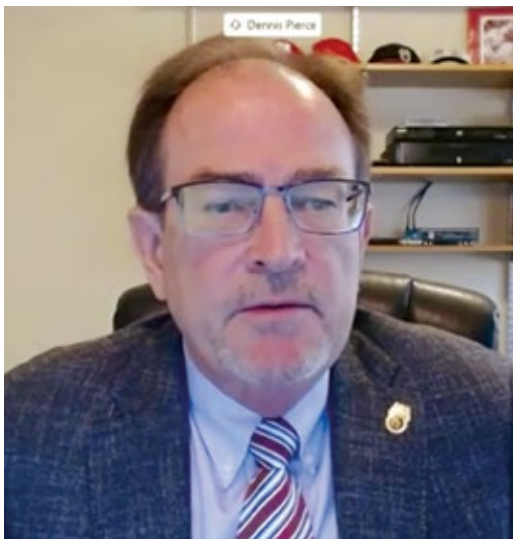




PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

PIERCE TESTIFIES BEFORE SENATE

URGES AID FOR AMTRAK/COMMUTERS, CONDEMNS PSR AT OCTOBER SENATE HEARING



President Pierce delivers his virtual testimony during the October 21 Senate hearing. He urged the Senate to consider emergency funding for Amtrak and condemned Precision Scheduled Railroading (PSR).

BLET National President Dennis R. Pierce testified before the U.S. Senate Committee on Commerce, Science, and Transportation at a hearing titled, "Passenger and Freight Rail: The Current Status of the Rail Network and the Track Ahead." Held on October 21, the hearing examined the current state of America's passenger and freight rail network, including impacts of COVID-19, and legislative considerations for surface transportation reauthorization legislation.

President Pierce delivered the testimony in his capacity as President of the Teamsters Rail Conference. To address the ongoing COVID-19 pandemic, President Pierce urged the Senate to provide emergency relief for Amtrak and commuter railroads and to

adopt legislation that would improve the health, safety and sanitation standards for all railroad workers.

President Pierce also testified about the negative impact of so-called Precision Scheduled Railroading (PSR) on railroad workers, communities and shippers. He described it as a dangerous, job-killing business model that puts lives at risk by putting profits ahead of safety. President Pierce concluded his testimony by urging the Senate to adopt legislation as part of the upcoming surface transportation reauthorization that would address PSR and return the rail industry to serving the public instead of Wall Street. Additionally, the surface transportation reauthorization should include rail safety legislation that would mandate two-person train crews, President Pierce said.

COVID'S IMPACT

President Pierce praised railroaders for answering the call as essential workers during the ongoing COVID-19 pandemic. However, he was critical of the industry for failing to recall furloughed workers as freight traffic has improved.

"I am pleased to report that the industry's essential employees have answered the call and worked tirelessly to serve our economy. But our members have paid a heavy price. Record numbers of freight workers were furloughed when traffic cratered, on top of historic furloughs that occurred prior to the pandemic. Despite sharply rebounding traffic, recalls have been insufficient to meet demand," President Pierce said.

Those lucky enough to avoid furlough have been forced to deal with unprecedented health and safety concerns

CONTINUED ON PAGE 4

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— BLET President Dennis R. Pierce



HAPPY HOLIDAYS

CSXT 3230 and four other CSX units lead an east-bound coal train into West Virginia from Kentucky, crossing the Big Sandy River into Kenova, W.Va., in January 2016. The train is enroute to Newport News, Va., from the coal mines of eastern Kentucky. Photo: Chase Gunnoe



BLET President's Message

Fighting together
in 2021 **pg. 2**



Contract Ratified

Members approve new deal
with Pacific Harbor Line **pg. 5**

BLET's John Tolman Retires

Vince Verna is new Vice President
& National Legislative Rep. **pg. 7**




BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

FIGHTING TOGETHER IN 2021

In the first President's Message that I wrote after becoming BLET National President in 2010, I recognized and honored my father who was part of the "Greatest Generation". December 5, 2020 would have been my Dad's 100th birthday and, as I looked back on what he must have seen while he was still living, I was drawn to the last line in my first Message about him. In comparing the Greatest Generation's fights to ours, I closed the piece by saying, "Participation, teamwork and solidarity are the keys, and success is achievable only if we make this our common fight." Nothing could be truer today, especially as 2020, a year like no other, comes to a close.

When 2020 began, we knew there would be a Presidential election, but we did not know that our Nation would be ravaged by a pandemic. In fact, most of us had never heard of COVID-19 back in January. As we look back now, over 300,000 Americans have lost their lives to the pandemic, and while Americans may have differing views on causes and solutions, there is no doubt that it continues to impact the lives of all working class Americans.

The pandemic also impacted the Presidential election in many ways, but that election took place regardless of the pandemic. In the days before writing this Message, the Electoral College certified the election results, confirming that Joe Biden, also known as "Amtrak Joe," will be our next President. President-elect Biden spent years commuting by Amtrak each day between his home in Delaware and his job as a United States Senator in Washington, D.C. During that time he developed an understanding of passenger and commuter rail operations, as well as an appreciation for the men and women who



THE COMMON FIGHT:

President Pierce's late father Maurice, who would have celebrated his 100th birthday this year, was a member of the "Greatest Generation." Shortly after becoming National President in 2010, Pierce dedicated his first President's Message to his father, who later passed away in 2017. The values we learned from the Greatest Generation — participation, teamwork and solidarity — are the keys we need to overcome the struggles we face today.

work for Amtrak. President-elect Biden is also a strong supporter of the Union movement, and as I have often said, working class Americans do better in the workplace when we have government officials who are not afraid to say the word UNION!

With the election in the rear view mirror and the inauguration ahead of us, I am convinced that we must approach 2021 with a spirit of hope for a better America for working class Americans. I am convinced that engineers and trainmen, along with all rail workers, are better positioned to improve on workplace issues in 2021 than they have been for some time.

But this is where the message from 2010 that I referenced above remains true: as my father's generation did, now is the

time for us all as BLET members to join in solidarity. We must turn our focus back to the workplace issues that affect us all. More importantly, we must also put aside those issues that may have separated us in the past, and instead concentrate our collective efforts on the big issues that affect our future.

First and foremost in 2021, the BLET is engaged in national negotiations for a new contract for the Nation's freight rail members. While I have little expectation that the Carriers' outrageous demands in the bargaining round will stop overnight, I am convinced that a more labor-friendly Administration should temper management's demands, and will ultimately have an impact on the outcome of our negotiations.

