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

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

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

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

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

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

Members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with the Canadian Pacific-U.S. Railway (Soo Line) on October 9, 2015. The 5-year deal governs rates of pay, work rules and health and welfare benefits for nearly 400 locomotive engineers. The agreement significantly overhauls the pay structure for engineers by implementing a new hourly rate system. The contract provides for a basic 10-hour day as well as overtime rates and general holiday rates. The contract also provides for a Guaranteed Extra Board weekly rate of pay.

The hourly agreement provides all employees, including Guaranteed Extra Boards and Pools with two consecutive days off in their scheduled work week. The agreement also provides for up to 11 personal leave days and up to five weeks’ vacation. The contract also contains a reversion clause after three years, which allows the union to reinstate the collective bargaining agreement in effect prior to the current agreement if the hourly rate agreement fails to meet the expectation of BLET members. If there is no reversion, then the agreement is extended for two more years.

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

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

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

“Congratulations to Dennis and Pete for an excellent job, and I applaud the membership for their overwhelming approval of the new agreement,” BLET Vice President Cole Davis said.

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

— Dennis Pierce

BLET President’s Message: Expressing Gratitude pg. 2

2016 Regional Meetings: Make plans to be a part of the new Eastern and Western meetings pg. 7

Summary Annual Report: BLET Disability and Welfare Benefit Trust Fund pg. 8
N
ow that the holiday season is upon us, we have many bless-
ings to be thankful for — our families, our homes, and never to be overlooked, the men and women in uniform who place their lives at risk to pro-
tect the freedoms we enjoy. In addition to these most-impor-
tant things, I wish to express my heartfelt thanks to each and ev-
ery member of our proud Broth-
erhood of Locomotive Engineers and Trainmen. You are indeed what makes our organization the leading Rail Labor union in the United States.

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

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

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

families, our friends, food on our
table and a roof over our heads.
As the year 2015 draws to a close, I wish to express my appreciation for our employ-
ees and staff at the Nation-
Al Division in Cleveland and those all throughout the BLET. Your hard work and dedication helps the organization function smoothly and efficiently as we continue to provide the highest level of service to our members. I am likewise thankful for the great effort and support of our BLET Auxiliary. We toil on the railroads daily to earn a liv-
ing for our spouses and family. The Auxiliary is comprised of dedicated spouses and family members who, in turn, support the BLET. I am thankful that the Auxiliary is such a powerful ally to the Brotherhood.

We also all owe a great debt of gratitude to our local Brother-
hood officers. Often times their hard work goes unnoticed and unappreciated. Many of their union duties are performed at the expense of time with their families, and after long hours and grueling shifts in the loco-
motive cab. You may not often hear the words “thank you,” but rest assured that your efforts are not overlooked. I appre-
ciate your efforts and am truly thankful for the daily sacrific-
es you make to help your fellow Brothers and Sisters.

With our Triennial Elections drawing to a close, I wish to ex-
tend my thanks to those men and women who are stepping up to serve our Brotherhood on the local level. These are the true foot soldiers of our union and they deserve our thanks. This time of year presents an excel-


lent opportunity for all our rank and file membership to become more involved in our Brother-

hood. Please take the time to at-
tend your Division’s annual hol-
iday party (if it has one), and be sure to attend your monthly Di-
vision meeting. There is no time like the holiday season to meet your newly-elected Division of-
ficers and express your gratitude and thanks for their service.

One of our biggest challeng-
es is in 2015 has been the purchase and renovation of our new head-
quarters building in Indepen-
dence. Our contractors are com-
ing along and we hope to move into our new facility in early 2016. The move represents a new and exciting time in our Brother-
hood’s history, and none of it would have been possible with-
out the input, expertise and guid-
ance of our Advisory Board. I want to take this opportunity to thank each and every mem-
ber of our Advisory Board from the bottom of my heart.

In the hustle and bustle of our daily lives, we often forget to pause and reflect on the many blessings we enjoy as Locomo-
tive Engineers and Trainmen. The calendar year begins to wind down, please join me in thank-
ing all members, officers and employees of our great Brother-
hood of Locomotive Engineers and Trainmen.

Happy Holidays to you and yours.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Ofﬁcial communications be-
tween BLET members and the National Division require a hard copy of the correspon-
dence, bearing a signature, being received by the National President to be consid-
ered an “ofﬁcial communication.” This is to provide that the actual question(s) are addressed, and ensures that when ofﬁcial interpretations are made they have refer-
ce to a speciﬁc request and can be used in future correspondence. The volume of e-mails received makes it impossible for the National President to answer all unofﬁcial communications. Therefore, it is the policy of the BLET that e-mails addressed to the National Presi-
dent will be reviewed and forwarded to the appropriate ofﬁcer or staff for a time-
ly response; however, an e-mail message is not considered an ofﬁcial communication.

