Illiinois Governor J.B. Pritzker signed a two-person crew bill into law on August 9, making Illinois the third state to pass such a railroad safety bill in 2019. Senate Bill 24, or the “Two Person Freight Train Act,” provides that: “no rail carrier shall operate a train or light engine used in connection with the movement of freight unless it has an operating crew consisting of at least 2 individuals. Provides that the minimum freight train crew size shall remain in effect until a federal law or rule encompassing the subject matter has been adopted.”

The intent of the Bill is to protect public safety. It reads in part: “It is the public policy of the State of Illinois to enhance public safety by establishing a minimum freight train operating crew size to address the transportation of all freight, including, but not limited to, hazardous and volatile materials, on the railroads of Illinois. The transportation of this freight, coupled with substantially longer trains, creates significant health, safety, and security concerns for local communities. Adequate railroad operating personnel are critical to ensuring railroad operational safety and security and in supporting first responder activities in the event of a hazardous material incident, grade crossing incident, or mechanical failure.”

The Bill passed in the Senate following its third reading on April 11, 2019, and passed in the House following its third reading on May 21. It then was referred to the Governor’s office on June 19. BLET Illinois State Legislative Board Chairman Paul Piekarski spent months lobbying for passage of the bill, and delivered key testimony before the Governor’s office on June 19.

BLET Illinois SLB 1st Vice Chris Falaney, Division 683; BLET Illinois SLB 2nd Vice Chairman Rick Leschina, Division 32; BLET Illinois SLB 3rd Vice Chairman Cory Martin, Division 135; Legislative Representative Jacob Szudek, Division 458; and Legislative Representative Nick Billingsley, Division 254. The Bill passed out of committee by a 9-4 vote.

Brother Piekarski thanked Governor Pritzker for signing the bill. Piekarski also thanked the bill’s two main sponsors: State House of Representatives Assistant Majority Leader Joy Hoffman (D-113) and State Senate Assistant Majority Leader Terry Link (D-30). Rep. Hoffman said the bill is in response to lacking federal and state guidelines, coupled with rising concerns on the adequate number of crew members needed to operate freight trains in Illinois. “This bill is an effort to ensure that freight train engineers have the necessary support and flexibility they need to adapt in situations of mechanical breach or failure,” he said. “This is a huge public safety issue.”

Brother Piekarski thanked Governor Pritzker and all BLET members who worked so hard to lobby for passage of this much needed safety legislation. Legislation such as this proves that American citizens and their elected leaders have a great deal of concern regarding the safety of railroads that travel through our country.”

Claire Stolz, BLET National Organizer

The law becomes effective January 1, 2020. Illinois becomes the third state in 2019 to pass a railroad safety bill mandating two crew members in the locomotive cab. Colorado Governor Jared S. Polis signed a two-person crew bill into law on March 21, and Nevada Governor Steve Sisolak signed one on May 15.

“I would like to recognize Brother Piekarski and all BLET members who worked so hard to lobby for passage of this much needed safety legislation,” BLET National President Dennis R. Pierce said. “Legislation such as this proves that American citizens and their elected leaders have a great deal of concern regarding the safety of railroads that travel through our country. They understand the need to have adequately staffed trains in order to maintain the highest levels of safety.”

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In past President’s Messages, I have written to BLET’s membership about the many issues that confront us in our effort to protect the interests of locomotive engineers and trainmen, as well as to class Americans in general. While my past Messages may not have presented those issues as “good news,” I am still convinced that we will prevail if we remain united. Our solidarity as BLET members, and our solidarity with other Unions that share our goals, is the key to that success.

To foster that internal solidarity, I have made an increased effort to be out in the field meeting with member and officer groups in 2019. So far this year, in addition to our two Regional Meetings, I have attended over two dozen membership meetings across the country where I have explained the key issues that we are working on at the National Division. As part of those discussions, I have also solicited the input of the members in attendance on those key issues. Not only do the members who attend these meetings leave with a better understanding of what we are confronting, with my ability to do the best in my job is improved when I get direct information on our issues from the membership’s perspective.

Although it is hard to rank the fights that we are waging with the Nation’s Railroads, one of the most critical issues we face in this edition of the Locomotive Engineers & Trainmen News goes to protecting the crew size laws in the states. The minimum of two crew members on the Nation’s Class I Carriers.

