President Dennis R. Pierce:

"First and foremost, the BLET extends our deepest sympathies to all accident victims and their loved ones. It is impossible for those who were not affected to understand the grief that now surrounds those who were, but it is paramount that the lessons from this tragedy are used to prevent any such loss in the future. Our thoughts and prayers are also with the professional and highly skilled locomotive engineers and conductors at Metro-North, who have expressed shock and sadness at the events of December 1.

"As to questions concerning the training that is provided to locomotive engineers, in general terms most engineers are seasoned veterans who receive years of on-the-job training working as rail conductors or in other railroad crafts. They must also complete classroom training and numerous written and field tests prior to earning promotion to engineer. Locomotive engineers are subject to extensive certification requirements pursuant to the provisions of Part 240 of Title 49 of the Code of Federal Regulations (CFR). Under Part 240, each railroad must have in place a certification program approved by the Federal Railroad Administration (FRA). An individual railroad’s certification program must meet minimum federal safety requirements for the eligibility, training, testing, certification of employees.

BLET calls for Positive Train Control following Metro-North fatality

STATEMENT BY BLET NATIONAL PRESIDENT DENNIS R. PIERCE:

"In November, the BLET, working jointly with SMART-Transportation Division (formerly the United Transportation Union), made nearly 150 visits to members of the U.S. House of Representatives in support of H.R. 3040, the Safe Freight Act. The bill would mandate by federal law that two qualified individuals are in the cab of each freight train operating in the United States.

"BLET National President Dennis R. Pierce and Vice President & National Legislative Representative John Tolman led the team of BLET lobbyists, which also included: Texas State Legislative Board Chairman Terry Briggs; Ohio State Legislative Board Chairman Tim Hanely; District of Columbia State Legislative Board Chairman Herbert Harris; Pennsylvania State Legislative Board Chairman Ken Kertesz; Illinois State Legislative Board Chairman Paul Piekarski; Director of Regulatory Affairs Jeff Stickney; and others.

"Members urged to call their member of Congress after BLET lobbies for two-person crew bill

Register for News Flash email alerts at: www.ble-t.org | Follow us on Facebook: www.facebook.com/BLTNational
I
n the wake of the horrific accident on Metro-North Commuter Railroad, there have been several public calls for the installation of inward facing cameras in the cabs of all locomotives, which have sug-
gested that videotaping locomo-
tive engineers in the workplace will somehow reduce fatigue in the railroad industry. Nothing could be further from the truth, or could lead us further away from preventing another tragic acci-
dent. Cameras are essentially an accident investigation tool; they are not an accident prevention tool. Installation of cameras will provide the public nothing more than a false sense of security.

There are many factors that contribute to fatigue in our industry, but one thing is cer-
tain; locomotive engineers are true professionals who do their best to report for work fully rest-
ed. The fact of the matter is that engineers do not intentionally report to work fatigued by their own choice.

If we are to learn from fa-
tigue related accidents in the railroad industry we must look at the actual causes of fatigue and not assume that training a camera on a fatigued engineer will somehow deter him or her from being tired, an assump-
tion that borders on absurdity as it is not based in medical sci-
ence. The only things in the cab of a moving locomotive that are

AFTER THE METRO-NORTH FATALITY, POLITICIANS AND THE MEDIA ARE WRONG TO JUMP TO CONCLUSIONS

CAMERAS ARE NOT THE ANSWER

There are many factors that contribute to fatigue in our industry, but one thing is certain; locomotive engineers are true professionals who do their best to report for work fully rested. The fact of the matter is that engineers do not intentionally report to work fatigued by their own choice.

BLET National Division Electronic Communications Policy

The Federal Railroad Administra-
tion and Congress to see that this technology is implemented before another avoidable accident oc-
curs. This technology would pre-
vent a tired engineer from enter-
ing any speed restricted area too fast, and would prevent a fatigued engineer from passing a meeting point with a crowded passenger or commuter train. How many lives must be lost, and what cost in human life will this great na-
tion tolerate, before the nations’ railroads are required to take the steps available and necessary to truly protect their employees and the public in general from these avoidable accidents?

