Members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) have ratified a new collective bargaining agreement with the National Carriers’ Conference Committee (NCCC). The Agreement was reached as a result of the BLET’s participation in the Coordinated Bargaining Group, with five other Unions.

Eighty-eight percent (88%) of the voting BLET members voted in favor of the five-year agreement, which covers rates of pay, health & welfare and other fringe benefits for approximately 25,000 BLET members nationwide. There are no work rule changes in the new contract. It includes general wage increases of 13.14 percent over the life of the agreement and full retroactive payment for general wage increases for 2016 and 2017.

The agreement covers locomotive engineers employed by the following railroads: Belt Railway of Chicago; BNSF Railway; Conrail; CSX Transportation (H&W only); Indiana Harbor Belt; Kansas City Southern System (KCS/L&A, Gateway Western, MidSouth, South Rail, and Tex Mex); Longview Switching; Norfolk Southern (H&W only); Portland Terminal; Soo Line Railroad (H&W only); Union Railroad (H&W only); Union Pacific Railroad; and Winston-Salem Southbound. It also covers all train service employees on the Texas Mexican Railway.

The BLET’s National Wage Committee, led by National President Dennis R. Pierce, began negotiations for this new contract in January of 2015, shortly after the BLET filed its Section 6 notice with the NCCC in November of 2014.

“I want to thank the members who took the time to cast their vote. The BLET is a membership-driven union; in fact, rank and file ratification of our contracts is one of the democratic cornerstones of the Union movement.” – Dennis Pierce, BLET National President

“...the time to study the issues before making a very careful choice. BLET members show their strength every time they get involved, and I again thank all members who took the time to participate in their own future. I must also thank the other Unions who bargained with the Coordinated Bargaining Group. BLET members benefited from the solidarity shown by the CBG, and my hope is that these Unions will continue to work together going forward.”
I n the weeks preceding this edition of the News, the Brotherhood of Locomotive Engineers and Trainmen’s National Wage Committee — along with five other Unions bargaining together in the Coordinated Bargaining Group — reached a Tentative National Agreement with the nation’s Freight Carriers. The Tentative Agreement followed almost three years of negotiations, with a major shift in the Nation’s political landscape, and dramatic changes to the railroads’ operations as we bargained. In the end, it was a combination of these factors that convinced the BLET’s National Wage Committee to present the Tentative Agreement to the membership for their consideration.

The rank and file “one member one vote” right to vote on contracts that our Bylaws enshrine is perhaps one of the most important rights that Union members have. Working Class Americans who aren’t represented by a Union don’t have rights like these; they don’t have a voice when it comes to their workplace issues or their future in that workplace. Union members do, and it is imperative that we all do everything in our power to preserve this democratic right.

To complement that process, the officers of the National Division and the involved General Committees of Adjustment undertook an effort to ensure that all voting members knew exactly what was in, and not in, the Tentative Agreement. As I have repeatedly said, the membership’s right to have a say in their future through our one member one vote ratification process is one of the core tenets of Union Democracy, and I want to thank all BLET members who participated in their future by casting a vote. Based upon the final outcome, the National Agreement was signed and made effective December 1, 2017, with fully executed copies distributed to all affected General Committees shortly thereafter.

Now that BLET has reached the conclusion of the bargaining round, I think that it is important for all of us to step back and look at how the round unfolded, what the driving factors were in the process, and use the collective experience gained by all to make for a better and stronger union. Even more importantly, what we learned along the way must be used to better prepare us for the next bargaining round, which will be upon us in two short years.

I heard loud and clear at membership meetings that I attended, both before and after the Tentative Agreement was reached, that the railroads’ callous treatment of their employees has reached an all-time high. Whether it be the railroads’ never-ending efforts to dump their employ- ees’ lives upside down through operational changes all driven by profits, or the railroads’ refusal to allow their employees to have lives outside of work, the impact is the same. There is no doubt that working on the railroad is vastly different today than it was even a decade ago. As one permeative member said at a Town Hall meeting, there is a reason that you don’t see suggestions boxes at the railroad; the next time they want your opinion, they will give it to you.