Without a doubt, one of the most important items in this round of negotiations is the issue of two-person crews. I am proud to say that our Brotherhood stands shoulder to shoulder with our Brothers and Sisters in SMART's Transportation Division in the fight to preserve two-person crews. Be it on the regulatory front, in court, or at the bargaining table, BLET is working with SMART-TD to protect the interests of all operating employees.

Along with crew size, meaningful wage increases and preservation of our health and welfare benefits must also be part of any settlement in this round of negotiations. While our goal has always been that we reach a voluntary agreement that the membership will ratify, the

prospect of a Presidential Emergency Board as one of the Railway Labor Act's final steps in the bargaining process, and its potential outcome has most certainly changed with a new Administration set to take Office.

In addition to our negotiations, we must reinvigorate our legislative and regulatory efforts in 2021. The safety of all rail workers, and the general public, is dramatically impacted by the actions, or inactions, of both State and Federal legislators and regulators. We must return to a place where the Nation's safety regulators do their mandated job to ensure a safe workplace, and we will not rest until that is accomplished.

As I said at the start of this Message, our success in all of our goals is directly tied to our solidarity. I will say it again: we must put aside the issues that may have divided us in the political cycle, and instead focus on the workplace issues that we have in common. We must not allow the Rail Carriers to divide us with their efforts to blame our Unions when they mistreat their employees.

We must remember that anyone who attacks your Union is attacking you and your family's livelihood. In our case, Rail Carriers attack your Union because they see the content of your Union contract as an attack on their profits. Never forget that their goal, and the goal of their political allies, is "more for them, less for you." If there was ever a time for you to be more involved in your Union's efforts, that time is now.

I am counting on you to stand with your Union to advance the BLET's agenda in 2021 and beyond, because our strength is in our solidarity.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 Without a doubt, one of the most important items in this round of negotiations is the issue of two-person crews. I am proud to say that our Brotherhood stands shoulder to shoulder with our Brothers and Sisters in SMART's Transportation Division in the fight to preserve two-person crews. Be it on the regulatory front, the legislative front, in court, or at the bargaining table, BLET is working with SMART-TD to protect the interests of all operating employees. 99

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 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, 2010. ©©



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

UNIONS ARE EVEN MORE ESSENTIAL IN THE TIME OF COVID-19

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 purposefully discard safety guidelines, this union is making sure 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

66 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. 99

Lambert elected General Chairman of UP-Eastern District GCA

Chad M. Lambert, a member of BLET Division 364 (Wichita, Kan.), was elected General Chairman of the Union Pacific-Eastern District General Committee of Adjustment at the GCA's quadrennial meeting on August 11, 2020.

A third-generation railroader, Brother Lambert first joined the BLET on October 1, 1999. He has served BLET Division 364 as Local Chairman for 10 years. Immediately prior to his election to the General Chairman's office, Brother Lambert was serving the GCA as its full-time 1st Vice Chairman.

Also elected during the quadrennial meeting were: 1st Vice Chairman Brian S. McCoy, Division 183 (Omaha, Neb.); 2nd Vice Chairman Dan E. O'Neil, Division 224 (Marysville, Kan.); 3rd Vice Chairman Travis D. Kuenning, Division 388 (North Platte, Neb.); Secretary-Treasurer Stacey L. Madsen, Division 88 (North Platte, Neb.); and Alternate Secretary-Treasurer Charles (Clint) Grady, Division 115 (Cheyenne, Wyo.). Additionally, Brothers McCoy, O'Neil and Kuenning were appointed to serve as Trustees of the GCA.

Representing the BLET National Di-



vision at the meeting were: National President Dennis R. Pierce; and National Vice President Mark L. Wallace.

"Congratulations to Brother Lambert and all officers of the Union Pacific-Eastern District General Committee of Adjustment," President Pierce said. "I thank them for their willingness to serve our Brotherhood, and I have every confidence that Brother Lambert will do an excellent job as General Chairman."

President Pierce also thanked outgoing General Chairman Dave L.

Geisler for his eight years of service as General Chairman.

Brother Lambert hired out with the Atchison, Topeka & Santa Fe Railway as a trackman in 1994. In early 1995, he transferred to train service but, unfortunately, was immediately furloughed after completing his conductor training with Santa Fe. As luck would have it, the Southern Pacific Railroad (SP) was hiring conductors at Herington, Kan, during that same summer. In September of 1995, he was hired for a conductor's position with SP. In late 1998, during the

Union Pacific-Southern Pacific merger, he earned promotion to locomotive engineer. Shortly thereafter, he joined BLET Division 261 (Herington, Kan.).

Brother Lambert has served the BLET as a union officer continuously since 2006. That was the year when Division 364's Local Chairman at the time — who held that position for 32 years — approached Brother Lambert and asked him to consider running for the Local Chairman's position upon his retirement. Even though he was a young engineer at the time, Brother Lambert accepted the challenge and was elected as Division 364's Local Chairman in 2006, a position he held until August of 2016. In terms of service to the GCA, he was elected 3rd Vice General Chairman at the UP-Eastern District's 2012 quadrennial meeting. Due to a vacancy in early 2016, he was elevated to the office of 2nd Vice General Chairman. At the GCA's 2016 quadrennial meeting, he was elected to the full-time 1st Vice General Chairman's position, which entailed handling discipline cases for the GCA, both on the property and in arbitration.

The BLET's Union Pacific-Eastern District General Committee of Adjustment represents more than 1,000 active members in 16 different Divisions. ©

PIERCE TESTIFIES BEFORE SENATE

CONTINUED FROM PAGE 1

because of COVID, placing them and their families at risk.

"The provision of PPE — and safe and sanitary lodging and meal facilities — have been inconsistent at best. Sadly, the Executive Branch agencies responsible for workplace safety still haven't stepped up to the plate. So we urge the Senate to pass S. 3884 — the 'Essential Transportation Employee Safety Act' — and S. 3677 — the 'COVID-19 Every Worker Protection Act,'" he said.

COVID has hit Amtrak and public transit particularly hard. President Pierce urged the Senate to consider emergency funding to help keep passenger and commuter trains rolling.

"Amtrak is implementing tri-weekly service, and is about to furlough 25% of its Engineers. Commuter agencies also are looking at further service reductions and furloughs. The House has teed up additional emergency relief in the Heroes Act, which if passed by the Senate, should provide these railroads and their workers with this much needed help," President Pierce said.

PSR: A JOB-KILLING BUSINESS MODEL

President Pierce also condemned Precision Scheduled Railroading, the job-killing business model that has been implemented by American railroads.