As I have shared at our membership meetings this year, in addition to our two Regional Meetings, I have attended over two dozen membership meetings across the country where I have explained the key issues that we are working on at the National Division. As part of those discussions, I have also solicited the input of the members in attendance on those key issues. Not only do the members who attend these meetings leave with a better understanding of what we are confronting, with my ability to do the best in my job is improved when I get direct information on our issues from the membership’s perspective.

Although it is hard to rank the fights that we are waging with the Nation’s Railroads, one of the most critical issues we face is the minimum of two crew members on the Nation’s Class I Carriers. As I have shared at our membership meetings this year, there are three primary ways for us to preserve a minimum two-person crew and all three of these paths ultimately involve the politics of our Nation.

The first of those is Regulation. Under the leadership of President Obama, the Administrator of the FRA, Joe Szabo, initiated a rulemaking to establish a regulation on minimum crew size. As background, prior to being nominated by President Obama to serve as FRA Administrator, Joe Szabo served as Illinois State Legislative Director for UTU. I share that for a reason. After President Trump was elected, he nominated his own FRA Administrator, a man who came from a much different background. Bory Batory, the current Trump-appointed FRA Administrator, was previously the CEO of Conrail.

This is noteworthy because Administrator Batory recently terminated the crew size regulatory process started by Administrator Szabo, obviously at the insistence of the Nation’s Rail Carriers. As a result, there will be no regulatory solution protecting a minimum two-person crew so long as the current administration controls the FRA. The second way for us to protect a minimum two-person crew is through legislation. To that end, seven states have passed minimum crew size laws, all supported jointly by BLET and SMART-TD. It is worth noting that, in every case, the state crew size laws were passed by legislatures controlled by Democrats, and signed into law by Governors who were Democrats.

I do not share that to incite political infighting; I share it because it is true. No matter how anyone chooses to vote, it is critical for us to measure the work all politicians insofar as our workplace issues are concerned. Under tremendous pressure from the Nation’s Rail Carriers, the involved politicians stood up to that pressure and passed the State Laws that BLET and SMART-TD supported. But the politics don’t end there. When President Trump’s FRA Administrator ended the crew size regulatory process, he also invoked something called “negative preemption” against the seven State Crew Size Laws. Also, at the insistence of the Nation’s Rail Carriers, FRA now suggests that the absence of a Federal Regulation preempts the States’ Rights to enact State solutions to crew size issues. Our fight here is not over. BLET and SMART-TD have filed a joint petition for review of FRA’s attempt to negatively preempt State crew size laws in the U.S. Court of Appeals for the 9th Circuit; so have the states of California, Washington, and Indiana.

While we will continue this fight, it is imperative for all willing to keep an open mind politically to understand that none of these attacks on our regulatory and legislative efforts are by accident. Like it or not, these attacks are the consequences of the most recent Presidential election. By nominating a former Railroad CEO to be the FRA Administrator, President Trump effectively gave the industry’s safety Regulating Agency to Railroad Management and we see the impact on our key issues.

But even this has not stopped our legislative effort. While the legal actions continue on FRA’s negative preemption attempt, BLET and SMART-TD are also jointly sponsoring a national legislative effort to protect a minimum two-person crew. Senate Bill 5, 1979 (sponsored by Senator Ed Markey (D-MA), along with the House version H.R. 1748 sponsored by Don Young (R-AK)), have been introduced to legislate a Federal law to govern minimum crew size.

As expected, the Nation’s Rail Carriers have started an all-out lobbying blitz to prevent these two bills from passing. That is why I have instructed my staff to confirm the sender’s membership status when I get direct information on our issues from the membership. Therefore, it is the considered an official communication. Although it is hard to rank the attacks on our regulatory and legislative efforts, this is why. Under the Trump Administrations’ control, are you comfortable with President Trump being the one to appoint the PEB that could hear and make recommendations on crew size nationwide? For one I am not, and I ask all members to keep an open mind politically for this very reason.

But the fight does not stop here. BLET and SMART-TD have responded loud and clear that it will stand united in solidarity, when the next national contract negotiations begin in January of 2020. In the last round of bargaining, BLET and SMART-TD bargained together for the first time in my 40-plus year railroad career. As a result, engineers and conductors voted on the same agreement at the same time. Our solidarity is crucial to our success.