I share this not to incite more frustration, if that were even possible, but to say that I hear you loud and clear. We are closer and closer to a return to the days of the railroad “Robber Barons” where the nation’s railroads ran roughshod not only over their employees, but over the very general population that they serve and profit from. In fact, just last week, the Association of American Railroads filed comments with the Department of Transportation seeking to deregulate the industry, all with the notion that the railroads should be allowed to “self regulate.” I don’t have to tell you what that means, as you see the railroads back up against only what regulations require day in and day out, all driven by profits. That drive not only stands to eliminate jobs and to require those still employed to do more for less, it also stands to increase the risks to life and limb that we face in an already hazardous railroad workplace.

Knowing all of this leads me to what we can do. First, it is more important now than ever that Rail Unions move forward working together to protect the interests of their collective members. BLE, now BLET, and UTU, now SMART TD, were faulted for years for not working together, but we changed that dynamic in this current round. For the first time in my railroad career, BLET and SMART TD members, along with members of our parent Union, the CBG Unions in the CBG, voted on the same contract at the same time. While the result was not what we would have hoped, everyone remained convinced that the solidarity of the CBG Unions was a major part of why the contract negotiations turned out better than they could have. My goal now is to continue in that effort by working together going forward as we turn to the other issues of importance to our members.

First on the list will be an effort to prevent anti-labor forces, and their political allies, from dismantling the key programs that all Working Class Americans count on. Whether it be Medicare, which we are all counting on in our retirement years, along with Railroad Retirement or Social Security, it is clear that certain politicians have those programs in their crosshairs. Our only real way to block these efforts is to seek out and support politicians who support Working Class Americans and the workplace issues that are important to us.

As we just learned with our contract negotiations, that same political control must also be changed before our next contract negotiations if we expect to obtain a better result. Having met with hundreds of members over the past few weeks, I know that concerns about what Washington, D.C. is capable of right now had a large impact on our contract ratification. In the hours following our vote count, the Senate passed a tax plan that gives huge tax breaks to the upper 1% at the expense of your Medicare benefits. The Senate’s action made it more than clear that our members made the right decision on their contract vote.

I join me next year in the midterm elections as we seek out and support politicians who support you. Look past the party affiliations of both the candidate and their political allies, from Socialism to Social Security, it is clear that the real way to block these efforts is to seek out and support politicians who support you. Doing so will make us stronger in the workplace, and stronger at the bargaining table.

DENNIS R. PIERCE
BLET National President

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BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

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Across the United States and Canada, the Teamsters union is growing. But the union can rest on its laurels. Labor is increasingly up against anti-union forces in Michigan and across the nation who want to knock us down. That’s why organizing is so essential. Worker advocates can stand up against corporations and their cronies in elected office by building union density and fighting for good-paying jobs with good health care and retirement benefits.

When faced with an untenable political climate, increasing membership is a way for unions to push back. They can make their voices heard in the fight against globalization and unfair trade agreements. It’s more people to help us partner with unions around the world to stand up against injustice in the workplace as we fight for fairness in the global supply chain and elsewhere.

In fact, unions from the U.S., Canada and Mexico have come together to ensure that NAFTA 2.0 improves the lives of all workers in North America instead of encouraging a race to the bottom. There are a lot of good reasons to join a union like the Teamsters, and the American public is increasingly recognizing it. In fact, a recent Gallup Poll found that 61 percent of those polled approved of unions, the highest level since 2003. More people also want unions to have greater influence in this country than ever before.

The Teamsters will fight every step of the way to protect workers. Despite many challenges, this union is devoted to tackling them.

Fraternally,

James P. Hoffa
Teamsters General President

There’s Value in Membership

Matt Parker reelected Nevada State Legislative Board Chairman

Matthew B. Parker was reelected by acclamation to his second term as Chairman of the Nevada State Legislative Board at the Board’s quadrennial meeting in Reno, Nevada, September 20-21, 2017. A Union Pacific locomotive engineer, Brother Parker has held continuous membership in Division 158 (Sparks, Nevada) since he joined the Brotherhood on May 1, 2004. Parker was elected to serve the Board as 1st Vice Chairman in July of 2009, and then moved up to the Chair- man’s office in January of 2013. He was then reelected to continue serving as Chairman at the Board’s quadrennial meeting in June of 2013.