The true test of any solution is in its ability to prevent an ac-
cident. On the one hand, Pos-
tive Train Control will prevent these horrific accidents and the toll they take on those affected. On the other hand, should an-
another accident occur due to Con-
gress delaying the now required 2015 implementation of PTC, a camera in the cab would merely capture an image of the avoid-
able carnage that follows, but only in the unlikely event that the camera and recording appa-
ratus is not destroyed in the ac-
cident. The problem that con-
fronts us is obvious, and cameras in the cab are no solu-
tion to that problem.

DENNIS R. PIERCE
BLET National President

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**OMET NORTH ACCIDENT**

Continued from page 1

...and conductors. Although most passen-
ger and commuter rail engineers and con-
ductors work scheduled shifts, fatigue still occurs when work cycles are changed. In addition, most locomotive engineers who work for the freight railroads that run side by side with passenger opera-
tions must report for duty on an as-need-
ed basis. They are on-call 24 hours a day, seven days a week, 365 days a year. These demanding work schedules can re-
sult in instances of fatigue. The Broth-
erhood of Locomotive Engi-
neers and Trainmen has worked to ensure the safety of its members and the gen-
eral public by seeking to resolve the is-

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BLET Secretary-Treasurer

BLET National Division Communications Policy

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**OMET NORTH ACCIDENT**

Continued from page 1

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BLET Secretary-Treasurer
The Teamsters, other unions and fair trade advocates have for years criticized a proposed Pacific Rim trade deal for its lack of transparency. Now trade officials with the 12 nations negotiating the Trans-Pacific Partnership (TPP) are paying the price for not having an open process as they can’t seem to come to an agreement on the proposal.

Despite efforts to keep the deal out of public view, leaks have occurred that have led to concern and more questions. People here in the United States and across the globe increasingly believe they have a right to know how the TPP will affect them.

Negotiators know they are in a race against time. As more details are secretly leaked about how the deal will affect workers and consumers, opposition is rising. Trade officials are suffering for engaging in a closed process.

The latest leaks show the U.S. is pushing forward with policies that further investor privileges and investor-state dispute settlement that expose our laws to foreign tribunals. They also expand incentives to move more U.S. jobs abroad, hurting hard-working Americans who are already paying the price for previous financial policy disasters. Meanwhile, enforceable labor and environmental standards remain unresolved. And efforts to re-in the unfair subsidies for state-owned entities like New Zealand’s dairy industry remain undone.

The Teamsters set out fair trade objectives for the TPP three years ago, when they believed the proposed trade deal had to meet to earn our support. They are:

• Protect workers’ rights through a strong labor chapter;
• Protect the environment through a strong environmental chapter;
• Protect American investors from unfettered investor-state dispute settlement and investor-monopolization of policy-making;
• Protect American workers from environmental degradation and any new labor standards from foreign tribunals.

The Teamsters will continue to support fair trade, including the U.S. Senate’s bipartisan bill that will promote safe and environmentally sound practices in the TPP and other free trade deals. As the railroads noted in their joint letter to Congress, the Teamsters urge the Senate to work with the House to pass H.R. 3040 – the Safe Freight Act, a bipartisan bill that will ensure that trains are operated safely everywhere in America.

To follow up on the lobbying effort, President Pierce asked BLET members, retirees, the BLET Auxiliary, and all concerned family members to contact their members of Congress to continue the effort to increase the number of co-sponsors.

“I urge all BLET members to contact their members of the U.S. House of Representatives and ask them to sign on to this vital piece of legislation,” President Pierce said. “As the railroads noted in their letters to Congress, the Teamsters are going through the regulatory process as a result of Federal Railroad Administration Emergency Order 28, but that process isn’t an exact science. Congression al mandate will be the best way to ensure the safest manner of operations possible, and we believe that means having the BLET’s endorsement.”

President Pierce asks BLET members to continue contacting their members of Congress at their home offices while they are on recess during the holidays.

TO FIND YOUR MEMBER OF THE U.S. HOUSE, GO TO WWW.HOUSE.GOV AND ENTER YOUR ZIP CODE.

The BLET, along with SMART-TD, has been working to gain co-sponsors for this bill since its introduction. The organizations recently sent a joint letter to all offices of the House of Representatives refuting memos sent to the Hill by the Association of American Railroads (AAR) and the American Shortline & Regional Railroad Association (ASLRR) for the purpose of dissuading possible support of the legislation.