"... PSR [is] a business model that rewards Wall Street at the expense of everyone else. PSR's across-the-board and ruthless cost-cutting has produced historically high unemployment rates. Between 2014 and 2019 — long before COVID — employment on the four largest Class I railroads was cut 17%, with nearly

30,000 jobs lost," Pierce said. "America needs a railroad industry that balances rail operations, shipper needs, effective maintenance, safety, employee and manpower concerns, and the industry's long-term health. PSR has cut much deeper than just eliminating fat; it has cut into muscle and bone. PSR may be good for the bottom line, but it is bad for the nation's shippers, American consumers, and the workers who move the nation's freight."

Not only is it a job killer, PSR puts profits ahead of safety and puts railroad workers and America's cities and towns at risk.

"PSR has led to deferred maintenance — the closing of many yards and repair shops — a constant state of chaos as operating crew bases are relocated to reduce the number of crews needed for long-distance trains — and 2 to 3-mile-long trains becoming the norm. Trains are routinely operated that exceed the capacity of the infrastructure to accommodate them without significant operational delays, at the shipper's expense. And trains are being operated with lengths that exceed the capacity of FRA-required safety technology," President Pierce testified.

SURFACE TRANSPORTATION REAUTHORIZATION

President Pierce suggested to the Senate that the problems caused by PSR could be addressed in the surface transportation reauthorization process.

"These problems should be addressed in the reauthorization process. We urge the Committee to investigate whether the public interest — as envisioned by Staggers and the 1990s merger and control decisions — is being served by PSR. GAO should be tasked with studying changes in operating and scheduling practices as a result of PSR, including the metrics detailed in my written tes-

timony," he said.

President Pierce concluded his oral testimony by urging the Senate to help protect rail safety by enacting legislation that would mandate two-person train crews.

"We also believe that the reauthorization bill should include S. 1979 — the 'Safe Freight Act' — which would put a halt to the industry's attempt to eliminate jobs with a technology that cannot — and is not designed to — replace safety-critical train crew members," he said.

ADDITIONAL WITNESSES

Senator Roger Wicker (R-Miss.) serves as Chair of the Committee, while Senator Maria Cantwell (D-Wash.) is the Ranking Member. Deb Fischer (R-Neb.) serves as Chair of the Subcommittee on Transportation and Safety, and Sen. Amy Klobuchar (D-Minn.) serves as Ranking Member of the Subcommittee. In addition to President Pierce, additional witnesses included: (Panel 1) William Flynn, Amtrak President and Chief Executive Officer, and Paul Tuss, Executive Director, Bear Paw Development Corporation and Member, Montana Economic Developers Association; and (Panel 2) Frank Chirumbolo, Vice President Global Supply Chain, Olin Corporation on behalf of American Chemistry Council, Randy Gordon, President and Chief Executive Officer, National Grain and Feed Association, Kent Fountain, Chairman, National Cotton Council, and Ian Jefferies, President and Chief Executive Officer, Association of American Railroads. ©©

A COPY OF PRESIDENT PIERCE'S WRITTEN TESTIMONY IS AVAILABLE FOR DOWNLOAD AS A PDF: WWW.BLE-T.ORG/PR/PDF/PIERCE_IBT_RAIL_CONFERENCE_TESTIMONY.PDF



Bill Flynn, Amtrak President & CEO



Sen. Roger Wicker (R-MS)



Ian Jefferies, AAR President & CEO

Logan elected UP-SR General Chairman

James Logan Jr. of BLET Division 620 (Fort Worth, Texas) was elected by acclamation to the office of General Chairman at the Union Pacific-Southern Region General Committee of Adjustment's (UP-SR GCA) quadrennial meeting on September 8, 2020.

A Union Pacific locomotive engineer, Brother Logan hired out in 1995 with the UP in Fort Worth, Texas. He joined the BLET in 1999 and served as Local Chairman of Division 620 from 2009-2018. He was twice elected 3rd Vice General Chairman of the UP-SR GCA at quadrennial meetings in 2012 and 2016. In 2017, he was elevated to the office of 1st Vice General Chairman following the retirement of Daniel H. Underwood, Division 139 (Houston, Texas). Incumbent UP-SR General Chairman Dana L. Marlow retired and did not seek reelection.

Also elected during the 2020 quadrennial meeting were: 1st Vice Chairman

BLET ELECTION NEWS



"Brother Logan is one of the best and brightest young leaders in our Brotherhood and I know he will do an excellent job as GC. I thank retired GC Dana Marlow for his leadership and dedicated service to our Brotherhood, and extend best wishes for a happy and healthy retirement."

— PRESIDENT DENNIS PIERCE

Scott P. Alexander, Division 523 (Chickasha, Okla.); 2nd Vice Chairman John M. Prokop, Division 475 (Smithville, Texas); 3rd Vice Chairman Fernando M. Paz, Division 620 (Fort Worth, Texas); 4th Vice Chairman Tyler Gray, Division 755 (DeQuincy, La.); and Secretary-Treasurer Jason G. Ogden, Division 711 (Baytown, Texas).

The following alternate officers were also elected: 1st Alternate Vice Chairman Kevin DeArment, Division 139 (Houston, Texas); 2nd Vice Chairman Randy Gorzell, Division 197 (San Antonio, Texas); and Alternate Secretary-Treasurer E. Neil Cane, Division 857 (Tyler, Texas).

BLET National President Dennis R. Pierce and National Vice-President Mark L. Wallace represented the BLET National Division at the meeting.

"Congratulations and thank you to Brother Logan and all officers of the Union Pacific-Southern Region General Committee of Adjustment," President Pierce said. "Brother Logan is one of the best and brightest young leaders in our Brotherhood and I know he will do an excellent job as General Chairman. I thank retired General Chairman Dana Marlow for his leadership and dedicated service to our Brotherhood, and extend best wishes for a happy and healthy retirement."

The Union Pacific-Southern Region GCA consists of 28 BLET Divisions and represents nearly 3,000 active and retired members. ©©

RAILROAD UNEMPLOYMENT AND SICKNESS BENEFITS WILL SEE SLIGHT DECREASE IN NEW SEQUESTRATION REDUCTION RATE

Under the Budget Control Act of 2011, and a subsequent sequestration order to implement mandated cuts, railroad unemployment and sickness insurance benefits are reduced by a set percentage that is subject to revision at the beginning of each fiscal year.

Starting October 1, 2020, the U.S. Railroad Retirement Board (RRB) will reduce railroad unemployment and sickness insurance benefits by

5.7 percent, down from the current 5.9 percent reduction, as required by law. The adjusted reduction amount is based on revised projections of benefit claims and payments under the Railroad Unemployment Insurance Act and will remain in effect through September 30, 2021, the end of the fiscal year. Reductions in future fiscal years, should they occur, will be calculated based on applicable law.