Also elected by acclamation were: 1st Vice Chairman Emildo Gonzalez Jr., Division 158 (Sparks); 2nd Vice Chairman Donna Domingo, Division 794 (Elko); Secretary-Treasurer Keith E. Underwood, Division 158 (Sparks); and Alternate Secretary-Treasurer Chad A. Holub, Division 766 (Las Vegas), Brother Underwood and Brother Holub were reelected to their second consecutive terms.

Elected by acclamation to serve with Brothers Parker, Gonzalez and Underwood on the Executive Committee were: Gerald Coon, Division 766 (Las Vegas); and Jay Pheneagar, Division 158 (Sparks). Reelected by acclamation to serve on the Audit Committee were: John Passi, Division 158 (Sparks); Will Bartlett, Division 158 (Sparks); and Justin White, Division 158 (Sparks).

Brother Parker reported that the BLET National Division at the meeting were: National President Dennis R. Pierce; First Vice President E. Lee Pruitt; Vice President and National Legislative Representative John P. Tolman; and Vincent G. Verna, BLET Director of Regulatory Affairs.

"I am proud to offer my thanks and congratulations to Brother Parker and all officers of the Nevada State Legislative Board," President Pierce said. "It was a great meeting and I have every confidence they will continue doing an excellent job of representing the best interests of our members in the proud state of Nevada.

Also in attendance were: Steve A. Leyshon, General Chairman, Union Pacific-Western Region; and Sean H. Morgan, 1st Vice Chairman, California State Legislative Board.

Brother Parker reported that the National Division officers addressed the Board regarding subjects including: the political climate and labor issues ongoing in our nation’s capital; the status of rail industry regulatory measures under consideration and matters pending before the Federal Railroad Administration; and the impact of the last national election on us as members of rail labor.

"These past four years have been an incredible journey," Brother Parker said. "I have had the opportunity to go places and do things I never envisioned, and I believe this has made me more well-rounded as a person." During the business meeting, he discussed the Board’s achievements during the past four years, including the success in passing two-person crew legislation through the Nevada legislature, which was dis-approvingly vetoed by the Nevada State governor.

Nine of the Board’s 10 members were present, including the Legislative Rep-resentatives from all three of the State’s Divisions. The Board concluded its busi-ness on the first day of the meeting, while training for Board members took place on the second day. The topics covered the training day included: the BLET-PAC fund; whistleblower laws; the basic func-tions of a Division Legislative Represen-tatives; lobbying; and the operations of the Nevada State Legislative Board.

The BLET’s Nevada State Legisla-tive Board represents more than 300 active and retired members from three Local Divisions.

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Dehart reelected NS-Northern Lines/CF&E General Chairman

Dewayne L. Dehart was reelected to his second term as General Chairman of the BLET’s Northern, Northern Lines/CF&E General Committee of Adjustment at their quadrennial meeting in Indianapolis, Ind., September 29-October 2, 2017.

Brother Dehart, a Norfolk Southern locomotive engineer, is a member of BLET Division 548 in Peru, Ind. He has held continuous membership in the BLET since February 1, 2001. In 2009, he was elected 4th Vice General Chairman of the NS-Northern GCA, and was elected General Chairman in 2013.

Also elected were: 1st Vice Chairman Robert W. Peters, Division 537 (Fort Wayne, Ind.); 2nd Vice Chairman Jason S. Shannon, Division 86 (Moberly, Mo.); 3rd Vice Chairman Anthony L. Cerimele, Division 234 (Columbus, Ohio); and Alternate Secretary-Treasurer Lonnie E. Schindley, Division 447 (Bellevue, Ohio). To the board of directors:

Alternate Trustees elected: Bill Crisp, Division 155 (Decatur, Ill.); Alternate Trustee Fred Eyer, Division 4 (Toledo, Ohio); and Alternate Secretary-Treasurer Paul L. Forman, Division 448 (Peru, Ind.).

Elected to serve as Trustees were: Ryan M. Morris, Division 2 (Jackson, Mich.); National Vice President Rick Gibbons; and all the officers of the Norfolk Southern-Northern Lines/CF&E General Committee of Adjustment.

National Vice President Rick Gibbons represented the National Division at the meeting.

"Congratulations to Brother Dehart and all the officers of the Norfolk Southern-Northern Lines General Committee of Adjustment," BLET National President Dennis R. Pierce said. "I thank them for their dedicated service and for their ongoing efforts to secure a stronger future for our Brotherhood.