DENNIS R. PIERCE
BLET NATIONAL DIVISION PRESIDENT

On the day President Trump announced his intent to push changes to crew size legislation, President Pierce addresses members and guests at the June BLET Regional Meeting in St. Louis, Missouri.
The Teamsters are gearing up to play a major role in the 2020 election. But to do that, the union needs members and retirees who are versed on the issues to talk to the candidates traversing the country about sticking up for working families.

That effort began in earnest in August with several trainings held in Iowa and at the Teamsters’ National Black Caucus (TNBC) Conference in Louisville, Kentucky. There, activists were taught to ask Teamster-issue questions at targeted public candidate campaign events. These Teamsters are getting ready and committed to asking important questions and getting candidates on the record about pension, collective bargaining, infrastructure and more.

Those who attended these sessions first filled out the Teamsters’ 2020 Survey to register their opinions on what are the top issues the union should be asking presidential contenders to address. Next, they shared with the group which issue was the most important to them and why. And finally, they roleplayed by asking a stand-in candidate questions.

Teamsters at the trainings were told to stand in a prominent place so they get noticed by candidates and their staffs. They were also encouraged to wear Teamster gear and hold signs.

All of this is part of the union’s effort to increase visibility around the issues members are prioritizing. And it will continue throughout the 2020 election season. Why? Because candidates seeking the endorsement of the Teamsters must understand the importance unions play in the working lives of the American worker and our economy as a whole. Supporting organizing efforts and standing for fairness and respect in the workplace is essential.

Workers deserve a president who is a partner who knows that it is not just jobs, but the quality and dependability of those jobs that matters. U.S. leadership should realize that those who worked hard and played by the rules should have the ability to provide a comfortable life for their loved ones, and retire with the benefits they were promised.

That needs to be the goal of anyone seeking to be president.

Fraternally,

JAMES P. HOFFA
Teamsters General President

Keep up the pressure!

U.S. leadership should realize that those who worked hard and played by the rules should have the ability to provide a comfortable life for their loved ones, and retire with the benefits they were promised.

Trainings Get Teamsters Involved in 2020 Race

MEMBERS SHOULD CONTINUE TO CONTACT CONGRESS ON TWO-PERSON TRAIN CREWS, MEXICAN CROSS-BORDER ISSUE

The Teamsters’ National Division (TND) has introduced two important bills on Capitol Hill to address cross-border rail operations. These bills have appeal to both the Senate (introduced by Ed Markey, D-MA) and the House (introduced by Rep. Dan Lipinski, D-IL).

A bill just introduced in the House of Representatives, H.R. 3896 (https://bit.ly/2SywNNz), would amend Title 49, United States Code, “to provide that only citizens or nationals of the United States may operate trains within the United States that originate in Mexico.” Please tell your Representatives and Senators about this important issue and ask them to support our efforts by co-sponsoring H.R. 3896, which was introduced by Rep. Dan Lipinski (D-IL), Chairman of the Railroad Subcommittee and co-sponsored by Rep. Brian Fitzpatrick (R-PA).

“We have had boots on the ground in Washington D.C. during July and August, holding face-to-face meetings with members of the House and Senate regarding these issues,” BLET National President Dennis R. Pierce said. “We have visited with legislators from both sides of the aisle, as these issues have appeal to Democrats and Republicans alike.

I urge all BLET members and their families to take a few minutes to call your members of Congress on these two vital issues. Please help us to protect our jobs, our craft and our future.”

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

The News Flash alerts are news articles from the BLET National Division website that are automatically emailed to you.

To register online, just go to www.ble-t.org/newsflash. On this page, you will find an area to enter your email address and click subscribe to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.
By an overwhelming majority of more than 96 percent, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new contract with SEPTA on July 30. The four-year contract covers approximately 200 locomotive engineers who operate over 700 miles of track predominantly in Michigan.

The agreement provides that locomotive engineers and trainmen are victims of an assault or other criminal behavior during the performance of their assigned duties will be compensated for time spent in pursuit of criminal legal action against the perpetrator. The contract also specifies that members who work on Christmas Day will receive compensation based on a minimum of eight hours of pay at the rate of time and one-half. The agreement also increases the opportunity for additional paid time off with good attendance every six months.

