The BLET National Division has launched a new webpage — www.ble-t.org/negotiations2019 — to provide important information to affected members regarding the current round of National Negotiations.

The webpage provides members with access to PDF copies of Section 6 notices served by the BLET, as well as those served by the railroad companies represented by the National Carriers’ Conference Committee (NCCC). The webpage will also be updated periodically with news, when available.

The current round of bargaining began on November 1, 2019, when the BLET announced that it would participate in coordinated bargaining with nine other unions.

Jointly, the CBC unions represent more than 105,000 railroad workers covered by the various organizations’ national agreements, and comprise over 80% of the workforce who will be impacted by this round of negotiations.
A look back at 2019, gearing up for 2020

When official interpretations are made they have to be the result of a thorough discussion. When official communications between BLET and its member unions require a hard copy of the correspondence, bearing a signature, being received by 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 Executive 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 un its unal official communication, if a response is necessary, without needlessly expending limited BLET resources.

Adopted at Cleveland, Ohio on July 12, 2001.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET representatives 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.

President Pierce addresses the membership during one of the BLET’s 2018 regional meetings.

Looking back, our Brotherhood will have a full plate in 2020 with our legal action, our collective effort focused on national contract negotiations. Our economic issues and our collective bargaining issues form the foundation of our members’ economic security.

Looking ahead, our Brotherhood will have a full plate in 2020 with our legal action, our collective effort focused on national contract negotiations. Our economic issues and our collective bargaining issues form the foundation of our members’ economic security.

With only a few exceptions, BLET does not replace the actual classroom training that our proud Union stands with our Brothers and Sisters in ship that our proud Union stands with our Brothers and Sisters in the rail industry. We have used divide-and-conquer tactics between us for decades. I am also proud to reflect on a major milestone achieved by our members that our unions would be benefitting from.

A look back at the year gone by and to set our sights on what we will serve as an enhancement by the railroads on the right foot. In 2019, the BLET served Section 6 no-tices in November 2019 and will serve as an enhancement by the railroads on the right foot. In 2019, the BLET served Section 6 no-tices in November 2019 and will continue to publicly push for legislation requiring two-person crews in 2020, because we need the general public to know that two-person crews play a key role in safeguarding our nation’s communities.

At the state level, we enjoyed success with two-person crew bills passing in Nevada, Colorado and Illinois. I am proud to offer my thanks to Nevada State Legisla-tive Board Chairman (SLCB) Matt Parker, Colorado SLCB Paul Pear-son, and Illinois SLCB Paul Pickels. We came close in a num-ber of other states, and the work will continue in 2020. We will continue to encourage other state governments to follow the exemplars set by these three states.

Unfortunately, the news was not all good in 2019. In May, the Federal Railroad Administration closed a minimum train crew size for most rail freight operations in the United States. This was not surprising, as we all know the Ad-ministrator of the FRA is the for-mer CEO of Conrail. But it was shocking that FRA would despi-te the railroads’ request for a fak- tual record supporting two-person crews and would give short shrift to the lessons of the 2013 Lac-Mégantic tragedy and the oil train derailment in Casselton, North Dakota (and subsequent explosion and fire) in the crew size debate. As part of its with-drawal of the proposed rule, FRA also declared its intention to neg-

The resolution was submitted by Brother Matt Parker, Chairman of the BLET’s Nevada State Legislative Board. The resolution asserts that the best way to keep railroads safe is to implement new technology while at the same time assuring that freight trains continue to be operated by a crew of at least two professionals.

The safety resolution also is critical of actions by the Federal Railroad Administration. Under the leadership of a corporate-friendly appointee (former Conrail CEO Ron Batory), the FRA rescinded a proposed two-person crew regulation and took action to preempt states from passing their own train crew safety laws.

The resolution reads in part: “FRA’s arbitrary and capricious action in this matter is to the detriment of the safety of the public, which the agency is responsible for protecting, therefore making the need to pass Federal legislation requiring freight train crews of at least two persons paramount.”

Challenges to the FRA’s actions are pending.

Brother Parker said many AFL-CIO affiliates in Nevada “are aghast at the possibility of freight trains operated by less than two-person crews.”

BLET National President Dennis R. Pierce said: “I thank the Nevada AFL-CIO for adopting this resolution, and I compliment Brother Matt Parker for his diligence on this issue.”

A copy of the resolution and a fact sheet can be downloaded at www.blet.org/pr/pdf/Resolution_Final.pdf, and the full text of the resolution is printed below.