The current daily benefit rate for both unemployment and sickness is \$80.00. Applying the sequestration rate of 5.7 percent, the maximum amount payable in a 2-week period will be reduced from \$800.00 to \$754.40. Sickness benefits paid to an employee within six months from the date last worked for a reason other than an on-the-job injury are also subject to regular tier I railroad retirement taxes, result-

ing in a further reduction of 7.65 percent. Applying the 5.7 percent reduction to these sickness benefits will result in a maximum 2-week total of \$696.69.

In fiscal year 2019, the RRB paid about \$13 billion in retirement and survivor benefits to about 535,000 beneficiaries, and net unemployment-sickness benefits of about \$93.4 million to approximately 23,000 claimants. ©©

Pacific Harbor Line and BLET sign new agreement

Pacific Harbor Line, Inc. (PHL) and the Brotherhood of Locomotive Engineers and Trainmen (BLET) have signed a new five-year labor agreement. The contract, effective September 20, governs rates of pay, benefits and work rules for 150 of PHL's 189 employees.

In a joint announcement, PHL-BLET said, "The new agreement includes wage increases, a matching 401(k) savings plan, a signing bonus, and no increases in employee health and welfare contributions for the life of the contract."

The contract was ratified on September 4 by a majority of the BLET's PHL members, and signed September 15 at PHL's offices in Wilmington, Calif.

BLET's Division 214 in Long Beach, Calif., has represented PHL's employees since the railroad was formed in 1998. Subsequently, union employment has grown from 27 employees to more than 150 today. For contract negotiations, Division 214 is represented by the BLET's Union Pacific-Western Lines General Committee of Adjustment (UP-WLGCA).

PHL President Otis Cliatt II said, "The year 2020 will be remembered for the vast array of negatively impactful events that weigh heavily on the minds of employees, staff, customers and myself. Yet, it's



BLET General Chairman Brian Carr (blue shirt) and PHL President Otis Cliatt II at the signing ceremony on September 15.

exciting to share this positive announcement during otherwise troubled times."

The BLET negotiating team was led by Union Pacific-Western Lines/PHL General Chairman Brian P. Carr and Division 214 Local Chairman Jose L. Covarrubias, with assistance from National Vice President Mark Wallace.

"Although it took more than one attempt, the BLET negotiating team was able to reach an agreement that was ratified by the membership," BLET National President Dennis R. Pierce said. "I thank the membership for their solidarity and perseverance throughout the negotiating process."

I also thank General Chairman Carr for bringing these negotiations to a successful conclusion."

The Ports of Long Beach and Los Angeles welcomed the new contract, which will enhance the railroad network and ensure the fluid movement of cargo in the harbor. @@



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SMART - TD (UTU) Monthly Assessment	\$76.80	\$115.20	\$144.00	\$192.00	Not Offered

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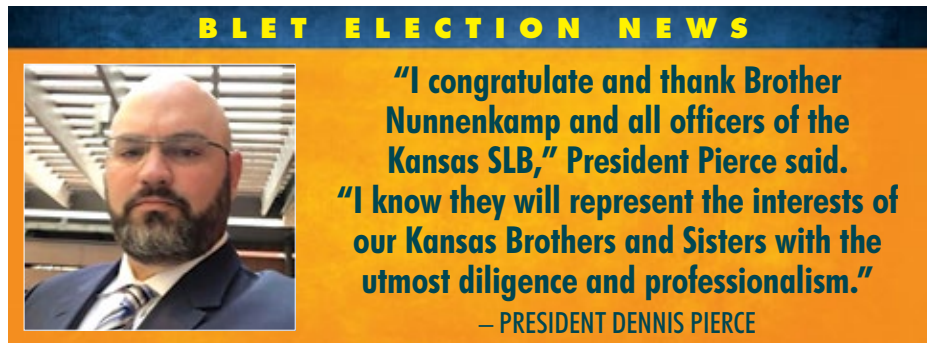
Transportation workers protecting each other since 1910

Nunnenkamp elected Chairman of BLET Kansas State Legislative Board

Brandon D. Nunnenkamp of Division 130 (Kansas City, Kan.) was elected Chairman of the Kansas State Legislative Board at its quadrennial meeting in Wichita, Kan., September 9-11, 2020.

Brother Nunnenkamp is a BNSF locomotive engineer who has served BLET Division 130 as Legislative Representative for seven years. In 2016, he was elected to serve the Kansas SLB as Alternate Secretary-Treasurer. He has held continuous membership in the BLET since November 1, 1997.

Also elected during the quadrennial meeting were: 1st Vice Chairman Ryan P. Lautzenhiser, Division 777 (Argentine, Kan.); 2nd Vice Chairman Sam L. Vail, Division 179 (Parsons, Kan.); Secretary-Treasurer Willie E. Tilsworth, Division 130 (Kansas City, Kan.); and Al-



ternate Secretary-Treasurer Shad M. Bremer, Division 261 (Herington, Kan.). Elected to serve as Trustees were: Phil D. Taylor, Division 130 (Kansas City, Kan.); John D. Whistler, Division 364 (Wichita, Kan.); and Toby A. Becker, Division 261 (Herington, Kan.).

BLET National President Dennis R. Pierce and Vice President & National Legislative Representative John P. Tolman addressed the delegates on behalf of the

BLET National Division. Additional special guests included: Calvin Groose, Chairman of the BLET Missouri State Legislative Board; and Rep. Ponka-We Victors, Kansas State House of Representatives (District 103).

"I congratulate and thank Brother Nunnenkamp and all officers of the Kansas State Legislative Board," President Pierce said. "I know they will represent the interests of our Kansas Brothers and Sisters

with the utmost diligence and professionalism. I also wish to thank outgoing Chairman Tyler Jones for his dedicated service to our Brotherhood."

