B y a vote of 233–188, the U.S. House of Representatives passed H.R. 2 on July 1. The bill, called the Moving Forward Act, includes a $500 billion infrastructure plan and incorporates all the significant rail safety improvements that were introduced in the $500 billion INVEST In America Act, which BLET members lobbied Congress to support in a national mobilization outreach in late June.

BLET National President Dennis R. Pierce said H.R. 2 represents the most important rail safety legislation in more than a decade. It contains many of the stand-alone bills that have been central to BLET’s work over the past decade. It contains many of the stand-alone bills that have been central to BLET’s legislative efforts since 2008, including:

- Two-person train crews;
- Increased Amtrak funding;
- Fatigue mitigation;
- Unsafe train lengths, including the impact on blocked crossings;
- Safety culture assessments;
- Protecting American rail jobs at the U.S.–Mexico border; and
- Crew member assault prevention.

“The Moving Forward Act contains rail safety provisions that will benefit all railroaders, including BLET members and their families,” President Pierce said. “The favorable vote in the Democrat-controlled U.S. House of Representatives is a direct result of the lobbying by BLET officers and members alongside all of Rail Labor. It is clear from the vote that mobilized and united Union members can make a difference. While the vote represents a victory for the safety and job security of American rail workers, the true test of support for rail workers will come as the legislation moves into the Republican-controlled U.S. Senate.”

— BLET President Dennis R. Pierce

**TITLE V OF THE MOVING FORWARD ACT**

“The favorable vote in the Democrat-controlled U.S. House of Representatives is a direct result of the lobbying by BLET officers and members alongside all of Rail Labor. It is clear from the vote that mobilized and united Union members can make a difference. While the vote represents a victory for the safety and job security of American rail workers, the true test of support for rail workers will come as the legislation moves into the Republican-controlled U.S. Senate.”

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The INVEST in America Act was introduced in the U.S. House of Representatives by Peter DeFazio (D–OR), Chairman of the Transportation and Infrastructure (T&I) Committee, and Dan Lipinski (D–IL), Chairman of the Railroad Subcommittee. It was introduced by Peter DeFazio (D–OR), Chairman of the Transportation and Infrastructure (T&I) Committee, and Dan Lipinski (D–IL), Chairman of the Railroad Subcommittee. The T&I Committee approved the bill on June 18, and it was later rolled into the House’s larger infrastructure bill, H.R. 2.

The Act mandates a minimum crew size of two — a certified engineer and a certified conductor — on trains carrying hazardous materials, as well as on trains

**Continued on page 7...**

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**BLET President’s Message**

A litmus test for the November elections

**New General Counsel Named**

Joshua McInerney appointed to replace retired Mike Wolly

**COVID-19 News**

RRB begins CARES Act payments to unemployed railroaders

Register for News Flash email alerts at: www.ble-t.org/newsflash

Follow us on Facebook: www.facebook.com/BLETNational
O
n June 3, 2020, a $500 billion transportation bill titled the Investing in a New Vision for the Environment and Surface Transportation in America Act — the INVEST in America Act — was introduced in the U.S. House of Representatives. It was introduced by Peter DeFazio (D–OR), Chairman of Transportation and Infrastructure (T&I) Committee, and Dan Lipinski (D–IL), Chairman of the Railroad Subcommittee. The T&I Committee approved the bill on June 18, and it was later rolled into the House’s larger infrastructure bill, H.R. 2 (also known as the Moving Forward Act). On July 1, it passed the full House of Representatives by a vote of 233-188, and it is now before the Senate. To me, these are not Republican issues or Democratic issues. These are our issues — rail safety issues that will go a long way toward improving the quality of life of our members and their families. The umbrella of our Brotherhood covers members from both political parties, and they do not always see eye-to-eye on all issues. But I think we can all agree that PSR is a scourge upon the rail industry that must be addressed. The Moving Forward Act should also serve as a litmus test for the upcoming November elections. Those candidates who support your safety issues and your jobs have earned your support in return.

To me, these are not Republican issues or Democratic issues. These are our issues — rail safety issues that will go a long way toward improving the quality of life of our members and their families.

Dennis R. Pierce
BLET National President

A LITMUS TEST FOR THE NOVEMBER ELECTIONS

President Pierce (center) with Local Chairmen attending the Education and Training Department’s class in August 2019.