In the joint letter sent by BLET and SMART-TD, the unions noted that “two-person crews are the norm in both the U.S. and Canada. This bill will prevent a handful of rogue operators from endangering their employees and the communities through which they pass.”

“The railroad industry has become a safer place to work than ever before, in large part because of the professional who run the trains across America. And the folks who run our nation’s trains agree that the safest way to operate a train is with at least two certified crew members. Our industry is reducing the number of fender bender accidents, but fatalities continue to be in the teens for on-duty railroad employees. H.R. 3040 – the Safe Freight Act, is a bipartisan bill that will ensure that trains are operated safely everywhere in America.”

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“Risks trains per day will deliver coal to the terminal from the Powder River Basin in Montana and Wyoming, and it is among the cleanest coal produced anywhere in the world, creating jobs for our members throughout the western United States,” he wrote. “These well-paying, union jobs are the type of jobs our economy needs and the American people want, and the creation of this facility will provide them.”

Pierce expressed confidence that the coal will be transported by rail in the safest manner possible. “The safety record of these rail professionals who will transport this commodity is second to none,” President Pierce wrote. “The transportation of coal by freight rail is safe, clean and reliable.”

Situated along the Columbia River in Longview, Wash., the facility is expected to begin operations in 2015 and would export coal to emerging markets in Asia and beyond. According to media reports, Millennium officials expect to export about 44 million tons of coal annually from the facility.

The BLET comments were submitted as part of the facility’s public review and input process.

Despite efforts to keep the deal out of public view, leaks have occurred that have led to concern and more questions. People here in the United States and across the globe increasingly believe they have a right to know how the TPP will affect them.

The secrecy surrounding TPP must end
Open enrollment begins January 1, 2014 for the BLET Short Term Disability Plan

Important changes and enhancements to Plan B coverage

Effective March 1, 2014, if you are enrolled in Part B and wish to remain enrolled, then you are not required to take any action.

If you currently do NOT participate and would like to sign-up for Part B coverage during this open enrollment period, or if you do currently participate and would like to opt-out of Part B coverage, you must complete and return the attached form (link below), by February 28, 2014, to the Secretary-Treasurer of your local division. Your election will become effective on March 1, 2014.

Members, who OPT-OUT of Part B coverage effective March 1, 2014, will not be eligible to enroll for the coverage until the next annual enrollment period. No exceptions will be made.

DESIGNATION OF BENEFICIARY(IES)

You are able to designate your beneficiary(ies) for the AD&D coverage on-line. If you would prefer to submit a paper beneficiary form, it is available on MetLife’s website. A simple registration process is required the first time you access www.metlife.com/mybenefits. Designating your beneficiary(ies) will ensure that your benefit proceeds are paid according to your wishes. If you do not have a designation of beneficiary(ies) on file, proceeds will be paid according to the AD&D plan’s facility of payment clause.

Beneficiary designation for this coverage will not impact beneficiary designations for any other Life Insurance or AD&D plans that you may have with MetLife.

QUESTIONS

Anyone with questions regarding BLET Short Term Disability should contact Megan Mead, BLET Short Term Disability Administrator, at 216-241-2630 (ext. 205) or email at mead@ble-t.org.

COPIES OF THE OPT-IN/OPT-OUT FORMS ARE BELOW OR ONLINE AT:

www.ble-t.org/pr/pdf/2014_STD_opt_in_out.pdf

www.ble-t.org/pr/pdf/2014_STD_UTU_opt_in.pdf

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**BLET ENGINEERS ENROLLMENT 2014 OPT-IN/OPT-OUT FORM**

**BLET SHORT TERM DISABILITY INSURANCE PLAN**

If you desire to OPT-IN or OPT-OUT of Part B coverage under the BLET Short Term Disability Insurance Plan, you must complete the remainder of this form. Be sure to include your signature and the date, and deliver to your Division Secretary-Treasurer. You may OPT-Out at any time.