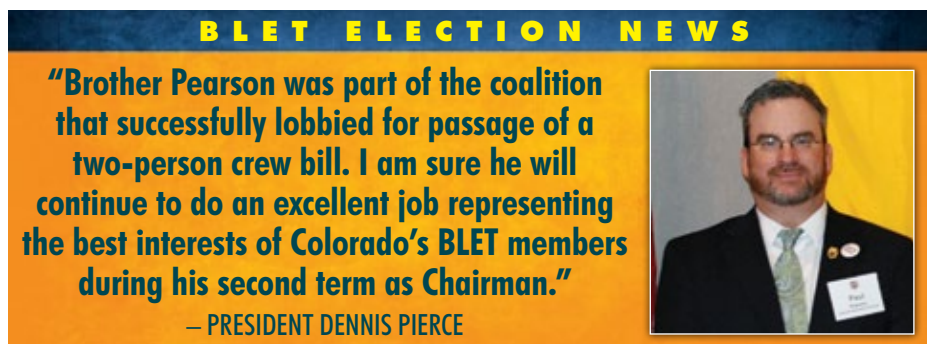
Brother Nunnenkamp's railroad career began in February of 1995 when hired out as a conductor with the ATSF in Newton, Kan. After being furloughed in Newton, he moved to Kansas City, Kan., in late 1995. He earned promotion to locomotive engineer in June of 1997 and joined BLET Division 130 shortly thereafter. In 2017, Brother Nunnenkamp successfully completed the BLET Education & Training Department's Legislative Representative Training Class in Washington D.C., and has attended LR workshops at various BLET regional meetings over the years.

The BLET's Kansas State Legislative Board represents more than 1,800 active and retired members from 15 different BLET Divisions. @

Pearson reelected Colorado State Legislative Board Chairman

Brother Paul E. Pearson of BLET Division 133 (Denver, Colo.) was reelected by acclamation to his second term as Chairman of the Colorado State Legislative Board at its seventh quadrennial meeting on September 24, 2020.

A Union Pacific locomotive engineer, Brother Pearson hired out with the Southern Pacific in August of 1994. He earned promotion to locomotive engineer in 1995 and joined the Brotherhood effective August 1, 1995. Over the years, Brother Pearson has served Division 133 as Legislative Representative, Trustee, Alternate Secretary-Treasurer and Alternate Legislative Representative. Brother Pearson's service to the Colorado State Legislative Board began in 2008 when he was elected to serve as Secretary-Treasurer, an office he was reelected to by acclamation in 2012. He was first elected Chairman at the Col-



orado SLB's 2016 quadrennial meeting. Brother Pearson serves as Mobilization Captain for the BLET's Union Pacific membership in Colorado.

Also elected by acclamation during the 2020 quadrennial meeting were: 1st Vice Chairman: Michael Bevirt, Division 940 (Denver, Colo.); 2nd Vice Chairman: Scott Burkey, Division 727 (Sterling, Colo.); Secretary Treasurer: Christopher J. Sherwood, Division 505 (La Junta, Colo.); and Alternate Secre-

tary Treasurer: Jordan Lucero, Division 505 (La Junta, Colo.).

Elected by acclamation to serve as Trustees were: Richard Aguilar, Division 256 (Denver, Colo.); Michael Dunkelberger, Division 256 (Denver, Colo.); and Ryan Parker, Division 29 (Pueblo, Colo.).

Representing the BLET National Division at the meeting were: National President Dennis R. Pierce; Vice President & National Legislative Representative John P. Tolman; Director of Political and

Legislative Affairs Robert F. Hagan.

"I congratulate and thank Brother Pearson and all officers of the Colorado State Legislative Board," President Pierce said. "Brother Pearson was part of the coalition that successfully lobbied for passage of a two-person crew bill, which the Governor of Colorado signed into law during 2019. I am sure he will continue to do an excellent job representing the best interests of Colorado's BLET members during his second term as Chairman."

Additional special guests included: Dennis Daugherty, Colorado AFL-CIO Executive Director; Karl Hanlon, candidate for Colorado State Senate District 8; and several BLET State Legislative Board Chairmen.

The Colorado State Legislative Board represents 11 BLET Divisions and approximately 1,000 active and retired members. @

2021 FEES OBJECTOR POLICY

1. EMPLOYEES' RIGHTS

A. Any employee covered by a union or agency shop agreement in the United States has the legal right to be or remain a nonmember of the Union. Nonmembers have the legal right (1) to object to paying for Union activities not related to collective bargaining, contract administration and grievance adjustment, and to obtain a reduction in fees for such activities; (2) to be given sufficient information to intelligently decide whether to object; and (3) to be apprised of internal Union procedures for filing objections. Employees who choose to object have the right to be apprised of the percentage of the reduction, the basis for the calculation, and the right to challenge these figures. Objecting nonmembers who are public employees have the legal right not to pay any fees.

B. To the extent permitted by law, nonmembers may not participate in Union elections as a voter or as a candidate; attend Union meetings; serve as delegates to the Convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

2. PUBLICATION OF POLICY

The fees objector policy shall be published annually in the BLET's newsletter in the month preceding the objection notice period and mailed annually to each objector. It shall also be

provided to each new employee when s/he first becomes subject to a union shop agreement.

3. MAKING OBJECTION KNOWN

Objecting nonmembers must provide notice of objection by notifying the National Secretary/Treasurer of the objection in writing by first-class mail postmarked during the month of November preceding the calendar year to which s/he objects, or within (30) days after s/he first begins paying fees and receiving notices of these procedures. The objection shall contain the objector's current home address. Each nonmember wishing to continue his/her objection from year to year must renew the objection each year as specified in this paragraph. Objections may only be made by individual employees. No petition objections will be honored.

4. MAJOR CATEGORIES OF CHARGEABLE EXPENSES

All objectors shall pay their fair share of expenses germane to collective bargaining including:

A. All expenses concerning the negotiation of agreements, practices and working conditions;

B. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargain-

ing unit) or employer representatives regarding working conditions, benefits and contract rights;

C. Convention expenses and other union internal governance and management expenses;

D. Social activities and union business meeting expenses;

E. Publication expenses to the extent coverage relates to chargeable activities;

F. Expenses of litigation related to collective bargaining, contract administration and internal governance;

G. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;

H. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;

I. All costs of strikes and other lawful economic actions.

5. DETERMINATION OF CHARGEABLE SHARE

The BLET shall engage an outside auditor to perform an independent audit of the records of the National Division annually. Based on this audit, the BLET shall determine the percentage of expenditures that fall within the categories specified in Section 4. The amount of expenditures that fall within Section 4 shall be the basis for calculating the reduced fees that must be paid by the objector. The auditing firm conducting the annual audit of the BLET National

Division shall give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 10, and later will verify the existence and the audits of money in any escrow account.

6. REPORT OF CHARGEABLE SHARE AND BASIS OF ITS CALCULATION

The BLET shall report the determination no later than September 30. This report shall include an analysis of the major categories of union expenses that are chargeable and nonchargeable. A copy of the report shall be sent to all nonmembers whose timely objections have not been revoked.

7. CHALLENGE PROCEDURE

Each person entitled to receive the BLET's report may challenge the validity of the calculations by filing an appeal with the National Secretary/Treasurer. Such appeal must be made by sending a letter to the National Secretary/Treasurer postmarked no later than October 31.