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

This policy is intended to allow the National staff to confirm the sender’s membership status concerning the sender to enable National Division members and the National Division Electronic Communications Committee to answer all e-mails. Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender’s membership status will not receive any reply or acknowledgement. This policy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member’s unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

Adopted at Cleveland, Ohio on July 22, 2008.

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

BY DENNIS R. PIERCE

A RAIL UNIONS JOIN FORCES TO END RUIA SEQUESTRATION

As railroaders, we know first-hand that the operating model known as “Precision Scheduled Railroading” (PSR) is to blame for these needless job cuts. PSR puts short term gains ahead of the long term stability of the industry. Hallmarks of the PSR model include cutting corners on safety, delayed maintenance, slashing the union workforce to the bone, and squeezing those who remain to the brink of exhaustion. Such callous disregard for the well-being and safety of railroad workers is one of the reasons why our union was founded over 157 years ago, and why the railroad industry today has one of the most densely unionized workforces in America. Rail workers need union protection.

The Moving Forward Act calls for a study focusing on the impacts of PSR. While PSR may create substantial value for shareholders, others have been left holding the bag. Aside from the myriad of layoffs mentioned above, railroads are putting the lives of their workers at risk by slashing the workforce and cutting corners on safety. I firmly believe our members — regardless of their political affiliation — would welcome a federal investigation that would shed light on the dark underbelly of PSR.

In addition to PSR, the Moving Forward Act would address a laundry list of issues that are of great interest to our membership. They include safety improvements that have been central to the BLET’s legislative efforts since 2008:

- Two-person train crews;
- Increased Amtrak funding;
- Fatigue mitigation;
- Unsafe train lengths, including the impact on blocked crossings;
- Safety culture assessments;
- Protecting American rail jobs at the U.S.–Mexico border;
- Crew member assault prevention.

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BLET PRESIDENT’S MESSAGE

For the sake of Corporate America and Wall Street. As railroaders, we know first-hand that the operating model known as “Precision Scheduled Railroading” (PSR) is to blame for these needless job cuts. PSR puts short term gains ahead of the long term stability of the industry. Hallmarks of the PSR model include cutting corners on safety, delayed maintenance, slashing the union workforce to the bone, and squeezing those who remain to the brink of exhaustion. Such callous disregard for the well-being and safety of railroad workers is one of the reasons why our union was founded over 157 years ago, and why the railroad industry today has one of the most densely unionized workforces in America. Rail workers need union protection.

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Dennis R. Pierce
BLET National President
BLET National President Dennis R. Pierce has appointed Joshua D. McInerney to serve as General Counsel for the oldest labor union in the Western Hemisphere. The appointment became effective upon the May 31 retirement of long-serving General Counsel Michael S. Wolly. McInerney is a partner with Barkan Meizlish, LLP, a Columbus-based firm founded in 1957 that provides a broad array of employment-related legal services to individuals and unions across the nation. Prior to working at Barkan Meizlish, McInerney was with the law firm of Bapiste & Wilder, PC in Washington, D.C. Over the last 20 years, he has represented a variety of labor organizations at the local, state, and national levels, including a variety of labor organizations at the local level. McInerney has a stellar reputation in providing representation to unions subject to the Railway Labor Act. I look forward to our new partnership, and I have every confidence that BLET members will be well represented by our new counsel.”

At the same time, I want to congratulate Josh McInerney and Jim Petroff on joining the BLET team. Their past work for the BLET brought successful results, and the Barkan Meizlish team has a stellar reputation in providing representation to unions subject to the Railway Labor Act. I look forward toleave agreement from attack by unilaterally-imposed carrier FMLA policies. The other is the only successful major dispute litigation I’ve seen in my union career. I know I speak for all BLET officers and members in wishing Mike a long, healthy, and enjoyable retirement.

“ Meanwhile, the COVID-19 pandemic has the potential to wreak havoc with multipension plans that are already in critical and declining status. Worker layoffs and furloughs will adversely affect contributions to these plans and jeopardize the retirement benefits that active workers and retirees have earned. The next stimulus package should protect retiree benefits, do no harm to healthy plans, and provide the financial stability that multipension plans need.

