three-judge panel of the United States Court of Appeals for the District of Columbia Circuit has vacated Federal Railroad Administration (FRA) approval of the Kansas City Southern Railway (KCSM) certification program under which locomotive engineers employed by a contractor of Kansas City Southern de México ("KCSM") have been permitted to operate over Texas Mexican Railway (Tex-Mex) tracks in the United States since July 10, 2018. Under the decision, the matter has been remanded to FRA "either to offer a fuller explanation of the agency’s reasoning at the time of the agency action," or to "deal with the problem address by taking new agency action."

This ruling followed a challenge by the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers ("SMART–TD") to the Agency’s actions in approving the certification program.

The Court agreed with the unions’ position, holding that FRA “failed to provide a reasoned explanation for its approval of the materially altered engineer certification program administered by one of the railroads.” The Court further held that KCSM was under a statutory and regulatory obligation to have its own engineer certification program, which requirements FRA failed to enforce, finding that “By virtue of the Railroad Administration’s passive approval system and the complete absence of any accompanying explanation for the agency’s approval of [KCSR’s] modified engineer certification program, the administrative record is devoid of any explanation or reasoning for the administrative steps taken and legal determinations made by the agency in approving the engineer certification program. Likewise, in searching the administrative record for the rationale by which the agency allowed [KCSR] to certify the engineers of another railroad, despite the former’s apparent lack of control over [KCSR’s] crew members, we come up empty-handed. And in a hunt for the reason that service under a foreign regulatory system was credited to allow an abbreviated certification program, we hear only crickets.”

“…what we confront in this case is a total explanatory void. There is no reason—not one word—in the administrative record for the Railroad Administration’s material and consequential decision making on important matters of railroad safety. Not even [KCSR’s] certification program itself, as submitted to the agency, provides an explanation for the relevant determinations that the Agency presumably reached.”

However, the Court declined to rule on several other objections made by the unions that related to conductor certification, transfer of the air brake testing waiver in place for northbound trains, and inadequacy of hours-of-service recordkeeping, finding that there had been no final agency action so the Court lacked jurisdiction to address these objections. In doing so, the Court acknowledged FRA’s “shadowy and unwritten processes make it difficult for aggrieved parties to navigate the…jurisdictional constraints.”

BLET National President Dennis R. Pierce and SMART–TD President Jeremy R. Ferguson applauded the decision. “We congratulate the Court for exposing just how much FRA has become captive to the railroad industry,” the Presidents said. “This is a significant victory for Tex-Mex crewmembers, but is just one skirmish in the war to preserve well-paying American jobs. We also thank all the counsel who worked so hard on this case, especially Special Counsel Kathy Krieger for an outstanding job.”

A three-year contract struggle between BLET-represented crews that shuttled trains between Laredo Yard and the U.S.–Mexico border concluded on August 4th, when a majority of a Special Board of Adjustment (SBA) ruled in the Carriers’ favor.

In July 2017, then BLET General Chairperson C. M. Hesse learned of the Carriers’ plans to replace BLET-represented crews with crews supplied by the Kansas City Southern Railway (KCS) and its affiliate, Texas Mexican Railway (Tex-Mex) to replace BLET-represented crews that shuttled trains between Laredo Yard and the U.S.–Mexico border. The July 4th ruling was a significant victory for Tex-Mex crewmembers, but is just one skirmish in the war to preserve well-paying American union jobs. We also thank all the counsel who worked so hard on this case, especially Special Counsel Kathy Krieger for an outstanding job.”

Continued on page 3

Happy Trails

CSX TRAIN 00709...
Your Union, Your Job, Your Vote

BY DENNIS R. PIERCE

BLET PRESIDENT'S MESSAGE

As I prepared to write this month’s message, I took the time to review the President’s Message that I wrote just ahead of the Presidential Election in 2016. As part of that message, I said the following:

“As I have said time and time again, each and every one of our BLET has the right to vote as he or she sees fit. Our right to make personal choices about our elected officials is one of the benefits of living in a democracy, and that right should never be tampered with. Having said that, it is equally important that we as union members do not allow the way that we vote in national elections to divide us. Our opponents would love nothing more than to divide and conquer the labor movement, and much of what has been said in the national elections are proof of exactly that.”