The Norfolk Southern-Northern Lines/CF&E General Committee of Adjustment represents approximately 3,500 active and retired members in 29 different Divisions.

Railroad retiree earnings limits rise in 2018

Railroad retirement annuitants subject to earnings restrictions can earn more in 2018 without having their benefits reduced as a result of increases in earnings limits indexed to average national wage increases.

Like social security benefits, some railroad retirement benefit payments are subject to deductions if an annuitant’s earnings exceed certain exempt amounts. These earnings restrictions apply to those who have not attained full social security retirement age. For employee and spouse annuitants, full retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. For survivor annuitants, full retirement age ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later.

For those under full retirement age throughout 2018, the exempt earnings amount rises to $45,360 in 2018 from $44,880 in 2017. For beneficiaries attaining full retirement age in 2018, the exempt earnings amount, for the months before the month full retirement age is attained, increases to $45,360 in 2018 from $44,880 in 2017.

For those under full retirement age, the earnings deduction is $1 for every $2 of earnings over the exempt amount. For those attaining full retirement age in 2018, the deduction is $1 for every $3 of earnings over the exempt amount in the months before the month full retirement age is attained.

When applicable, these earnings deductions are assessed on the tier I and vested dual benefit portions of railroad retirement employee and spouse annuities, and the tier I, tier II, and vested dual benefit portions of survivor benefits.

All earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income, or income from stocks, bonds, or other investments are not considered earnings for this purpose.

Retired employees and spouses, regardless of age, who for their last pre-retirement non-railroad employer are also subject to an additional earnings deduction, in their tier II and supplemental benefits, of $1 for every $2 in earnings up to a maximum of 50 percent. This earnings restrictions does not change from year to year and does not allow for an exempt amount.

A spouse benefit is subject to reduction not only for the spouse’s earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement non-railroad employer or other post-retirement employment.

Special work restrictions continue to be applicable to disability annuitants in 2018. The monthly disability earnings limit increases to $920 in 2018 from $910 in 2017.

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

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Railroad Retirement benefits to increase in 2018

Most railroad retirement annuities, like social security benefits, are scheduled to increase in January 2018 on the basis of the rise in the Consumer Price Index (CPI) from the third quarter of 2016 to the corresponding period of the current year.

Cost-of-living increases are calculated in both the tier I and tier II benefits included in a railroad retirement annuity. Tier I benefits, like social security benefits, will increase by 2.0 percent, which is the percentage of the CPI rise. Tier II benefits will go up by 0.7 percent, which is 32.5 percent of the CPI increase. Vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board (RRB) are not adjusted for the CPI change.

In January 2018, the average regular railroad retirement employee annuity will increase $42 a month to $2,711 and the average of combined benefits for an employee and spouse will increase $60 a month to $3,937. For those aged widow(er)s eligible for an increase, the average annuity will increase $24 a month to $1,353. However, widow(er)s whose annuities are being paid under the Railroad Retirement and Survivors’ Improvement Act of 2001 will not receive annual cost-of-living adjustments until their annuity amount is exceeded by the amount that would have been paid under prior law, counting all interim cost-of-living increases otherwise payable. Some 56 percent of the widow(er)s on the RRB’s rolls are being paid under the 2001 law.

If a railroad retirement or survivor annuitant also receives a social security or other government benefit, such as a public service pension, the increased tier I benefit is reduced by the increased government benefit. Tier II cost-of-living increases are not reduced by increases in other government benefits. If a widow(er) whose annuity is being paid under the 2001 law is also entitled to an increased government benefit, her or his railroad retirement survivor annuity may decrease.

However, the total amount of the combined railroad retirement widow(er)s’ annuity and other government benefits will not be less than the total payable before the cost-of-living increase and any increase in Medicare premium deductions.

The cost-of-living increase is the largest since 2012, and follows a tier 1 increase of 0.3 percent in January 2017. The Centers for Medicare and Medicaid Services is expected to announce any Medicare Part B premium changes later this year, and information will be available then at Medicare.gov.

In late December the RRB will mail notices to all annuitants providing a breakdown of the annuity rates payable to them in January 2018.