Additionally, state and local government jobs must be protected. Some 200,000 Teamsters work in the public sector. The CARES Act approved in late March provided considerable state and local aid, but governments need much more assistance.

At a time when some in big business are taking advantage of federal funding meant to help workers and small businesses, elected officials must move quickly and make sure future legislative fixes put people first.

Fraternally,

James P. Hoffa
Teamsters General President

CONGRESS MUST MOVE QUICKLY TO HELP U.S. WORKERS

The coronavirus pandemic continues to affect hard-working Americans’ everyday life. Despite a plateauing of new cases, the toll this scourge is enacting on the public is immense. That’s why the Teamsters are pushing even harder now to protect our way of life.

Congress has returned to the nation’s capital, and we need lawmakers to get down to business so they can help both workers and those who worked hard all their lives. That means taking additional steps to make workplaces safer; protecting the hard-earned pensions of workers and retirees; and ensuring state and local governments have the funds they need to pay their employees so they can keep serving their constituents.

More than a million Teamsters are deemed essential workers, working in health care, transportation, grocery, food processing, warehouse, sanitation and corrections, just to name a few. These members and others like them need to be protected with comprehensive and enforceable safety standards in the next stimulus bill that comes to a vote on Capitol Hill.

Any legislation must require the Occupational Safety and Health Administration (OSHA) to issue a temporary emergency standard that covers all workers, including public sector employees in states that have not opted into OSHA coverage, as well as transportation workers not covered by another federal safety agency.

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James P. Hoffa
Teamsters General President

BLET names new General Counsel

The retirement of General Counsel Wolly marks the end of an era for all of us. Mike has provided legal services to the Brotherhood for over 25 years. He has served as the BLET’s General Counsel for the last 10 years, our new partnership, and I have every confidence that BLET members will be well represented by our new counsel.”

President Pierce also thanked George Faulkner of Faulkner, Hoffman and Phillips, LLC in Cleveland for the assistance that he has provided to the BLET. “George has also been a key part of BLET’s legal team and we look forward to our continued relationship with him.”

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET NewsFlash alerts via email. The NewsFlash alerts are news articles from the BLET National Division website that are automatically emailed to you. To register online, just go to www.blet.org/newsflash. On this page, you will find an area to enter your email address and click subscribe to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.
Jerry Grady Sturdivant was reelected to his second term as General Chairman of the Norfolk Southern-Southern Lines General Committee of Adjustment (GCA) at its quadrennial meeting on May 19, 2020.

Brother Sturdivant is a member of BLET Division 239 (Ludlow, Ky) and has held continuous membership in the Brotherhood since 1993. Brother Sturdivant was serving the GCA as 1st Vice General Chairman and Secretary-Treasurer when he was elevated to the office of General Chairman following the installation of then-General Chairman Mark L. Wallace as a BLET National Vice President effective January 1, 2019.

Also elected at the 2020 quadrennial meeting were: 1st Vice General Chairman and Secretary-Treasurer Fred M. Cox, Division 52 (Baltimore, Md.); 2nd Vice General Chairman C.R. (Rusty) Jones, Division 239 (Knoxville, Tenn.); 3rd Vice General Chairman J.E. Bries III, Division 165 (Louisville, Ky); 4th Vice General Chairman G.L. Pack, Division 316 (Atlanta, Ga.); 5th Vice General Chairman J.D. Conner, Division 409 (Columbus, Ga.); and Alternate Vice General Chairman A.K. Brendle, Division 166 (Charlotte, N.C.), appointed to serve the GCA as Trustees were Brother Brooks, Brother Pack and Brother Conner.

Representing the BLET National Division at the meeting were National President Dennis R. Pierce, National Vice President Mike Twombly, and National Vice President Rick Gibbons.

“Congratulations to General Chairman Sturdivant and all officers of the Norfolk Southern-Southern Lines GCA. I thank these brothers for their enduring service to our Brotherhood,” BLET President Dennis Pierce.