My comments then are just as true now. I also added the following in that message:

“Cast your vote as you see fit, but do it without any misconceptions about what it is that you are buying into. If you feel compelled to vote for Trump, picture your railroad CEO as President of our great nation. Look long and hard at whether or not your railroad CEO would change his spots simply by being given a position of great power in government. It’s never happened before, and there is no factual evidence that Donald Trump will do anything different from what he has always done. He will further empower his fellow CEOs to make and take more, all at the expense of the working class. That has been his lifelong business model and it’s how he would run the country. A billionaire CEO has said that ‘having a low minimum wage is not a bad thing.”

“Congress is the voice of the rail industry, which stands to be affected in the years to come. One thing that I shared in my message was that working class Americans would see gains. Unfortunately, that has not happened in the working class America that you and I labor in. Instead, many of the concerns that I shared in my 2016 message are our new reality.

“For example, it was President Trump who appointed former Conrail CEO Ronald Batory to be Administrator of the Federal Railroad Administration (FRA). In this important role, Administration Batory has been far more concerned with railroad safety and regulations, rather than the voice of the nation’s safety regulator. In general terms, he has ended the longstanding regulatory structure of the Safety Advisory Committee, effectively eliminating your voice in matters of rail safety and replaced it with a far less influential body. He has also ended the regulatory effort that would have mandated two person crews, and then attempted to ensure the states’ rights to adopt and enforce their own two person crew laws. He also authorized the use of non-certified/union citizen locomotive engineers to operate trains within our great nation, all at the expense of American union jobs. Whether you agree with your Union’s political recommendations or not, these facts are still true. President Trump’s handpicked FRA Administrator has steadfastly worked against your best interests.

“President Trump also appointed two new members to the National Mediation Board (NMB), and it is those two who have worked on behalf of the railroad industry to make it harder for rail employees to unionize. More recently, they have worked to force SMART TD into arbitration regarding the meaning of its moratorium clauses on the Carriers’ policies that have directly contributed to the IBT’s success in 2016. That is just as true now as it was in 2016.

“Perhaps most important, our next President stands to appoint the Presidential Emergency Board that could address crew size in our industry, which stands to affect the jobs and direct livelihood of each BLET member. The track record above clearly shows that the rail Carriers, and employers in general, have been overwhelmingly favored by President Trump’s appointments. The choice is yours, but I must again ask that you cast your vote very carefully this fall. Your decision will significantly impact how effectively your union will be able to negotiate your interests in the workplace, because electing the wrong candidates will deprive your Union of the tools needed to fight the Carriers.”

DENNIS R. PIERCE
BLET National President

Perhaps most important, our next President stands to appoint the Presidential Emergency Board that could address crew size in our industry, which stands to affect the jobs and direct livelihood of each BLET member. The track record above clearly shows that the rail Carriers, and employers in general, have been overwhelmingly favored by President Trump’s appointments. The choice is yours, but I must again ask that you cast your vote very carefully this fall.

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an “official communication.” This is to provide that the actual question(s) are addressed, and ensures that when official interpretations are made they have reference 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 President will be reviewed and forwarded to the appropriate officer or staff for a timely response; however, an e-mail message is not considered an official communication.

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 BLET members, 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.


Perhaps most important, our next President stands to appoint the Presidential Emergency Board that could address crew size in our industry, which stands to affect the jobs and direct livelihood of each BLET member. The track record above clearly shows that the rail Carriers, and employers in general, have been overwhelmingly favored by President Trump’s appointments. The choice is yours, but I must again ask that you cast your vote very carefully this fall.
Workers are facing unprecedented challenges in the age of the coronavirus. Many have lost their jobs, been temporarily laid off with no idea when they are going to return or been forced to work despite the ongoing health crisis. It has been a stressful time for millions across the country.

But instead of letting anxiety over an uncertain future get the best of them, many workers are choosing to get organized. Hardworking Americans, even those toiling in sectors that have traditionally not been union-friendly, are recognizing the value that comes from membership. As many struggle to get proper personal protective equipment and sanitized workspaces, they understand that coming together with co-workers can have benefits.

Even before COVID-19 took hold across the nation, union popularity was on the rise. A 2019 poll by Gallup found 64 percent of Americans approved of unions, the highest level since 2003. Why? You may ask? Because in an age of growing income inequality, more and more people understand that when workers organize, they get better pay, benefits and working conditions. The median union worker makes $10,000 more annually than the median non-union worker. They are also more likely to receive health insurance and retirement benefits and work in a safer workplace. At a time when there is so much at risk, joining the labor movement offers some proven results.