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RAILROAD UNEMPLOYMENT AND SICKNESS BENEFITS ADJUSTED DUE TO SEQUESTRATION RATE

Beginning October 1, 2017, the U.S. Railroad Retirement Board (RRB) reduced railroad unemployment and sickness insurance benefits by 6.6 percent, drawn from the current 6.9 percent reduction, as required by law.

The adjusted reduction amount is based on revised projections of benefit claims and payments under the Railroad Unemployment Insurance Act. It will remain in effect through September 30, 2018, the end of the fiscal year. Reductions in future fiscal years, should they occur, will be calculated based on applicable law.

The daily benefit rate is $72, so the 6.6 percent reduction in railroad unemployment and sickness benefits will reduce the maximum amount payable in a 2-week period with 10 days of unemployment from $720.00 to $672.48.

Certain railroad sickness benefits are also subject to regular tier 1 railroad retirement tax, resulting in a further reduction of 7.65 percent.

Applying the 6.6 percent reduction to these sickness benefits will result in a maximum 2-week total of $651.04.

These reductions are required under the Budget Control Act of 2011 and a subsequent sequestration order to implement the mandated cuts. The low exempted social security benefits, as well as railroad retirement, survivor, and disability benefits paid by the RRB, from sequestration.

When sequestration first took effect in March 2013, railroad unemployment and sickness benefits were subject to a 9.2 percent reduction. This amount was then adjusted to 7.2 percent in October 2013, 7.3 percent in October 2014, 6.8 percent in October 2015, and 6.9 percent in October 2016, as required by law.

In fiscal year 2016, the RRB paid $12.3 billion in retirement and survivor benefits to about 553,000 beneficiaries, and net unemployment-sickness benefits of $133.3 million to approximately 31,500 claimants.
As the 75th running of the CSX Santa Train rolled in the rural communities of eastern Kentucky, southwestern Virginia, and eastern Tennessee the Saturday before Thanksgiving, tens of thousands gathered trackside to snap photos, catch presents, and get a glimpse of Santa Claus. While an annual tradition for many in rural Appalachia, the 75th anniversary was particularly special for BLET member and CSX engineer Tony King.

"To me, it was the people. All the people I had with me that were fun to be with, all of the people on the back of the train having a good time, and the thousands of people we saw along the way," said King, a member of BLET Division 781 in Erwin, Tenn. "It was amazing to me the amount of people that you really see during the trip."

King has held continuous membership in Division 781 since May 1, 2008. A railroader and bluegrass music fan, Brother King has worked the Santa Train before as a member of the many safety teams that manage onlookers at grade crossings and along the right-of-way, but he had never served as engineer until this year.

"When you're on the engine, you really see the crowds that (the safety teams) have to hold back. You get an overall perspective for how big this thing is."

And while the Santa Train always brings hundreds of families trackside in search of presents and Christmas cheer, the 75th anniversary was especially unique in that it featured a historic locomotive that once operated on the Clinchfield Railroad — the route in which today's CSX Santa Train operates.

CSX Transportation, the Southern Appalachian Railway Museum, and other railway preservationists coordinated the locomotive's cosmetic restoration leading up to November's Santa Train. The locomotive, built by Electro-Motive Division in 1948, was restored to its as-delivered gray and yellow Clinchfield Railroad scheme and renumbered to its original Clinchfield 800.

The F3 locomotive, and later upgraded to EMD F7 specifications, was a freight locomotive used on the Clinchfield Railroad until it was assigned to business train service for railroad officials on the Family Lines System and later, the Seaboard System Railroad. Both railroads were predecessors to today's CSX Transportation.

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And No. 800 wasn't the only colorful locomotive to lead Santa through rural Appalachia. The Southern Appalachian Railway Museum of Oak Ridge, Tenn., also restored one of its diesel locomotives to Clinchfield to celebrate the train's 75th running.

With nearly 25 years under his belt, this is the first time CSX engineer Tony King has had the honors of leading Santa along the Clinchfield Railroad.

King, a 25-year veteran with CSX, says the biggest takeaway from this year’s Santa Train was seeing all the smiling faces along the route — coming from the photographers and the kids.

A member of BLET Division 781 traditionally operates the Santa Train each year. The train traverses difficult terrain and the BLET members are intimately familiar with the route’s many challenging hills and curves. They are uniquely qualified for the job and are extremely proud of their contributions to the Santa Train heritage.