**RRB issues statements of service, Form BA-6**

Each year, the U.S. Railroad Retirement Board (RRB) prepares a Form BA-6, Certificate of Service Months and Compensation, for every railroad employee with creditable railroad compensation in the previous calendar year. The RRB will mail the forms to employees during the first half of June. While every effort has been made to maintain current addresses for all active railroad employees, anyone with compensation reported in 2019 who has not received Form BA-6 by July 1, or needs a replacement, should contact an RRB field office by calling the agency toll-free at (1-877-772-5772).

Form BA-6 provides employees with a record of their railroad retirement service and compensation, and the information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits. It is important for employees to review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form.

In checking the 2019 compensation total, employees should be aware that only taxable earnings up to $132,900 are creditable for railroad retirement purposes in that year, and that $32,900 is the maximum amount shown on the form. To assist employees in reviewing their service credits, the form also shows service credited on a month-by-month basis for 2018, 2017, and 2016, when the creditable compensation maximum was $128,400 for 2018, $127,200 for 2017, and $118,500 for 2016. The form also identifies the employer(s) reporting the employee’s 2019 service and compensation.

Besides the months of service reported by employers, Form BA-6 shows the number of any additional service months deemed by the RRB. Deemed service months may be credited under certain conditions to an employee who did not work in all 12 months of the year, but had creditable tier II earnings exceeding the monthly prorations of the creditable tier II earnings maximum for the year. However, the total of reported and deemed service months may never exceed 12 in a calendar year, and no service months, reported or deemed, can be credited after retirement, severance, resignation, discharge, or death.

The form also indicates the number of months of verified military service creditable as service under the Railroad Retirement Act, if the service was previously reported to the RRB. Employers are encouraged to submit proofs of age and/or military service in advance of their actual retirement. Filing these proofs with the RRB in advance will streamline the benefit application process and prevent payment delays.

For employees who received separation or severance payments, the section of the form designated Taxable Amount shows the amounts reported by employers of any separation allowance or severance payments that were subject to railroad retirement tier II taxes. This information is shown on the form because a lump sum, approximating part or all of the tier II taxes deducted from such payments made after 1984 which did not provide additional tier II credits, may be payable by the RRB upon retirement to qualified employees or to survivors if the employee dies before retirement. The amount of an allowance included in an employee’s regular compensation is shown under Compensation Amount. Form BA-6 also shows, in the section designated Employee Contributions, the cumulative amount of tier II railroad retirement payroll taxes paid by the employee over and above tier I social security equivalent payroll taxes. While the RRB does not collect or maintain payroll tax information, the agency computes this amount from its compensation records in order to advise retired employees of their payroll tax contributions for Federal income tax purposes.

Employees should check their name, address, birth date, and sex shown at the top of the form. If the form shows the birth date as 99-9999 and the gender code is U (for unknown), it means the RRB is verifying his or her social security number with the Social Security Administration. Otherwise, if the personal identifying information is incorrect or incomplete (generally a case where the employee’s surname has more than 10 letters and the form shows only the first 10 letters) or the address is not correct, the employee should contact an RRB field office. The field office can then correct the RRB’s records.

Any other discrepancies in Form BA-6 should be reported promptly in writing to: Protest Unit - CESC U.S. Railroad Retirement Board 844 North Rush Street Chicago, Illinois 60611-1275

The employee must include his or her social security number in the letter. Form BA-6 also explains what other documentation and information should be provided. The law limits to four years the period during which corrections to service and compensation amounts can be made.

For most employees, the address of the RRB office serving their area is provided on the form along with the RRB’s nationwide toll-free number (1-877-772-5772). RRB field offices are currently closed to the public due to the coronavirus pandemic, but representatives can still be reached by calling the toll-free number.
General Chairman Garrison D. Best was reelected by ac-
cclamation to a third term of office at the quadrennial meeting of the CSX Eastern Lines General Committee of Adjustment, which was held on April 27, 2020. A CSX locomotive engineer, Brother Best was elevated to the General Chairman’s office in September of 2013 following the retirement of former General Chairman Tony Smith, and was reelected by acclamation at the GCA’s quadrennial meeting in April of 2016. Brother Best also serves the Brotherhood as Sixth Alternate National Vice President, and was a member of the Bylaws Committee at the BLET’s Fourth National Convention in 2018. He has held continuous membership in BLET Division 498 (Abbeville, S.C.) since January 1, 1995.