The Teamsters, who represent more than a million essential workers, are on the front lines against efforts by politicians to provide overly broad, blanket liability protection to businesses, making it more difficult for workers or patrons to hold employers accountable if they discard safety standards.

While Teamsters and workers everywhere are ready to get back to work, there must be safety and health standards in place that are effective and enforceable. If employers purposely discard safety guidelines with impunity, they are ensuring that penalties will exist.

Hardworking Americans are facing tough times right now. A union will ensure that they are protected.

Fraternally,

JAMES P. HOFFA
Teamsters General President
DUE TO FEDERAL ELECTION COMMISSION (FEC) REGULATIONS, OUR 2020 ENDORSEMENTS ARE VIEWABLE IN THE MEMBERS-ONLY AREA OF THE BLET WEBSITE: WWW.BLE-T.ORG/MEMBERS.
As freight rail traffic levels rebound strongly from the economic slowdown caused by the coronavirus (COVID-19) pandemic, railroad management has unleashed an unprecedented barrage of measures to manipulate recalls from furloughs, make already draconian attendance policies even more punitive, and interfere with union representatives who fight to protect their members from this abuse. The BLET’s National Division and the SMART Transportation Division both have received multiple reports from their General Committees of Adjustment on various Class I railroads indicating two specific types of recall-related conduct that could jeopardize tens of thousands of dollars in unemployment benefits. These benefits are paid pursuant to the Railroad Unemployment Insurance Act (RUIA), which is administered by the U.S. Railroad Retirement Board.

At least one carrier is disputing unemployment claims for all days later than the date of a recall notice, regardless of when the furloughed worker actually received the notice and irrespective of collective bargaining agreement provisions that provide the employee with a certain number of days within which to report. These provisions allow furloughed railroad workers to make necessary arrangements to settle personal and family obligations, such as child care, to accommodate a return to work without being penalized economically for the position in which the carrier’s furlough originally placed them.

The GCAs have also reported that one or more carriers have recalled furloughed employees who, after reporting for work, are then furloughed for a second time. In at least one instance, an employee quit other employment he had found, only to be kicked to the street again by the railroad without ever having performed service. And, for workers receiving RUIA benefits, a one-week waiting period during which no benefits are paid could be triggered, depending upon the timing and duration of this second furlough.

The leaders of both unions expressed outrage over these actions.

“Just when one thinks the carriers can’t possibly stoop any lower, they try to game the RUIA system to their benefit,” said BLET National President Dennis R. Pierce and SMART-TD President Jeremy R. Ferguson. “Since RUA tax rates are experience-based, maybe the carriers are looking to minimize next year’s hit. But cutting their losses on the backs of union members and their families in this fashion is reprehensible.”

In an August 14 letter, BLET and SMART-TD General Chairpersons jointly blasted BNSF management for changes to that Carrier’s attendance policy. According to the letter, the changes would be implemented via a blitz of threatening letters to workers who took off work from what are now, but were not then, viewed by the Carrier as being ‘high impact’ days. Most of these are family-friendly days, including national holidays, and letters apparently are being sent even in cases where permission to take the time off had been granted to workers.

“The carrier continues to remain inflexible when it comes to respecting workers’ attempts to have lives outside of work,” the union presidents said. “If a worker happens to have chosen to engage in a family event, to enjoy a holiday or some sort of emergency cropped up on one of these unknown-until-now ‘high impact’ days, he or she can now expect to receive a threatening letter and have a watchful eye just waiting to issue punishment if they dare have off time that coincides with another of these days.”

The unions’ General Chairpersons also pointed out that thousands of BNSF operating employees remain furloughed, and that this reserve is more than sufficient to meet any service needs on “high impact” days while, at the same time, allowing reasonable time off from work. Further, they report that the Carrier continues to do nothing to address long-standing problems with poor lineups, denial of reasonable vacation and personal leave requests, excessive held-away from-home terminal times during holidays, excessive on-duty times and denied holiday pay claims. As a reminder, even in the midst of a pandemic-stricken U.S. economy, BNSF reported second-quarter earnings of more than $13.1 BILLION in net earnings and an 61.1% operating ratio thanks to the essential work done by employees who are being targeted for discipline and punishment by this policy.