*“_________________________” (Print your name here and sign below)

**OPT-IN** or **OPT-OUT**

of the BLET Short Term Disability Insurance Plan, Part B. I understand that if 1 OPT-OUT, I may only seek enrollment in Part B during a future open enrollment period.*

**Signature:** ___________________________ **Date:** ___________________________

**BLET Div. #:** ___________________ **Phone Number:** _______________________

Note: Division Secretary/Treasurer must keep a copy in the division records and forward a copy of the opt-in/opt-out to: Megan Mead, Special Representative BLET STD, 1370 Ontario St- Mezzanine, Cleveland OH 44113

DEADLINE IS FEBRUARY 28, 2014

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**UTU-E ENGINEERS ENROLLMENT 2014 OPT-IN FORM**

**BLET SHORT TERM DISABILITY INSURANCE PLAN**

If you desire to OPT-IN to Part B coverage for 2014 under the BLET Short Term Disability Insurance Plan, you must be eligible for Part A. If you purchased coverage for Part B coverage only. If you are currently enrolled in Part B and wish to remain enrolled, then you are not required to take any action.

If you currently do NOT participate and would like to sign-up for Part B coverage during this open enrollment period, or if you do currently participate and would like to opt-out of Part B coverage, you must complete and return the attached form (link below), by February 28, 2014, to the Secretary-Treasurer of your local division. Your election will become effective on March 1, 2014.

Members, who OPT-OUT of Part B coverage effective March 1, 2014, will not be eligible to enroll for the coverage until the next annual enrollment period. No exceptions will be made.

**Signature:** ___________________________ **Date:** ___________________________

**Address:** ___________________________ **City/State:** ___________________________

**Phone #:** ___________________________ **E-mail:** ___________________________

**Railroad:** ___________________________ **UTU Local #:** ___________________________

DEADLINE IS FEBRUARY 28, 2014
**BLET helps Santa spread holiday cheer**

Div. 781’s Shawn Robinson operated 2013 CSX Santa Claus Special

Spreading good will and holiday cheer, Santa Claus made his annual visit to Appalachia the weekend of November 23, 2013. But he arrived by sleigh and eight tiny reindeer for a ride on a CSX train.

With a little help from the Brotherhood of Locomotive Engineers and Trainmen and hundreds of other volunteers, Santa delivered 15 tons of gifts, candy and food at 14 stops along the 110-mile route of the 71st annual CSX Santa Claus Special.

BLET Locomotive Engineer T. Shawn Robinson, Vice President of Division 781 (Erwin, Tenn.), was behind the throttle of the 2013 Santa Train as it wound its way through the rural mountain communities of eastern Kentucky, western Virginia and northeast Tennessee.

Brother Robinson expertly and professionally piloted the Santa Train, keeping everyone safe and on schedule. It was his first time operating the Santa Train, but he is intricately familiar with the route. Brother Robinson works out of Erwin, Tenn. along CSX’s Kingsport Sub-division, and he normally runs trains between Erwin and Shelby, Ky. The Santa Train runs south from Shelby to Kingsport, Tenn.

He credits his daughter, six year old Morgan, for inspiring him to bid on the Santa Train job.

“My little girl was pretty excited about it,” Brother Robinson said. “She saw a photo of last year’s train and got pretty fired up. I thought it might make her day if I ran the train this year.”

Robinson continued: “She got a kick out of telling her friends that her daddy was driving Santa Claus around.”

The 2013 Santa Claus train was co-sponsored by CSX, the Kingsport Chamber of Commerce, Food City, and Dog nity U Wear. Once the train reaches the end of the line in Kingsport, Santa disembarks the train and then serves as Grand Marshall of the Kingsport annual Christmas parade.

The Santa Train is one of Appalachia’s most anticipated holiday traditions, and Brother Robinson knows first-hand its importance to the region. He was born and raised in eastern Kentucky.

“Some kids think this will be the only Christmas they get,” he said. “I hope CSX keeps doing it every year.”

Brother T. Shawn Robinson, Vice President of Division 781, proudly worked as locomotive engineer on the 2013 Santa Claus Special. He kept everyone safe and on-time throughout the day.

Brother Robinson said enjoyed being a part of the Santa Train tradition.

“I thought it would be fun and I had a blast,” he said. “I enjoyed seeing all the crowds and all the kids.”