The 75th running of the Santa Train operated from Pikeville, Ky., south to Kingsport, Tenn., on Saturday, November 18, 2017, with stops in 13 communities along its 110-mile route. This year’s train also featured Bluegrass star Ricky Skaggs.

CSX, Appalachian Power, Soles 4 Souls, Food City, and the Kingsport Chamber of Commerce sponsored the annual tradition.
Republican members officially join NMB

In November, Gerald W. Fauth, III and Kyle Fortson began serving as members of the National Mediation Board (NMB). Both are Republicans. Fauth will serve as Chairman of the Board, replacing Harry Hoglander, who separated from the Board on November 9, 2017. Ms. Fortson was confirmed by the U.S. Senate on November 2, 2017 and assumed her position as a Democrat, remains as the third Member of the Board.

Chairman Fauth was confirmed by the U.S. Senate on November 2, 2017 and assumed his position as a Democrat, Chairman and Chairman of the National Mediation Board (NMB) on November 9, 2017. Ms. Fortson was confirmed by the U.S. Senate on November 2, 2017, and she assumed her position with the NMB on November 13, 2017.

The NMB is an independent agency of the U.S. government that coordinates labor-management relations within the U.S. railroad and airline industries. Under the Railway Labor Act, an airline or railroad union contract does not expire; it remains in force and amendable until a new contract is ratified by the union members or either side exercises "self-help," which could be a strike by employees or a lockout by management. Before this can happen, the NMB-appointed mediator must declare an impasse in negotiations, which starts a 30-day cooling off period, during which negotiations continue. Once the 30-day period has passed, either side is free to exercise self-help, unless the President authorizes a Presidential Emergency Board (PEB).

Chairman Fauth has 40 years of experience in the private sector and Federal government working on economic, regulatory, public policy and legislative issues related to transportation. He served at the U.S. Surface Transportation Board (STB), where he worked for more than three years as Chief of Staff and Senior Advisor to a Board Member. While serving at the STB, he reviewed, analyzed and made recommendations on hundreds of formal written decisions, which involved all matters of STB jurisdiction and had an impact on the transportation industry and the national economy.

Immediately prior to joining the NMB, Ms. Fortson served as Labor Policy Director at the Senate Health, Education, Labor and Pensions Committee. She worked directly for the Chairman, Senator Lamar Alexander of Tennessee. As Labor Policy Director, Ms. Fortson was responsible for all labor, employment and workplace safety issues in the Committee’s jurisdiction. During her tenure at the Committee, Ms. Fortson also worked for previous Republican leaders Senator Mike Enzi and Senator Judd Gregg. Prior to joining the Committee, she was a Policy Analyst for the Senate Republican Policy Committee handling labor and other issues. She has also served as Counsel to a member of the House Judiciary Committee.

Board Member Linda Puchala was confirmed by the U.S. Senate on November 2, 2017. This is her fourth term as a Board Member having served as Chairman at the time of her appointment in 2009 and during three more years since then. 
n December 4, the U.S. Department of Transportation (DOT) repealed a May 2015 rulemaking that would have required the installation of electronically controlled pneumatic (ECP) brakes on certain tank cars. The DOT's ruling was based on a “step backwards” and that it would degrade oil train safety.

DOT REPEALS MANDATE FOR ECP BRAKES

please note only high resolution images can be used. Members are also encouraged to review their contracts, DOTMTA, CSX, BTC, BNSF, etc., DOTMTA National Division Department Head, Education & Training Dept.; National Division Department Head, Internal Communications Dept.; Safety Task Force; PAC and FEC update, New Orleans; GTW negotiations, Atlanta.

VICE PRESIDENT JAMES J. OLSON: Assigned Amtrak; Long Island Rail Road; Chicago; Fort Wayne & Eastern; New York, Indiana & Western; Northeast Central Contact Teams, Western New York & Pennsylvania; Indiana & Ohio; IAM/USRA Bridges Management Group; General office duties; telephone, email, correspondence communications, etc.; PLB 727, assist GC, Chicago; Interior Secretary Mtg., Chicago; correspondence communications, etc.; PLB 727, assist GC, Chicago. The DOT is expected to announce the details of the DOT's decision on December 4, 2017.