The following officers were also elected at the quadrennial meeting: Vice General Chairman Chris R. Hyde, Division 314 (Rocky Mount, N.C.); 1st Vice General Chairman Jamie L. Truesdale, Division 598 (Greenville, S.C.); 2nd Vice General Chairman Troy L. Bryant, Division 532 (Richmond, Va.); 3rd Vice General Chairman Roger W. Bickerstaff, Division 684 (Birmingham, Ala.); 4th Vice General Chairman David F. Wyatt, Division 216 (Tampa, Fla.); Secretary-Treasurer Robbie W. Clark, Division 779 (Manchester, Ga.); and Alternate Secretary-Treasurer S.A. (Anthony) Sirmans, Division 648 (Waycross, Ga.). Brothers Truesdale, Bryant and Wyatt also were appointed to serve the GCA as Trustees.

BLET National President Dennis R. Pierce and National Vice President J. Alan Holdcraft represented the BLET National Division during the meeting. Also, retired National Vice President Gil L. Gore was in attendance.

“I am proud to offer my congratulations to Brother Gary Best and all officers of the CSX Eastern Lines General Committee of Adjustment,” President Pierce said. “I thank them for their service to our Brotherhood and I have every confidence they will continue doing an excellent job of enforcing our contract and protecting the rights of our Brothers and Sisters at CSX.”

Only four men have served as General Chairman of the CSX Eastern Lines GCA since it was founded in 1967: M.L. Geiger, 1967-1985; Paul T. Sorrow, 1985-1991; Tony Smith, 1991-2013; and Gary D. Best, 2013 to present.

In addition to the election of officers, the delegates to the quadrennial meeting addressed key concerns of the membership and conducted business for the good of the order.

The CSX Eastern Lines General Committee of Adjustment represents approximately 1,200 members from 18 different BLET Divisions.
The agency continues a pattern of FRA appeasement to the carriers. Essential safety tasks once again are being deferred with regulators’ blessings while the agency could not be bothered to enact an emergency order to hold carriers accountable to Centers for Disease Control and Prevention minimum health and safety standards for employees during the COVID-19 pandemic.

— BLET President Dennis R. Pierce & SMART President Dennis R. Pierce

Once these payments are completed, the RRB plans to start paying the additional $1,200 for new benefit claims the following day. The additional amount is payable on claims for days of unemployment through the 2-week claim period beginning July 31, 2020.

The CARES Act includes an appropriation of $425 million to pay for this added recovery payment. If these funds are exhausted before August 13, the end of the last eligible registration period, the added payment will no longer apply.

The CARES Act also authorized payment of extended benefits to railroad workers who received UI benefits between July 1, 2019, and June 30, 2020.

The RRB started paying the extended UI benefits on May 11, once again beginning with retroactive payments to individuals who had previously exhausted their regular UI benefits, before moving on to new claims.

The final piece of the CARES Act for the RRB is the elimination of a 1-week waiting period to receive benefits, funded by an additional $50 million appropriation to cover this provision. The agency continues to diligently work on the needed programming for this provision, and hopes to have it completed in the near future. Again, the agency will initially make retroactive payments to individuals who had previously submitted UI claims before quickly moving on to processing new claims without the waiting period.

The RRB identified any eligible employees who previously received UI benefits for days of unemployment after April 1, 2020, so that the payments could be issued without the employee submitting additional information. For initial claims in the coming months, employees are encouraged to file online through myRRB at www.rrb.gov/Benefits/myRRB account if they have not already done so.

FRA grants unions’ request for another extension to file certification petitions

Following a second joint petition by the Brotherhood of Locomotive Engineers and Trainmen (BLET), the Federal Railroad Administration (FRA) on June 3 granted another 60 day extension to time limits in which certain petitions for review must be filed. The petition was filed with the Locomotive Engineer and Railroad Conductors Review Board (LERB) and the Operating Employees Review Board (OORB). Originally, the BLET and the SMART-TD requested an extension on March 30, which the FRA granted on April 7.

In response to the unions’ second joint petition for extension, which was filed on May 27, the FRA wrote: “FRA considered the petitioners’ extension request and concluded that extending the previously granted relief would be in the public interest, necessary to address the COVID-19 public health emergency, and is not inconsistent with railroad safety.” Accordingly, FRA grants an extension of temporary emergency relief from the 180- and 120-day filing deadlines, so that the deadline for any petition that becomes due is extended for the duration of this waiver is extended 60 days.