BLET National President Dennis R. Pierce thanked the negotiating team of General Chairman Don Hill, First Vice Chairman Maurice Landon, Second Vice Chairman Terrence Sanchious, and Assistant National Vice President Jim Louie for bringing the negotiations to a successful conclusion. He also recognized now-retired General Chairman Rich Dixon for his assistance.

"These Brothers did an excellent job negotiating an outstanding agreement, as evidenced by the 96% ratification," President Pierce said. "Our SEPTA Brothers and Sisters are to be commended for their tremendous engagement in the ratification process."

The Southeastern Pennsylvania Transportation Authority (SEPTA) is the regional public transportation system for the Philadelphia area, serving approximately 3.9 million people.

**Overwhelming majority ratifies new contract with SEPTA**
Denson reelected Arkansas State Legislative Board Chairman

Brother D.W. (Wayne) Denson was reelected by acclamation to his second term as Chair- man at the Arkansas State Legislative Board’s triennial meeting in North Little Rock, Ark., August 13-14, 2019. A Union Pacific locomotive engineer, Brother Denson has been a member of BLET Division 182 (North Little Rock, Ark.) since July 1, 2004. He was elected 1st Vice Chairman at the Arkansas State Legislative Board’s triennial meeting in 2016, and was elevated to the office of Chairman following the retirement of Brother Terry Todd in January of 2018. Denson was elected to the office of 2nd Vice Chairman following the retirement of Brother Terry Todd in January of 2018. Denson was re-elected to the office of 2nd Vice Chairman at the Arkansas State Legislative Board’s triennial meeting in August 13-14, 2019.

From left: Bob Hagan, BLET Director of Political and Legislative Affairs; John Tolman, BLET VICE President and National Legislative Representative; Kevin Lunnie, Arkansas SLB Trustee and Alternate Secretary-Treasurer; Eades Carpenter, Arkansas SLB Secretary-Treasurer; Wayne Denson, Arkansas SLB Chairman, Dennis Pierce, BLET National President; Arkansas SLB Secretary-Treasurer; Kevin R. Lunnie, Division 278 (North Little Rock, Ark.); 2nd Vice Chairman Norman L. Guiteau, Division 385 (North Little Rock, Ark.); Secretary-Treasurer Eades Carpenter, Division 858 (Pine Bluff, Ark.); and Alternate Secretary-Treasurer Kevin R. Lunnie, Division 278 (North Little Rock, Ark.). The SLB’s Trustees are: Adam Saunders, Division 278 (North Little Rock, Ark.); Kevin R. Lunnie, Division 278 (North Little Rock, Ark.); and Jeff S. McKenzie Division 524 (Van Buren, Ark.). Brother Carpenter has served the Board as Secretary-Treasurer since 2013.

The BLET National Division at the meeting were: National President Dennis R. Pierce; Vice President and National Legislative Representative John P. Tolman; Director of Regulatory Affairs Vince Verna; and Director of Political and Legislative Affairs Bob Hagan. “I congratulate and thank Brother Denson and all officers of the Arkansas State Legislative Board,” President Pierce said. “Brother Denson brings a high level of enthusiasm and a desire to serve as member, which will undoubtedly benefit our Brothers and Sisters in Arkansas. Also, I would like to recognize retired Chairman Terry Todd for his years of dedicated service to our Brotherhood.”

Three BLET General Chairmen were in attendance: Dana Marlow, UP-Southern Region GCA; Jeff Thurman, BNCF (former STL-SP) GCA; and Ronnie Rhodes, UP-Central Region GCA. Four BLET State Legislative Board Chairmen were in attendance: Shahrain Allen, Washington; Cal Vin Groose, Missouri; Nick Johnson, Arizona; and Gary Pedigo, Texas. Additional BLET guests included Terry Todd, retired Arkansas State Legislative Board Chairman, and Robert Lyndsey, retired Local Chairman of Division 858. Allan Hughes, Regional President of the Arkansas AFL-CIO, served as a guest speaker. Those in attendance participated in a Legislative Representative training class as well as a Regulatory Affairs workshop.

Brother Denson hired out in 2002 with the Union Pacific at Pine Bluff, Ark. He joined BLET Division 182 on July 2, 2004, and earned promotions to locomotive engineer in 2005. In 2009, he was elected Vice President of Division 182, and began serving as Vice President and Legislative Representative in 2014. He was re-elected to both of those offices in 2018. The BLET’s Arkansas State Legislative Board represents nearly 900 active and retired members in six Divisions.