BNSF also is attempting to pressure working local union representatives to not take time off from work to represent their members. In some cases, local representatives are invited to conferences with the railroad, then are denied the time off work to attend the conference, forcing them to mark off for union business. When they do so, the railroad warns that their use of union business mark-offs is excessive and they, too, may fall subject to that Carrier’s intensified attendance policy.

“Shame on BNSF for expanding their anti-worker attendance policy in a way that is plainly anti-family,” Pierce and Ferguson said. “In no event will our union representatives be intimidated into not performing the duties of their offices. Our members should keep in mind that Election Day in November will determine whether these examples of unconscionable corporate misbehavior will continue to receive the approval of federal government officials at the highest levels.”

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Discipline In Progress
Modern railroading requires managing multiple high-tech systems, including Distributed Power, Trip Optimizer, and Positive Train Control. Railroaders have received multiple reports from their General Committees of Adjustment on various Class I railroads indicating two specific types of recall-related conduct that could jeopardize tens of thousands of dollars in unemployment benefits. These benefits are paid pursuant to the Railroad Unemployment Insurance Act (RUIA), which is administered by the U.S. Railroad Retirement Board.

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United Rail Unions sue to block carriers from modifying Healthcare benefits without bargaining

BLET members ratify new contract with WNYP

By a unanimous vote, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) have ratified a new collective bargaining agreement with the Western New York & Pennsylvania Railroad (WNYP). It governs about a dozen members. 

Ratified on June 15, 2020, the agreement runs through 2025 and provides wage increases of about 25% over the life of the agreement. It includes an immediate $2.00 per hour increase in pay and general wage increases effective January 1 each year through January 1, 2025, and also provides additional pay for each tour of duty on remote control assignments.

Personal Time Off was also improved. In addition, the Disciplinary Investigative Procedure rule, Article 23, was modified to provide for limited electronic communication between the parties with a fall back provision that if communication is not accomplished within 24 hours, the documents will be mailed via U.S. Mail.

The negotiating team consisted of National Vice President Mike Twombly, Head of the BLET Short Line Department, Special Representative Paul Aird, Director of the BLET Short Line Department, and Frank Graves, the WNPY Grievance Committee Chairman for BLET Division 16. The WNPY membership belongs to Division 16 and is represented by the BLET’s Short Line Department.

“I thank Brother Twombly, Brother Aird and Brother Graves for their hard work on this contract,” BLET National President Dennis R. Pierce said. “I also thank our WNPY membership for being involved and making their voices heard during the ratification process.”

The WNPY main line extends for 190 miles from Hornell, on New York’s southern tier to Meadville in northwestern Pennsylvania. A branch 90 miles long extends from Machias, N.Y. to North Driftwood, Pa., creating the Allegheny Mountains at Keating Summit. Interchange is made with Norfolk Southern at Hornell, Meadville and North Driftwood, and with Buffalo & Pittsburgh Railroad at Salamanca, N.Y. and Corry, Pa. Interchange is also conducted with Oil Creek & Titusville Line (OCTL) at Rousesville, Pa. WNPY began independent operations in 2001 after concluding a long-term lease with Norfolk Southern and obtaining certain property tax abatements granted by Southern Tier Extension Rail Authority (STERA). WNPY is controlled by Livonia, Avon & Lakeville Railroad Corp. of Lakeville, N.Y.

COORDINATED BARGAINING COALITION: NATIONAL NEGOTIATIONS UPDATE, JULY 31, 2020

Beginning from 10 unions that make up the Coordinated Bargaining Coalition (CBC) for this round of national freight rail negotiations participated in a Zoom conference with National Railway Labor Conference (NRLC) Chairman Brendan Brannon and participating Carrier representatives on July 28, 2020. This meeting was held for the sole purpose of reviewing power point presentations relative to each side’s respective positions on issues contained within their Section 6 Notices. While there were no negotiations during the Zoom conference, the meeting was beneficial to both sides in an effort to keep the process moving forward in a good faith effort to achieve a voluntary agreement.