8. ARBITRATION OF CHALLENGES

A. After the close of appeals period, the National Secretary/Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator pursuant to its Rules for Impartial Determination of Union Fees. The AAA shall inform the National Secretary/Treasurer and the appellant(s) of the arbitrator selected.

B. The arbitration shall commence by December 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall

have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

C. Each party to the arbitration shall bear its own costs. The appellants shall have the option of paying a prorated portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the BLET.

D. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be prepared within 15 days of the close of the hearing and shall be the official record of the proceedings which may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the National Division during normal business hours.

E. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator at the time of the hearing instead of appearing.

F. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

G. The National Division shall

have the burden of establishing that the reduced fees set forth in the report are lawful.

H. If the arbitrator shall determine that more than one day of hearing is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case no more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within fortyfive (45) days after the submission of posthearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

I. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

9. PAYMENT OF REDUCED FEES

Objectors shall pay reduced monthly fees based on the most recent report pending determination of the objection year's chargeable ratio.

10. ESCROW OF DISPUTED FUNDS

All monthly fees paid by objectors shall be placed in an interestbearing escrow account pending final determination of the chargeable share. Escrowed funds shall be disbursed to objectors and the Union upon issuance of the arbitrator's decision or fifteen days after the conclusion of the appeal period if there are no challenges to the determination.

BLET's John Tolman retires

VINCE VERNA IS NEW VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE

After a distinguished railroad career that began nearly 50 years ago, BLET Vice President & National Legislative Representative John P. Tolman retired on November 4, 2020. His alternate, Vincent G. Verna, succeeded to his place on the BLET Advisory Board the following day.

"It would be trite to merely state that John Tolman's retirement will leave big shoes to fill," BLET National

President Dennis R. Pierce said. "I think it is much more accurate to say that his unique style cannot be duplicated. However, Brother Vince Verna has had many years to learn the territory under Brother Tolman's mentorship, and I am confident that Brother Verna will continue the BLET's high level of legislative leadership that has been established during John Tolman's remarkable tenure as Vice President and National Legislative Representative."

The BLET Bylaws dictate the order of succession in

filling vacancies on the Advisory Board, including when a National Division Officer retires. Having won election by acclamation to the office of First Alternate Vice President & National Legislative Representative at the BLET's Fourth National Convention in 2018, Brother Verna will automatically fill the office vacated by Brother Tolman's retirement. Verna has worked out of the BLET's National Legislative office for the past nine years, having served as Director of Regulatory Affairs since August 1, 2011.

VICE PRESIDENT TOLMAN

Vice President Tolman's railroad career began in 1971 shortly after he graduated from high school. He hired out as a hostler at Beacon Yard in Boston and earned promotion to locomotive engineer in 1974. Brother Tolman is a second generation railroader and union leader, following in the footsteps of his father, who was a General Chairman with the United Transportation Union for many years. Brother Tolman operated passenger and freight trains during the first 25 years of his railroad career, working for the Penn Central Railroad, Conrail, Boston and Maine Railroad, MBOR, and Amtrak. Brother Tolman also made time to earn both a Bachelor's degree in Marketing and a Masters' degree in Business Administration while working full-time for the railroad.

Brother Tolman joined the Brotherhood of Locomotive Engineers on March 1, 1980. He served in several Division offices, and in 1992 helped to create the BLE's Massachusetts State Legislative Board, subsequently being elected as its first Chairman. It was as Chairman of the Massachusetts SLB that he began fighting for the humane treatment of train crew members who were involved in critical incidents, a legacy that helped to forge national standards for railroad worker critical incident stress relief.

In 1996, Brother Tolman was hired by the BLE International Division as a Special Representative. Brother John, his wife Chris and their three children, Caroline, Jeff and Johanna, moved from Boston to the Cleveland area. Just prior to being hired by the BLE, he also was the Chairman of the Democratic City Committee in Melrose, Mass., and was elected to serve on the Board of Aldermen for the city.

During his 10 years with the BLE International and BLET National Division Office (1996-2006), Tolman managed many different roles, including: Organizing, Education & Training Coordinator, Coordinator of the Safety Task Force, Chief of Staff, and Political Director. In 2006, Brother Tolman was elected to the office of Vice President and National Legislative Representative. He was subsequently reelected by acclamation at BLET National Conventions in 2010, 2014 and 2018.

In the past 14 years as Vice President & National Legislative Representative, Vice President Tolman has accomplished many things to improve the quality of life and working conditions for BLET members and all railroaders throughout the United States. During his tenure, he logged more than a thousand visits to Congressional offices, lobbying alongside BLET National Division officers, General Chairmen, State Legislative Board Chairmen, Division officers, and rank-and-file members.



John Tolman prepares to testify before Congress



The BLET's National Legislative office, from left: Vince Verna; Bob Hagan; and John Tolman.

Vice President Tolman also has testified before the U.S. House and Senate more than a dozen times regarding rail worker safety, Amtrak funding, Positive Train Control, and other issues of importance to BLET members.

Working to assist various State Legislative Board Chairmen, Brother Tolman's office has helped introduce various legislation across the country at the state and local level, including the recent passage of two-person crew bills in numerous states. He has consistently worked in the successful effort to stall national right-to-work laws that have been proposed in the House and Senate, and has lobbied for steady Amtrak funding, which has been successful but challenging at times. He has met with each President and Vice President of the United States since 2007, except for the current administration, having met with only Vice President Pence. Among the major pieces of legislation passed during his tenure include whistleblower protections for railroad workers in 2007 and the Rail Safety Improvement Act of 2008.

"For the past 14 years, Brother John Tolman's service as Vice President and National Legislative Representative has placed the BLET at the forefront of Rail Labor's legislative efforts in our nation's capital," Pierce said. "His leadership



Tolman addresses members at a BLET regional meeting

in the fight against workplace harassment and intimidation by the carriers led to a revolutionary change in statutory whistleblower protections for railroad workers in 2007 that continues to protect and benefit BLET members. He coordinated the efforts of our Brotherhood's legislative and protective officers in support of the Rail Safety Improvement Act of 2008, which was the most significant piece of rail safety legislation in more than two decades."

President Pierce gave his personal thanks to Brother Tolman for his efforts on behalf of the Brotherhood over these many years, and extended best wishes for a long, happy and healthy retirement.



VP & NLR Verna and President Pierce at Teamster headquarters in Washington, D.C.

VICE PRESIDENT VERNA

Brother Vincent G. Verna elevated to office of BLET Vice President and National Legislative Representative (VP&NLR) upon the retirement of long-serving VP&NLR John P. Tolman. Brother Verna was elected by acclamation to the office of First Alternate VP&NLR at the BLET's Fourth National Convention in Las Vegas on October 4, 2018.