BLET TO HOST SECRETARY-TREASURER CLASS IN DECEMBER 2019

The BLET Education and Training Department will conduct a training class for Secretary-Treasurers from December 9-12, 2019, at the BLET National Division headquarters in Independence, Ohio. Secretary-Treasurers will receive training in a number of areas, including

- How to use the BLET National Division’s UnionTrack reporting system for mem-
- bership reporting,
- OHIO tax compliance tips,
- Division Trustees reporting, and
- Computer skills (Word, Excel, search engines, etc.).

During the four-day session, members will also learn proper record keep-

ing techniques, minute-taking, and meth-
- ods for filling various Department of
- Labor and Railroad Retirement reports.

The class will also focus on filing Inter-
- nal Revenue Service Federal tax reports
- (the 941, W-2, and W-4), and a focus on essential items such as
- 990 authorizations, bonding, check reg-
- istering, banking, and other related items.

A goal for our instructors is to do every-
- thing they can to make the 5-T’s job as
- easy as it can be.

Class instructors and guest speakers will include:
- Dennis R. Piero, BLET Na-
- tional President;
- James P. Louis, Vice
- President and Department Head of Ed-
- ucation and Training; Megan Mead, Di-
- rector of the Compliance Department;
- Jason Wright: Special Representative
- and Director of the Education & Train-
- ing Department; Walt Schmidt; Director
- of Online Services; and Matt Kronyak,
- Special Representative and Director of
- Mobilization -- Eastern Region.

Upon successful completion, attend-
- ees will qualify for a $96.00 per day stipend from the North American Rail-
- way Foundation (www.narfoundation.
- org). Depending on the class, the sti-
- pends will be paid directly to the Divi-
- sion President or the Secretary-Treasur-
- er of the Division, General Committee of Adjustment, or State Legislative Board.

The North American Railway Foun-
- dation (NARF) is a non-profit founda-
- tion formed by the Brotherhood’s Relief
- and Compensation Fund (BR&C) to sup-
- port rail history, education, safety and
- technology in the United States and Can-
- ada. The primary focus of these efforts
- has been in support of organized rail-
- labor — giving back to all of the men
- and women of the railroad community
- across North America.

Attendees must register for the ST
- Class no later than November 18, 2019, through the BLET website. It is expected
- that the class will fill quickly as there is
- already a significant waiting list from the
- registration process for the previous class.

For more information, please contact
Jason Wright, Special Representative
and Director of the BLET Education and
Training Department, at (216) 241-2630,
ext. 247, or email wright@ble-t.org.
RRB Q&A: Unemployment and sickness benefits for railroad employees

Under certain conditions, employees who do not qualify on the basis of their 2018 earnings may still be able to receive benefits in the new benefit year. Employees with at least 10 years of service (120 or more months of service) who received normal benefits in the benefit year ending June 30, 2019, may be eligible for extended benefits, and employees with at least 10 years of service (120 or more months of service) might qualify for accelerated benefits if they have rail earnings of at least $4,012.50 in 2019, not counting earnings of more than $1,605 a month.

In order to qualify for extended unemployment benefits, a claimant must not have voluntarily quit work without good cause and not have voluntarily retired. To qualify for extended sickness benefits, a claimant must not have voluntarily retired and must be under age 65.

To be eligible for accelerated benefits, a claimant must have 14 or more consecutive days of unemployment or sickness; not have voluntarily retired or, if claiming unemployment benefits, quit work without good cause; and, when claiming sickness benefits, be under age 65.

Almost all employees will qualify for the maximum daily benefit rate of $78.

Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields $780 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to the one-week railroad retirement payroll taxes, unless benefits are being paid for an on-the-job injury. (Claimants should be aware that as a result of a sequestration order under the Budget Control Act of 2011, the RRB will reduce unemployment and sickness benefits by 6.2 percent through September 30, 2019. As a result, the total maximum amount payable in a 2-week period covering 10 days of unemployment or sickness will be $731.64. The maximum amount payable for sickness benefits subject to tier 1 payroll taxes of 7.65 percent will be $675.67 over two weeks. Future reductions, should they occur, will be calculated based on applicable law.)

How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee’s railroad earnings in calendar year 2018, counting earnings up to $2,015 per month. If normal benefits are exhausted, extended benefits are payable for up to 65 days (during 7 consecutive 14-day claim periods) to employees with at least 10 years of service (120 or more cumulative service months).