Moreover, anonymous e-mails and e-
-mails that do not provide sufﬁcient in-
formation concerning the sender to en-
able National Division staﬀ to conﬁrm the sender’s membership status will not receive any reply or acknowledgement. This poli-
cy is intended to allow the National Presi-
dent to be aware of the opinions and sug-
gestions of the membership, while at the same time providing a timely response to the member’s unofﬁcial communication, if a response is necessary, without need-
lessly expending limited BLET resources. ADOPTED AT CLEVELAND, OHIO ON JULY 22, 2010. ©©

Cover photo: courtesy Canadian Pacific Railway
resistance to TPP grows in all corners

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

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

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

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

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

Fraternally,

James P. Hoffa
Teamsters General President

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

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

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

CSX said the decision was the result of significantly reduced coal traffic through the region. Operations in Erwin primarily served coal trains moving from Central Appalachian coal fields, and the diminished traffic levels no longer support the activities performed there. The combination of low natural gas prices and regulatory action has significantly decreased CSX’s coal movements over the past four years, with more than $1 billion in coal revenue declines during that time.

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

Just five days later, CSX announced the closure of its mechanical shops in Corbin, Kentucky. The shops at Corbin were primarily used to maintain, inspect and service locomotives and rail cars for coal trains moving from Central Appalachia to the Eastern consumption regions. The decision to close the locomotive and car shops and a locomotive service center is the result of reduced need for locomotive and car maintenance there because of the significant decline of the region’s coal traffic. Approximately 180 active CSX employees who work at the facilities and in support roles will be affected. All affected employees at Corbin will receive at least 60 days of pay and benefits.

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

Union membership has been a disaster for workers released from these BLET families.

TIPS! BLET families are winners of $1,000 scholarships in the James R. Hoffa Memorial Scholarship Fund 2015 Essay Contest.

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

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

There was a total of 150 winners nationwide in the 2015 Essay Contest, with scholarships valued at $1,000 each. The topic of this year’s essay contest was: “What impact would an increase in union membership have on the U.S. economy and the middle class?” Overall, BLET families won 10 Teamster scholarships for the 2015-2016 academic year totaling $38,000 in awards. In addition to the two $1,000 Essay Contest winners, eight BLET families won scholarships from the James R. Hoffa Memorial Scholarship Fund earlier this year — six $1,000 winners and two $15,000 winners.

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

In October 9, a U.S. bankruptcy judge approved a $446 million settlement fund for victims of the 2013 Lac-Mégantic oil train disaster in Quebec. Funds should be distributed by the end of 2015.

JUDGE APPROVES $446 MILLION SETTLEMENT FOR VICTIMS OF LAC-MEGANTIC DISASTER
Brown reelected Minnesota State Legislative Board Chairman

David K. Brown was reelected Minnesota State Legislative Board Chairman at the quadrennial meeting in Bloomington, Minn., August 31-September 1, 2015.

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

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Except as noted at the end of this paragraph, members eligible for the plan include locomotive engineers and Tex-Mex train service employees covered by the Health & Welfare portion of the 2012 National Agreement. The national Health FSA is distinct and separate from the on-property BNSF Health FSA plan. The participation rates identified in this News Flash do not apply to BNSF engineers. BLET National President Dennis R. Pierce thanked all BLET members who are participating in the plan and encouraged more members to sign up for future participation levels.

The “Health FSA program has proven to be a money saver for BLET families over the past few years,” President Pierce said. “I am optimistic that as good as living there in person,” and noted it would be a good way for smaller Divisions working with a limited budget to attend training sessions.

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

BLET MEMBERS TO KEEP HEALTH FSA PLAN FOR 2016

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

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

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

Except as noted at the end of this paragraph, members eligible for the plan include locomotive engineers and Tex-Mex train service employees covered by the Health & Welfare portion of the 2012 National Agreement. The national Health FSA is distinct and separate from the on-property BNSF Health FSA plan. The participation rates identified in this News Flash do not apply to BNSF engineers. BLET National President Dennis R. Pierce thanked all BLET members who are participating in the plan and encouraged more members to sign up for future participation levels.

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Any members with questions regarding the FSA should call United Healthcare at (888) 298-9754 or visit Your Track to Health (www.yourtacks-to-health.com).
Brown reelected General Chairman of BNSF
(former C&S, CRI&P, FW&D) GCA

Ronnie Rhodes reelected General Chairman of UP-Central GCA

Representing the BLET National Division at the meeting were First Vice President E. Lee Pruitt and National Vice President Michael D. Priester, who is the Vice President assigned to that property. “I offer my thanks and congratulations to Bobby Brown and all officers of the General Committee of Adjustment at the quadrennial meeting for their active involvement with and commitment to our Brotherhood.”