Brother Robinson is not the only BLET member who worked as one of Santa’s elves. David P. Fitzgerald Jr., Secretary-Treasurer of Division 781, and Tim Love, Division 781 Safety Committee Chairman, lead a team of volunteers who comprised the Santa Train’s Safety Team. Members of the Safety Team arrived in advance of the train and provided protection at each of the 14 stops along the route. They used yellow caution tape to keep crowds at a safe distance from the train as it stopped at each location. They coordinated with members of the operating crew on board the train, giving the engineer confidence and peace of mind as he operated the locomotive in such close proximity to so many pedestrians.


The Santa Claus Special made 14 stops along its 110-mile route, donating 15 tons of gifts along the way. Singer Kree Harrison, runner-up during Season 12 of “American Idol,” was the special musical guest as the train made its 71st annual run.

BY ANITA J. CARUSO
National President, BLET Auxiliary

**2013 Holiday Greeting from the BLET Auxiliary**

On behalf of the BLET Auxiliary National Officers and our members, I would like to wish you and your family a truly special holiday season! As the last of the autumn leaves have been swept into the atmosphere, we anxiously await the last of the four seasons to begin.

This time of the year always gives me pause for reflection on events that have taken place during the year. There are so many things to be thankful for, family being at the top of the list, but I would like to touch on a couple of things that touched my heart this year.

I am appreciative that the BLET honored the Auxiliary by inviting us to be a part of their historic 150th Anniversary celebration in early May in Detroit, Michigan. It was a pleasure to attend this day in history with the BLET National Officers, brothers, sisters and guests who attended this once in a lifetime event as we celebrated the rich history of this great union.

I feel a great deal of pride in the rich history of the BLET Auxiliary as we celebrated our 126th Anniversary on October 16, 2013. I am proud to follow in the footsteps of our first President Letitia B. Murdoch, who was President from 1887 to 1919. She was a widow when she organized our first Auxiliary in Chicago, Illinois. She was remarkable role model and a true inspiration to all future auxiliary members because of her foresight and tenacity.

Happy Holidays to all BLET National Officers, members, and supporters of the BLET Auxiliary. I give thanks to our troops who bravely serve our nation thus allowing us to enjoy the blessings of the season. I wish to thank all auxiliary members for continuing to believe in the mission of the BLET Auxiliary, continuing to remain steadfast in your membership and continuing to make my term as your National President a most treasured part of my life.

Happy Holiday greetings to all BLET Auxiliary National Officers, members and supporters of the BLET Auxiliary.
Division 34 seeks support for families in need this holiday season

For the ninth year in a row, the members of BLET Division 34 (Columbus, Ohio) are generously sharing their good fortune and helping those in need through their annual Adopt-A-Family program.

"It seems like time has gone by so fast, but by the end of the year, we will have 80 children as part of our family in only 9 years," wrote Jeffrey L. Murray, Legislative Representative of Division 34. "We couldn't have imagined nine years ago that we would have come this far. This year is no different as God has seen fit to bring three additional families to us for help."

Each year the families that Division 34 will adopt this year have a combined total of 9 total children.

THE KIMES FAMILY

Steve and Ryan Kimes have four children. Brother Murray reports that the last few years have been tremendously difficult for them as Steve has had significant knee problems, including three surgeries (two reconstructions). He works in construction/maintenance, and during all three knee surgeries, he was on probation with a new employer and each time they were unable to hold his position for him. His wife Ryan works as an administrator at a doctor’s office, which isn’t quite enough to support a family of six. Brother Murray reports that Steve’s rehabilitation is going well, but he is at least six months away from being able to return to work. Their children are: Tristan, 16; Drakia, 13; Aly, 11; and Nia, 9.

THE JOAUDI FAMILY

The past six months have been a rough go for Youssef and Sara Jouadi and their two children. In 2009, Youssef was diagnosed with Multiple Sclerosis. He has a culinary background and has worked as a chef at the same company for the last 15 years. However, they were purchased by a larger company that was unwilling to retain him. His health condition now requires that he walk with a cane, which presents obstacles in finding employment in his field. Earlier this year, a fire broke out in their home’s garage. Sara was at home with the children and they were able to escape unharmed, but the fire spread and their home was a near total loss. All of their belongings inside the home were destroyed. Brother Murray reports that the Jouadi family is one that focuses on needs and not wants. "In true Division 34 fashion we feel the need to take care of these kids at Christmas and let them know everything is going to be OK," Murray said. The Jouadi children are: Zitounia, 8; and Kenny, 5.