What is the waiting-period requirement for unemployment and sickness benefits?

Benefits are normally paid for the number of days of unemployment or sickness over four in 14-day registration periods. Initial sickness claims must also begin with four consecutive days of sickness. However, during the first 14-day claim period in a benefit year, benefits are only payable for each day of unemployment or sickness in excess of seven which, in effect, provides a one-week waiting period. (If an employee has at least five days of unemployment or five days of sickness in a 14-day period, he or she should still file for benefits.) Separate waiting periods are required for unemployment and sickness benefits. However, only one seven-day waiting period will be counted.

Brotherhood’s Relief and Compensation Fund

A Not-For-Profit Organization Established in 1912
The BR&CF is not an insurance company

BR&CF Officers and Directors are Railroaders
170 years of railroad experience

New Members Start with 150 Days of Benefit Eligibility
Maximum of 365 days after 3 years of beneficial membership

Lowest Membership Dues in the Industry

$50,000 Accidental Death and Dismemberment Benefit
Applicable while on duty only

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$500 for the first 70 years of membership and $50 for each year thereafter

Education Scholarships
20 scholarships of $1,000 awarded each year

DAILY BENEFIT LEVEL $100/$102 $150 $200/$201 $250/$252
BR&CF Monthly Dues $45.00 $67.50 $90.00 $112.50
*LECMPA #16 Monthly Premium $59.50 $87.50 $117.25 $147.00
SMART - TD (UTU) Monthly Assessment $96.00 $144.00 $192.00 Not Offered

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Call the BR&CF at (717) 657-1890 if you have any questions!
period is generally required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year.

Are there special wait-period requirements if unemployment is due to a strike?

If a claimant is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are not payable during the first 14 days of the strike, but benefits are payable during subsequent 14-day periods. If a strike is in violation of the Railway Labor Act, benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike, but who remain unemployed in the strike area, may receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot be counted toward a strike wait period, the 14-day strike waiting period may count as the benefit year waiting period if a waiting period is required due to a strike.

Can employees in engine and train service receive unemployment benefits for days when they are standing by over scheduled runs?

Yes, but only if the employees are laid off during their benefit year due to a lack of work, and/or days of vacation, paid leave, or other reasons unrelated to the strike.

How can employees get more information on their railroad (RRB) activity?

Employees can apply for and claim unemployment benefits. Employees can also contact an RRB office or call the toll-free number.

...
Three upcoming rail hazmat training classes available in early 2020

REGISTER FOR CLASSES AT: WWW.RAILWORKERTRAININGPROGRAM.ORG

The Rail Workers Hazardous Materials Training Program is hosting three rail hazard emergency training sessions in early 2020. The dates are as follows: January 12-17, 2020, February 2-7, 2020, and March 16-20, 2020.

These Rail Hazmat/Chemical Emergency Response training courses will run on a Sunday through Friday basis, with an orientation session at 5:30 p.m. on Sunday and departure on Friday. All training will be conducted at the Houston Fire Academy’s Vol. Jahnke Training Facility, 8030 Brahn St., Houston, Texas, 77061.

Understanding the hazards of chemicals can be extremely dangerous, especially in transportation. Emergency responders are particularly at risk. Any worker who is likely to witness or discover a hazardous materials spill or release is or who is likely to be involved in the cleanup or post-emergency response activities of a hazardous materials spill or release is considered to be a first responder and is required to be trained by the employer.

The Rail Workers Hazardous Materials Training Program is funded by a federal grant from the National Institute of Environmental Health Sciences (NIHES) to provide hazmat training to rail workers.

These five-day hazmat training courses will provide rail workers with the legal, essential knowledge, skills, and response actions in the case of an unintentional release.

The funding provides the following student expenses: travel, lodging and meals. In addition, an incentive of $175.00 per day is available to all training participants of these programs, except those who are able to secure regular pay through their employer, or are paid union officers.

It is recommended that rail workers complete the 40-hour chemical emergency response training course every three years.

For more information, please use the link above or call the Rail Workers Hazardous Materials Training Program at 624-6983 (Monday-Friday, 9 a.m. – 5 p.m., EST) 800-364-2928

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AUGUST-OCTOBER 2019