Under FRA regulations governing certification of locomotive engineers, a petition seeking review of a railroad’s decision to deny certification or recertification, or to revoke certification, must be filed with the OORB no more than 120 days after the date of the railroad’s denial decision.

Under the terms of the June 3 waiver extension, FRA granted temporary emergency relief from the 180- and 120-day filing deadlines, so that the deadline for any petition for review that becomes due is extended for the duration of the waiver is extended 60 days.

A copy of the FRA waiver extension (PDF) is available at: www.nhsa.org/images/pdf/FRA_Emergency_Waiver_Extension.pdf
BLET marked 157th anniversary in May

On May 8, the Brotherhood of Locomotive Engineers and Trainmen (BLET) proudly marked its 157th anniversary. The union was founded as the Brotherhood of the Footboard on May 8, 1863 in Marshall, Mich. In 1864, the union changed its name to Brotherhood of Locomotive Engineers (BLE), the name it retained for 140 years until merging with the International Brotherhood of Teamsters on Jan. 1, 2004, when it became the BLET. The BLET is the oldest labor union in the Western Hemisphere.

The Organization was formed in the early 1860s when locomotive engineers on the Michigan Central Railroad became discouraged with pay cuts and the arbitrary dismissal of their foremen. During that time, locomotive engineers at the Michigan Central were paid at the rate of $60 a month on the condition that they ran at least 2,500 miles, regardless of the time consumed.

The BLET was the first labor organization to obtain contracts with railroads. Among the earliest was an agreement with the former New York Central in 1875. Today, the BLET has hundreds of contracts with railroads large and small, and represents locomotive engineers on 98 percent of all freight and 97 percent of all military passenger movements during World War II.

In cooperation with other railroad brotherhoods, the BLET spearheaded the drive to make the 24-hour workday illegal. This was accomplished in 1907 through the Hours of Service Act, which sets a 16-hour maximum.

The BLET also played a leading role in persuading Congress to pass the Railway Labor Act in 1926. The BLET also supported their members as they fought for national arbitration, a process that became an integral part of railroad labor relations.

The BLET has always been proud of its role in the nation’s labor movement and has been a vocal advocate for workers’ rights. The union has played a key role in the development of the labor movement and has been at the forefront of many important labor issues.

The BLET's home is the Grand Chief Engineers Office in Marshall, Mich. The BLET's headquarters is located at the National Division Museum, located at the Union's headquarters in Independence, Ohio. The organization was founded in 1863 by a dozen men who agreed to sign the legislation, is displayed at BLET headquarters.

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The BLET also played a leading role in persuading Congress to pass the Railway Labor Act in 1926. The BLET also supported their members as they fought for national arbitration, a process that became an integral part of railroad labor relations.

The BLET has always been proud of its role in the nation’s labor movement and has been a vocal advocate for workers’ rights. The union has played a key role in the development of the labor movement and has been at the forefront of many important labor issues.

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Department of Labor orders Norfolk Southern to reinstate employee after being terminated for reporting injury

The U.S. Department of Labor’s Occupational Safety and Health Administration (OSHA) has ordered Norfolk Southern Railroad Co. (“NS”) to terminate and pay more than $150,000 in back wages after terminating an employee for reporting an on-the-job injury at its Atlanta, GA, facility, and also filing an alleged violation report with the Federal Railroad Administration (FRA). OSHA also ordered the company to pay the employee $75,000 in punitive damages and attorney’s fees. OSHA investigators determined that NS violated the whistleblower provision of the Federal Railroad Safety Act (FRSA) when the company issued the employee a charge letter, subjected the employee to an investigative hearing and later terminated the worker.

In addition to the monetary penalties, NS must also train managers and employees on FRSA rights under the FRSA. NS also may appeal the order to the Department’s Office of Administrative Law Judges.

“This order underscores the U.S. Department of Labor’s commitment to protect employees who report workplace injuries and OSHA enforces those legal provisions.”

For more information on whistleblower protections, visit OSHA’s Whistleblower Protection Programs webpage. www.whistleblowers.gov