THE MATHEONEY FAMILY

Division 34’s third adopted family is one with young children dealing with an incredibly difficult situation. The Matheney children were just recently moved from their home and are in the care of their grandmother and great grandmother. The great grandmother barely makes minimum wage and their 73-year-old great grandmother is on a fixed income, but she cleans houses part time to help make ends meet. The transition of custody, along with the delay in receiving benefits for the children has put a financial strain on the grandmother and great grandmother. Brother Murray indicates they would not be able to provide Christmas gifts for the grandchildren without outside assistance. The Matheney children are: Johnny, 10; Brandi, 8; and Chevy, six months old.

A HELPING HAND

After helping so many children over the past seven years, Brother Murray and the members of Division 34 are soliciting donations to help the three families and nine children in 2013. "None of this would be possible without the support we have received from outside individuals and organizations," Murray said. "Any assistance you or your organization can provide would be a tremendous help in continuing this great program. I want to make clear that every penny received is given to these families."

BLET National President Dennis R. Pierce thanked Brother Murray and the members of Division 34 for their continued generosity and benevolence. President Pierce noted that the National Division is presenting a check for $500 to the Adopt-A-Family program, as it has been done for the past several years. "This is a worthwhile cause and I am proud to again support Division 34," President Pierce said. "It is especially heart-warming to see the generosity of railroad workers during this time of year. We have been blessed and I believe it is incumbent upon us to lend a helping hand to those in need." If you wish to help, contact Brother Jeff Murray by email, Murrayj3@hotmail.com, or you can make a donation to: BLET Division 34 115 Grove Run Rd. Commercial Point, Ohio 43116 Please make checks payable to Division 34 and put “Adopt-A-Family” in the memo line.

rail worker health care

coverage extended to legally married same-sex spouses

Effective January 1, 2014, the Railroad Employees National Health and Welfare Plan (GA-23000), the Railroad Employees National Dental Plan (GP-12000), The Railroad Employees National Vision Plan, and the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-66000) will provide dependent coverage for legally married same-sex spouses of eligible employees. Although the benefit is not required by law or under current collective bargaining agreements, Rail Labor and Management reached an agreement to extend dependent coverage to eligible employee’s legally married same sex spouses. The agreement reached is in light of recent changes allowing same-sex couples to access the same federal tax benefits provided to other married couples. Employees will receive additional details concerning this coverage in the coming weeks. The National Health and Welfare Plans cover approximately 400,000 lives at an annual cost of approximately $2 billion.

LECMPA provides job insurance to union transportation workers, protecting members and their families from wage loss.

- Generous Loyalty Appreciation Program that rewards long-time members.
- Accidental Death Benefit included in most plans. You are protected on and off the job. It also covers your beneficiary at no extra cost.

(800) 514-0010 www.lecmpa.org

Transportation workers protecting each other since 1910.
TIER I AND MEDICARE TAX

The railroad retirement tier I payroll tax rate on covered rail employers and employees for the year 2014 remains at 7.65 percent. The railroad retirement tier I tax rate is the same as the social security tax, and for withholding and reporting purposes is divided into 6.20 percent for retirement and 1.45 percent for Medicare hospital insurance. The maximum amount of an employee’s earnings subject to the 1.45 percent Medicare tax for an application or visit our web site at www.brcf.org or call us toll free at 800 233-7080.

An additional Medicare payroll tax of 0.9 percent applies to an individual’s income exceeding $200,000, or $250,000 for a married couple filing a joint return. While employers will begin withholding the additional Medicare tax as soon as an individual’s wages exceed the $200,000 threshold, the final amount owed or refunded will be calculated as part of the individual’s Federal income tax return.

TIER II TAX

The railroad retirement tier II tax rate on employees will remain 4.4 percent in 2014, and the employers’ rate will stay at 12.6 percent. The maximum amount of earnings subject to railroad retirement tier II taxes will increase from $84,300 to $87,000 in 2014. Since 2004, tier II tax rates are based on an average account benefits level. Depending on this ratio, the tier II tax rate for employers can range between 0 percent and 4.9 percent, while the tier II tax rate for employers can range between 8.2 percent and 22.1 percent.