The first formal negotiating session took place in person, earlier this year on February 26 and 27 and a second meeting had been scheduled for March 31. This meeting was cancelled because of the COVID-19 pandemic, and all subsequent scheduled meetings were also cancelled. Tuesday’s conference was the first time the parties had convened in any manner since February.

Members of the unions participating in the CBC will be kept apprised of further developments on your contract negotiations as developments warrant.

Collectively, the CBC unions represent more than 105,000 railroad workers covered by the various organizations’ national agreements, and comprise over 80% of the workforce who will be impacted by this round of negotiations.

n August 5, 2020, 12 rail unions whose members and their families are covered by the NRC/UTU Plan and the Railroad Employees National Health and Welfare Plan, filed suit against the nation’s Class I railroad carriers in the United States District Court for the District of Columbia.

The suit asks the court to force the carriers to bargain in good faith with the unions over mandatory subjects of bargaining. The involved issues have been the subject of collective bargaining for decades and are in fact part of the carriers’ bargaining notices served on November 1, 2019 pursuant to Section 6 of the Railway Labor Act (RLA). At issue are carrier attempts to restrict access to certain drugs, to require employees to reconfigure health care networks.

The unions are: the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen; the Brotherhood of Maintenance of Way Employees; the Brotherhood of Railroad Signalmen; the International Association of Machinists and Aerospace Workers; the International Association of Sheet Metal, Air, Rail and Transportation Workers, Mechanical Division; the International Association of Sheet Metal, Air, Rail and Transportation Workers, Transportation Division; the International Brotherhood of Boilermakers; the International Brotherhood of Electrical Workers; the National Conference of Fireman & Oilers District, Local 328; SEIU; the Transportation Communications Union/IAM; and the Transport Workers Union.

The rail carriers are: BNSF Railway Company; Kansas City Southern Railway Company; CSX Transportation; Grand Trunk Western Railroad Company; Norfolk Southern Railway Company; Soo Line Railway Company; and Union Pacific Railway Company. Also named in the suit is the National Railway Labor Conference (NRLC), whose National Carriers’ Conference Committee (NCCC) is the designated bargaining agent of the railroads.

The unions have asked the court to: 
• issue a declaratory judgment that the carriers are obligated to bargain in good faith with the unions on proposed

health and welfare changes in accordance with the collective bargaining procedures outlined under the RLA;
• issue a declaratory judgment that health and welfare plan design changes are a mandatory subject of collective bargaining pursuant to the RLA;
• issue a declaratory judgment that the NRLC may not force plan design changes upon its employees without the agreement of the unions, to be achieved through the mandatory dispute resolution process of the RLA;
• issue an order enjoining the NRLC from trying to force these health and welfare changes via arbitration rather than addressing them in collective bargaining; and
• issue an order requiring the NRLC to engage in good faith negotiations with the unions over their proposed health and welfare changes through the RLA’s major dispute resolution procedures.

The chief executives of the 12 unions issued the following statement concerning the lawsuit:

The railroads’ attempt to evade their legal obligation to bargain on these issues of great importance to our members has left us with no choice but to enforce these legal rights in court. If implemented without successfully negotiated application, the carriers’ proposals could be extremely harmful to our members and their families. Even more outrageous, the process they are attempting to impose would allow rail carriers to reduce employees’ access to medications and doctors in the middle of a pandemic. When they should be re-warding the contributions of their essential employees with hazard pay, the rail carriers (via RLA) attempt to reduce medical benefits when they are needed most. Events like these are why railroad managers were labeled as “Robber Barons” over a century ago; their actions today are proof positive that the label still applies. Unfortunately for working class Americans, this is the way of many corporations across the country in Donald Trump’s America; essential employees are treated as expendable employees. We will not stand idly by while management attacks the core legal rights our members enjoy.

Updates will be provided as developments warrant.
Editor’s Note: This is Part 2 of a multi-part series. Part 1 appeared in the last issue of the Locomotive Engineer & Trainmen News.