Brother Verna's railroad career began in 1994 when he hired out as a brakeman for the Southern Pacific Railroad in Los Angeles, Calif. He transferred to engine service in March of 1995 in Tucson, Ariz., and joined BLET Division 28 (Tucson, Ariz.) on November 17, 1995. Verna became actively involved in the Brotherhood almost immediately, serving as Alternate Legislative Representative of Division 28 in 1995, and as Vice Local Chairman in 1999. Brother Vince continued in both positions until becoming Division 28's Legislative Representative in 2006 and full-time Local Chairman in 2008. He was reelected Local Chairman in 2009. Brother Verna also began serving as Chairman of the Arizona State Legislative Board in 2008, a position he was reelected to in 2009. He was elected by acclamation to the office of First Alternate VP&NLR at the BLET's Third National Convention in Las Vegas on October 1, 2014.

Brother Verna began working full time for the BLET National Division on August 1, 2011, when he was appointed to the position of Director of Regulatory Affairs by President Pierce.

In his role as Director of Regulatory Affairs, Verna represented the BLET on numerous rail safety and human factors endeavors, such as the Rail Safety Advisory Committee (RSAC) of the Federal Railroad Administration. He also represented the interests of BLET members in regulatory matters before the Department of Transportation, the National Trans-



Brother Verna during a recent BLET Education & Training Department class.

portation Safety Board the Transportation Security Administration, and the Transportation Research Board, among others agencies and organizations. He also prepared the union's responses to various agencies' proposals for rulemakings and proposed rules, and prepared responses to petitions for waiver from compliance with FRA regulations.

Brother Verna is proud to be a third generation railroader. His father Fred retired as a conductor from UP in 2010 after 48 years of service. Also, his great uncle was a conductor for the Penn Central and the Southern Pacific, and his brother Tony is a BLET member and locomotive engineer working at Union Pacific.

Incoming Vice President and National Legislative Representative Verna holds a Bachelor's Degree in History from California State University at San Bernardino (1994) and a Master's Degree in Legal and Ethical Studies from The University of Baltimore (2003). He and his wife, Julie, reside in the Washington D.C. area. When he has spare time, Brother Verna enjoys reading, art, exercising, writing and recording music, and traveling. ©©



Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

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11/20

Photo of the Month: October–December 2020

CSX'S SPIRIT OF OUR ARMED FORCES: CSX train Q020 heads east through the CP Draw at Buffalo, New York — with unit 1776 in the lead — on May 2, 2019. Dubbed "The Spirit of Our Armed Forces," locomotive 1776 was painted at the CSX locomotive shop in Huntington, W.Va., with a special paint scheme that honors veterans and recognizes the five branches of our military service. **Photo:** by Brother Cory Rusch, a member of BLET Division 659 in Buffalo, N.Y. Brother Rusch is a conductor with Norfolk Southern and a regular contributor to BLET publications.



Are you a photographer? The National Division's Public Relations Department, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contribute their

images to the "Photo of the Month" section of the Newsletter. If you'd like to submit a photo for consideration, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email: Bentley@ble-t.org.

Please note only high resolution images can be used. Members are also encouraged to review their employer's policies regarding the use of cameras and other electronic devices while on duty.

Advisory Board August/September 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 Office, Independence, Ohio; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General Supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; Chairman, CRLO; BLET UP-E GCA mtg.; BLET Advisory Board mtg.; Collective bargaining mtg.; UP-S GCA mtg.; Kansas SLB mtg.; TTD-RLD mtg.; Wisconsin SLB mtg.; Colorado SLB mtg.

FIRST VICE PRESIDENT E.L. (LEE) PRUITT — National Duties include but not limited to: Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; and PRAC; General office duties, telephone, email, correspondence communications, etc.; BLET Advisory Board mtg.

NATIONAL SECRETARY-TREASURER STEPHEN J. BRUNO — General supervision of Accounting Dept., Record Dept., Online Services Dept., Tax Compliance Dept.; Safety Task Force; PAC and FEC reports and filings; Implementation and training for BLET membership database/Union Track; Pension, STD, 457 plan Trustee; Mtgs. with vendors and financial institutions; Union Track issues, development, testing, status updates; Merrill Lynch, BLET finance committee; BLET Advisory Board mtg.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN — Assigned to BLET Washington, DC office; General office duties, telephone and correspondence communications, Washington, D.C.; Various receptions and office visits with members of Congress and the leadership of both the GOP and Democratic parties, Washington, D.C.; BLET Advisory Board mtg.

VICE PRESIDENT MARCUS J. RUEF — Chairman, National Railroad Adjustment Board (NRAB); National Mediation Board (NMB) Advisory Forum—Labor Member; Department Head, BLET Arbitration Department; Assigned to CN-Wisconsin Central, CN-Illinois Central, Indiana Harbor Belt, Metra (Chicago), CP Rail System/US (Soo); Arb. website development, ND; Review submissions for GC Hau, WC; NRAB annual mtg. arrangements; Assist GC Semenek w/ discipline appeals and rules issue, CP; Terri Brown & Jeanie Arnold mtg., re: Section 3 issues, NRAB; BLET Advisory Board mtg.; Assist GC Evans w/ certification issue, IC; Vacation; NRAB admin issues, Chicago; Assist GC Burns w/ NRAB filings, IHB; New expense filing system (Certify), assisting J. Charvat w/ testing; Annotate awards for Circular I-91, ND; Assist GC Burns w/ NRAB submissions, IHB (IR); Interim GCA mtg., WC; Prep for DL 486; Referee Betts, DL 486; Labor member caucus & ROAR Committee, NRAB, Chicago; NRAB annual mtg. & NMB Section 3 briefing; Arb. Dept. mtg., re: website development; Assist GC Semenek w/ ratification vote count, ISRR; Prep for DL 484, 485, 492 and 497, NRAB.