UNEMPLOYMENT INSURANCE CONTRIBUTIONS

Employers, but not employees, pay railroad unemployment insurance contributions, which are experience-rated by employer. The Railroad Unemployment Insurance Act also provides for a surcharge in the event the Railroad Unemployment Insurance Account balance falls below an indexed threshold amount. The accrual balance of the Railroad Unemployment Insurance Account was $204.2 million on June 30, 2013. Since the balance exceeded the indexed threshold of $144.8 million, no surcharge applies to the basic contribution rates for 2014. There was also no surcharge in 2013, although a surcharge of 1.5 percent applied in 2012. As a result, the unemployment insurance contribution rates on railroad employers in 2014 will range from the minimum basic rate of 0.65 percent to the maximum rate of 12 percent on monthly compensation up to $1,440, an increase from 81,405 in 2013.

In 2014, the minimum rate of 0.65 percent will apply to 79 percent of covered employers, with 9 percent paying the maximum rate of 12 percent.

During the year, new employers will pay an unemployment insurance contribution rate of 4.53 percent, which represents the average rate paid by all employers in the period 2010-2012.
In accordance with the BLET Bylaws, summaries of BLET Advisory Board members’ activities are published monthly:

Vice President GLE GILGE: Assigned to all CSSL, Grand Trunk West, Union Pacific (South-
ern Region) General Agreement, Dupont Boardroom Committee (DBC) unions, CSSL, General office affairs, paperwork, correspondence, emails, telephone calls, etc., mg 817-Tony Smith, in Des Moines, Iowa, BLET Advisory Board mg, Cleveland Public Law Board to Title.

Vice President MICHAEL O. PRESTI: Assigned to all BNSF (former AT&SF, former CSX), CSX, CRI&P, FWD, former STL-SF, BNSF/MRL, Frisco, Northern, Morris & Northern & Anchor, Montana Rail, Austin Western RR, Great Western, General office affairs, telephone, email, correspondence and specification affairs, etc., Oregon State Legislative Board round system, Springfield, Mtg., 817-Bill Wilson, BLET, National of Association of Referees.

Vice President THOMAS H. ALLEN: Assigned to all UP, Southern, Iowa, Chicago & Eastern, Dallas & Fort Worth, Railroad agreements.


Vice President COLE W. DAVIS: Assigned to: Kansas City Southern (All Midsouth Rail, South Central, General Committee, KCMO-Mexico, Trinity & Mexico RR, CF, CP, Ry.

Vice President STEPHEN J. BRUNO: Assigned to: Union Pacific General Committee, Seattle, Portland, BNSF, Denver, Denver & Rio Grande.

Vice President J. P. RUFF: Assigned to: BLET Washington, DC office, General Correspondence, telephone and correspondence communications, Coordination of legislative activities, BLET Legislative Board, Washington, DC, BLET Legislative Board, Washington, DC.

Vice President J. C. KENYON: Assigned to: All Southern Pacific General Committee, all Southern Pacific GCAs, Phoenix, Tucson, Portland, Seattle, BNSF, Denver, Denver & Rio Grande.

Vice President MILES S. ROSS: Assigned to: All BNSF/GCA, Kansas City, Kansas, STL, Kansas City, Kansas).

Vice President GIL GORE: Assigned to: All BNSF (former AT&SF, former CSX), CSX, CRI&P, FWD, former STL-SF, BNSF/MRL, Frisco, Northern, Morris & Northern & Anchor, Montana Rail, Austin Western RR, Great Western, General office affairs, telephone, email, correspondence and specification affairs, etc., Oregon State Legislative Board round system, Springfield, Mtg., 817-Bill Wilson, BLET, National of Association of Referees.

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Vice President MICHAEL O. PRESTI: Assigned to all BNSF (former AT&SF, former CSX), CSX, CRI&P, FWD, former STL-SF, BNSF/MRL, Frisco, Northern, Morris & Northern & Anchor, Montana Rail, Austin Western RR, Great Western, General office affairs, telephone, email, correspondence and specification affairs, etc., Oregon State Legislative Board round system, Springfield, Mtg., 817-Bill Wilson, BLET, National of Association of Referees.