The Railroad Retirement Board (RRB) administers the Railroad Retirement Act and the Railroad Unemployment Insurance Act (RUIA), which provides two kinds of benefits for qualified railroaders: unemployment benefits that are payable if the claimant becomes unemployed but are ready, willing, and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time to care for a dependent child under the age of 18 or a dependent child who is a full-time student and remains under the age of 22, due to the birth or adoption of the claimant, or due to a sustainable medical need of the child. Individuals who have established an account with the RRB can apply for unemployment or sickness benefits online or by mail. Unemployment claims can be made available online and mailed directly. Claimants can also be mailed a claim form or a denial letter within 10 days of receiving his or her application. If a claim for subsequent biweekly unemployment or sickness benefits is filed, the RRB will certify a payment date based on the date the claim is filed. For a female claimant, if the child’s birth occurs more than 60 days after the date the RRB receives the claim form, the claimant is entitled to benefits, but her or his benefits will generally be paid retroactively as of the date of that decision.

If a claimant does not receive a decision notice or payment within the specified time period, he or she may request an explanation for the delay and an estimate of the time required to make a decision. However, some claims for benefits may take longer to handle than others if they are more complex, or if an RRB office has to get information from other people or organizations, or under special circumstances such as the current pandemic. Regarding the payments authorized under the CARES Act, after making necessary programmatic changes to claims processing systems, the RRB started paying extended unemployment benefits and unemployment recovery payments on May 11, and May 28, respectively. As a result, the additional monies related to the elimination of the 7-day waiting period, the agency hopes to complete the needed programming changes for this provision in the near future. The RRB will initially make retroactive payments to individuals eligible for the payment, as listed above who had previously submitted unemployment claims before moving on to processing new claims.

If a claimant thinks an RRB office made the wrong decision about their benefits, they have the right to appeal and to appeal. They will be notified of these rights each time an unfavorable decision is made on their claims.

How are payments made?

RRB Q&A Part 2 of 2: Unemployment and sickness benefits for railroad employees

How does a claimant apply for and claim unemployment benefits?

RRB Q&A Part 2 of 2: Unemployment and sickness benefits for railroad employees

How does a person apply for and claim sickness benefits?

RRB Q&A Part 2 of 2: Unemployment and sickness benefits for railroad employees

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Elizabeth T-tests the RRB’s administration of the Railroad Retirement and Railroad Unemployment Insurance Act (RUIA), which provides two kinds of benefits for qualified railroaders: unemployment benefits that are payable if the claimant becomes unemployed but are ready, willing, and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time to care for a dependent child under the age of 18 or a dependent child who is a full-time student and remains under the age of 22, due to the birth or adoption of the claimant, or due to a sustainable medical need of the child. Individuals who have established an account with the RRB can apply for unemployment or sickness benefits online or by mail. Unemployment claims can be made available online and mailed directly. Claimants can also be mailed a claim form or a denial letter within 10 days of receiving his or her application. If a claim for subsequent biweekly unemployment or sickness benefits is filed, the RRB will certify a payment date based on the date the claim is filed. For a female claimant, if the child’s birth occurs more than 60 days after the date the RRB receives the claim form, the claimant is entitled to benefits, but her or his benefits will generally be paid retroactively as of the date of that decision.

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How are payments made?

Railroad unemployment and sickness insurance benefits are paid by Direct Deposit. With Direct Deposit, benefit payments are made electronically, via an employee’s bank, savings and loan, credit union or other financial institution. Unemployment and sickness benefits will be reported to the claimant on their W-2 form. The employee’s local office can also provide additional information about the status of un-
Advisory Board July 2020 Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members’ activities are published monthly.

NATIONAL PRESIDENT DENNIS R. PIERCE:

NATIONAL DIVISION DEPARTMENTS: General supervision of BLET activities. General office affairs. Correspondence and telephone communications. National Division of Office Affairs, Correspondence, and Telecommunications, National Employment Department, National Grievance Committee.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT: Assigned to: BLET Field Representative Department, Washington, D.C.; Regional meetings and conventions, hotel planning and associated logistics, PB&CB.

VICE PRESIDENT MARCUS J. RUEF: Chairman, National Railroad Adjustment Board (NRAB); National Division Department Head.

SECOND VICE PRESIDENT: National Division Department Head.

Vice President & National Legislative Representative John P. Tolman: Assigned to: BLET Washington, D.C. office; telephone, email, correspondence communications, Washington, D.C.; Various receptions and visits with members of Congress and high-level officials of the GPO and Department of Justice.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to: BLET Washington, D.C. office; telephone, email, correspondence communications, Washington, D.C.; Various receptions and visits with members of Congress and high-level officials of the GPO and Department of Justice.

Vice President: BLET Washington, D.C. office.

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