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

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

OCTOBER/NOVEMBER 2015
Brother C.R. (Rusty) Jones of BLET Division 239 (Knoxville, Tenn.) was elected Chairman of the Tennessee State Legislative Board at the Board’s quadrennial meeting in Nashville, Tenn., on October 18-19, 2015. Brother Jones is a Norfolk Southern locomotive engineer who first joined the BLET effective June 1, 1998. He was elected Secretary-Treasurer of the Board in 2003 and then reelected by acclamation in 2007 and 2011. Incumbent Chairman Brett W. Guilfoose of BLET Division 41 (Nashville, Tenn.) stepped down as Chairman with plans to retire from a 39-year railroad career.

Also elected were: 1st Vice Chairman Brett W. Guilfoose, Division 610 (Bruceton, Tenn.); 2nd Vice Chairman Chris M. Bowman, Division 782 (Etowah, Tenn.); Secretary-Treasurer D.P. (Paxton) Morton, Division 41 (Nashville, Tenn.); and Alternate Secretary-Treasurer Lee H. Myhan, Division 198 (Chattanooga, Tenn.). Elected to the Auditing Committee were: Jeff B. Rich, Division 129 (Nashville, Tenn.); R.R. (Rico) Mayfield, Division 547 (Etowah, Tenn.); and R.K. (Keith) Adkins, Division 781 (Erwin, Tenn.). All were elected by acclamation except Brother Jones and Brother Guilfoose.

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

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

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

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

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Why pay a fortune elsewhere? BR&CF members pay less per month for more in daily benefits.

EARNINGS LIMITS

NO RAILROAD RETIREMENT

BENEFIT INCREASE IN 2016; RETIRE EARNINGS LIMITS REMAIN THE SAME

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

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

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

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

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

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

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

Information about Medicare premiums for 2016, when available, will be found at www.medicare.gov.
LET members scheduling vacation time for 2016 are encouraged to attend one or both of the BLET’s regional meetings next year.

The National Division is hosting two regional meetings in 2016, and they are as follows: Eastern Regional Meeting — July 11-14 at the Hilton Drake Hotel in Chicago, Ill.; and Western Regional Meeting — August 22-25 at the Hyatt Regency in Long Beach, Calif. These events are the first meetings under the Brotherhood’s new structure for two regional meetings per year, as approved by delegates attending the BLET’s Third National Convention in October of 2014. Travel to the meeting and/or registration for each of the two meetings will be on Monday, with events scheduled through and including a closing banquet on Thursday night. Per the BLET Bylaws, regional meetings are held “for the purposes of membership training, education and discussion of matters of importance to the membership.” Additionally, the meetings are structured to include options for fellowship with other members and their families, entertainment, fun and relaxation.

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

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

As of October 1, 2015, the U.S. Railroad Retirement Board (RRB) reduced railroad unemployment and sickness insurance benefits by 6.8 percent, down from the current 7.3 percent reduction, due to federal budget cuts required by law. The adjusted reduction amount is based on revised projections of benefit claims and payments under the Railroad Unemployment Insurance Act. It will remain in effect through September 30, 2016, the end of the fiscal year. Reductions in future fiscal years, should they occur, will be calculated based on applicable law.

The daily benefit rate is $72, so the 6.8 percent reduction in 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 $671.04.

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

These reductions are required under the Budget Control Act of 2011 and a subsequent sequestration order to implement the mandated cuts. The law exempts social security benefits, as well as 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. Under the law’s requirements, this amount was then adjusted to 7.2 percent in October 2013, and 7.3 percent in October 2014. In fiscal year 2014, the RRB paid $11.9 billion in retirement and survivor benefits to about 562,000 beneficiaries, and net unemployment-sickness benefits of $84.4 million to nearly 25,000 claimants.
Summary Annual Report for Brotherhood of Locomotive Engineers and Trainmen Disability And Welfare Benefit Trust Fund

This is a summary of the annual report for the Brotherhood of Locomotive Engineers and Trainmen Disability and Welfare Benefit Trust Fund, 361 02353/01, for 01/01/2014 through 12/31/2014. The annual report has been filed with the Employee Benefits Security Administration as required under the Employee Retiree Welfare & Income Security Act of 1974 (ERISA).

The plan has contracts with MetLife, Guardian Life Insurance Company, Arizona National Life Insurance Company, and Principal Life Insurance Company to pay certain claims incurred under the terms of the plan. The total premiums paid for the plan year 2014 were $7,634,783.

The value of plan assets at the end of the year and the value of the plan assets at the beginning of the year were $7,634,783. The plan had a total income of $5,503,250, including employer contributions of $7,634,783, employee contributions of $3,872,805, gains of $843,141 from the sale of assets, and earnings from investments of $10,99,45. The actuarial present value of the plan was $7,979,416. These expenses included $194,915 in administrative expenses and $7,599,495 in insurance carriers for the provision of health care.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. You may call the office of the plan administrator, on request, at the main office of the plan at 1370 Ontario Street, Standard Building Mezzanine, Cleveland, OH 44113-1702 or at the U.S. Department of Labor in Washington, D.C. , or obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N4112, U.S. Department of Labor, Bureau of Labor Statistics, 200 Constitution Avenue NW, Washington, DC 20210-0480.