VICE PRESIDENT MIKE TWOMBLY — Department Head and designated representative of the BLET National Short Line Division (NSLD) and Organizing Department with responsibility for hearings, conferences, appeals, First Division Appeals and all other daily business involving the NSLD assigned railroads in conjunction with Carrier Officers and advancement of BLET organizing strategies and opportunities; NVP assigned to: CN—Grand Trunk Western; Springfield Terminal; Delaware & Hudson; St. Lawrence & Atlantic; New York Susquehanna & Western; Connecticut Southern; New England Central; Louisville & Indiana; Huron & Eastern; Wheeling & Lake Erie; Tacoma Municipal Belt Line Railroad; National Short Line Division (Local Division 16) railroads: Union Railroad, Belt Railway of Chicago, South Buffalo Railway, Western New York & Pennsylvania and Gary Railway; General office duties, telephone, email, correspondence communications, etc.; On duty at home office, NVB and NSLB Department Head combined daily responsibilities; Huron & Eastern Section 6 negotiations; Local Division 16 monthly mtgs. (August & September); BLET Advisory Board mtg.; WNY&P discipline investigations at Meadville, Pa.

and Olean, N.Y.; W&LE PLB 7906; NYS&W Section 6 negotiations; Springfield Terminal Section 6 negotiations, North Billerica, MA; Louisville & Indiana PLB 7945.

VICE PRESIDENT MICHAEL D. PRIESTER — Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Great Western Railway of Colorado; Missouri & North Arkansas, Montana Rail Link, Otter Tail; General office duties, telephone, email, correspondence communications, etc.; Conference call with all BNSF GCs; Multiple BNSF operations update conference calls w/ BLET GCs; BLET Advisory Board mtg.; Conference call w/ President Pierce and BNSF GCs; PLB 7886 w/ Arbitrator Phillips, assisting GC Brown; Prep for PLB 7477; Hearing for PLB 7477 w/ Arbitrator Meyers, assisting GC Cunningham.

VICE PRESIDENT R.C. (RICK) GIBBONS — Assigned to: All Norfolk Southern General Committees (Northern, Eastern and Southern Lines); Chicago, Ft. Wayne & Eastern; Indiana & Ohio (G&W); General office duties, telephone, email, correspondence communications; Vice President duties; On duty at home office; BLET National Division officers and staff conference call; BLET Advisory Board mtg.; PLB 7668, assisting GC Dehart; Indiana & Ohio Rwy. negotiations, assisting GC Cole; Prep for PLB 7238; Hearing for PLB 7238, assisting GC Fannon.

VICE PRESIDENT JAMES P. LOUIS — National Division Department Head, BLET Education & Training Dept.; Department Head of the BLET Internal Organizing, Mobilizing & Strategic Planning Dept.; Department Head, BLET Passenger Dept.; Assigned Amtrak; Keolis Commuter Services; Keolis Rail Services of Virginia, LLC; TransitAmerica Services, Inc.; Long Island Rail Road; New York & Atlantic; Metro-North; New Jersey Transit; PATH; National Division technology group mtgs.; E&T issues; Regional meeting and convention hotel planning and related issues; BLET Advisory Board mtg.; Various hearings and mtgs. regarding PLB 5210, assisting PATH GC Blakey; Contract issues, assisting LIRR GC Sexton; SBA 940, assisting NJ Transit GC Brown; SEPTA BLET Auxiliary mtg., assisting GC Hill; CPG mtg.; Mobilization mtgs., assisting Amtrak GC Kenny; Vacation; GCA issues, assisting Amtrak GC Kenny; IBT-E&T mtg.; GCA issues, assisting PATH GC Blakey.

VICE PRESIDENT MARK L. WALLACE — Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western RR), Central Region, and Southern Region); Utah RR; Longview Portland & Northern and Longview Switching, and Portland Terminal; General office duties, telephone, emails, correspondence, communications, etc.; On duty at home office; Assist UP GC's with various on-property issues; Finalize PLB 7228 w/ GC Leyshon; UP-ED GCA mtg.; BLET Advisory Board mtg.; BLET UP-ED Executive Committee mtg.; Assist GC Carr w/ pep for PLB 7721; Assist GC Lambert w/ prep for PLB 7173; National Wage Team mtg.; Bargaining session w/ NCCC; Assist UP-Southern GCA w/ GCA quadrennial mtg.; PLB 7721, assisting GC Carr; PLB 7173, assisting GC Lambert; UP-Southern Region GCA mtg. w/ new GC James Logan; PLB 7332, assisting GC Logan; Coordinated Bargaining Coalition mtg.

VICE PRESIDENT J. ALAN HOLDCRAFT — Assigned to all CSX Transportation GCAs (Eastern Lines, Western Lines, Northern Lines (Bombardier Transportation Services), Conrail Shared Assets/CSX Northern District); KCS—Kansas City Southern/Louisiana & Ark. RR.; KCS—Texas Mexican Railway; KCS—Mid South Rail, South Rail, Gateway Western RR, Illinois Midland (G&W); General office duties, telephone, email, correspondence communications, etc.; BLET Advisory Board mtg.; Assist GC Evans in contract discussions w/ KCS management, re: Mid-South/Southern CBA; Board Member on PLB 7084 with GC Michael Ball; Mtg. w/ GC Ball and members of Division 244 (Laredo, Texas); Mtg. w/ CSX management and all BLET CSXT General Chairmen; Mtgs. between BLET and CSXT, re: RCO dispute; Caucus w/ members of Coordinated Bargaining Group, re: National Negotiations.

Members can view RRB pre-retirement seminar information online



BLET EDITOR'S NOTE:
THE FOLLOWING MESSAGE
TO RAIL LABOR FROM
JOHN BRAGG, LABOR
MEMBER OF THE U.S.
RAILROAD RETIREMENT
BOARD, WAS PUBLISHED
ON OCTOBER 26, 2020.

The Office of the Labor Member is pleased to announce that our Pre-Retirement Seminar presentation is now available to view online. We designed this program to help educate those nearing retirement about the benefits available to them, and what they can expect during the application process.

This popular program has become a valu-

able resource to RRB customers and employees alike. It helps promote a better understanding of our benefit programs among the railroad community, and in turn, improves the effectiveness of our benefit program operations.

While we typically conduct several seminars across the country annually, we were forced to cancel all in-person events this year due to the COVID-19 outbreak. This provided us with the unique opportunity to reimagine our platform capabilities and prioritize creating a web version of the seminar.

To access the video online, visit www.rrb.gov/PRS and click on View Pre-Retirement Seminar Presentation. Because we cover several aspects of railroad retirement benefits in great detail, the entire presentation is over an hour long. View shorter segments of the pro-

gram by selecting a seminar topic on the same web page. Available topics include: Retired Employee and Spouse Benefits, Spouse Annuities, Working After Retirement, Survivor Benefits, and Items Affecting All Retirement and Survivor Benefits.

At this time, unemployment and sickness benefits are not covered in the program because of the ongoing uncertainty of additional COVID-19 relief legislation. We recommend visiting www.rrb.gov/coronavirus for the most up-to-date information.

The success of our educational programming is made possible with your long-standing partnership. In these challenging times we are especially grateful for you, and appreciate your support in promoting this valuable program. @®