Before the 63rd Constitutional Convention of the Nevada AFL-CIO, a RESOLUTION; WHEREAS the safety of the public in regard to the risks associated with the transportation of freight by rail is best served by BOTH implementing new safety technology AND assuring that freight trains continue to be operated by a crew of at least two professionals; and

WHEREAS to this end, the Nevada State Legislative Board of the Brotherhood of Locomotive Engineers and Trainmen, a member of the Rail Conference of the International Brotherhood of Teamsters, fought for and successfully achieved legislation in the State of Nevada during the 80th Nevada Legislature requiring freight train crews of at least two persons; and

WHEREAS the success in achieving this legislation involved the outstanding support of the Nevada AFL-CIO and its affiliates; and

WHEREAS subsequent to such laws passing in Colorado, Nevada, and Illinois this year, the Federal Railroad Administration (FRA), under the leadership of a corporate-friendly appointee of the Trump Administration, took action serving no purpose other than to create preemption of the state laws passed addressing the issue of train crew size without otherwise addressing the issue; and

WHEREAS FRA’s arbitrary and capricious action in this matter is to the detriment of the safety of the public, which the agency is responsible for protecting, therefore making the need to pass Federal legislation requiring freight train crews of at least two persons paramount; and

NOW, THEREFORE, BE IT RESOLVED that the Nevada AFL-CIO and its affiliates hereby commit to lending their support to the Brotherhood of Locomotive Engineers and Trainmen as it fights to reverse the adverse action of the FRA and pass Federal legislation requiring freight train crews of at least two persons. 

### NINTH ANNUAL REPORT ON BLE T EDUCATION & TRAINING FUND

When delegates attending the BLET’s Second National Convention in Reno, Nevada, established a dedicated fund for Education and Training in October of 2010, they stipulated an accounting of funds be published in the first issue of the BLET’s newsletter each year.

Specifically, members pay $1 per month to fund and maintain a BLET Education and Training Department. Section 7 (g) of National Division Rules of the BLET Bylaws (pg. 27) reads as follows: “All members in active service, including those holding official positions with the carrier and those employed exclusively by the BLET, shall pay $1.00 per month due to establish and maintain an education and training fund, subject to the provisions of Section 29 – National Division Rules. Funds received from such dues shall be used for education and training classes and/or workshops for officers and members of the BLET.”

#### EDUCATION AND TRAINING FUND BALANCE REPORT FOR 2019

<table>
<thead>
<tr>
<th>FUND BALANCE AT JANUARY 1, 2019</th>
<th>$340,339</th>
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<tbody>
<tr>
<td>REVENUES</td>
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<td>FUND BALANCE AT DECEMBER 31, 2019</td>
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### JANUARY 2020
The James R. Hoffa Memorial Scholarship Fund is now accepting applications, and the deadline is March 2, 2020.

The application process is complete-ly online again this year. All applica-tions must be completed through the online portal found on the Fund’s web-site: http://www.jrhmsf.org. The JRHMSF website outlines eligibility re-quirements and application procedures, and applicants must complete a brief registration process in order to access the registration area. Please use the “Key” JRHMSF to begin the process.

There are two types of scholarship applications available: Academic Schol-arships, which range up to $10,000, and Training/Vocational Scholarships, which range up to $2,000. Full details and eligibility requirements for each type of scholarship are available on the JRHMSF website at the link above.

James R. Hoffa became a Teamster member in 1934 and served as Gener-al President for 14 years, and, in recognition of his tireless service to the union and its members, was honored as General President Emeritus for life. The Auxiliary also offers two $2,500 scholarships annually in collabora-tion with Locomotive Engineers and Conductors Mutual Protective Associ-ation (LECMCA). The two $2,500 schol-arships are fully funded by LECMPA. To apply for an Auxiliary Scholarship, the applicant must be a son, daughter, stepson, or stepdaughter of a BLET Auxiliary member and a Brother-wood of Locomotive Engineer and Train-man in good standing in a BLET division represented by CSLB.

Important: For high school seniors entering an institute of higher learning for the first time, a copy of ACT or SAT scores and a current copy of cumulative grade point average (GPA) must ac-company the application. For graduate students or students returning to an in-stitute of higher learning, a copy of last term’s (or most current) GPA must ac-company the application. Applications submitted without those documents will not be considered.

The LECMPA-funded scholarships will be awarded to the two applicants who score the highest amongst those who qualify (by having one parent who is an Auxiliary member for at least one year, and one parent who is a BLET member and LECMPA member for at least one year). If an applicant meets the eligibility requirements for the LEC-MPA-funded scholarships but is not se-lected for one of the two $2,500 schol-arships, he/she will still be eligible for a $1,000 scholarship.

Completed applications must be re-ceived by BLET Auxiliary Secretary La-wana Poss no later than April 1, 2020. Applications received after that date will not be considered.

For questions, please contact Lawana Poss (lwposs@gmail.com).

BLET Auxiliary and LECMPA Scholarship Programs

Established in 1991, the BLET Aux-ilary Scholarship Program provides $1,000 scholarships to qualifying stu-dents who wish to pursue higher edu-ca-tion. The Auxiliary also offers two $2,500 scholarships annually in collabora-tion with Locomotive Engineers and Conductor's Mutual Protective Associa-tion (LECMCA). The two $2,500 schol-arships are fully funded by LECMPA.

To apply for an Auxiliary Scholarship, the applicant must be a son, daughter, stepson, or stepdaughter of a BLET Auxiliary member and a Brother-wood of Locomotive Engineer and Train-man member (living or deceased), with each being a member at least one year. An exception has been made for those children of single-parent BLET mem-bers with at least one year of member-ship in the BLET and at least one year of membership as a BLET Auxiliary As-sociate Member. To qualify for the LEC-MPA-funded scholarships, the BLET member in the family must also be a member of LECMPA for no less than one year. Children of an unmarried BLET member who has been an Associate Member of the BLET Auxiliary for at least one year are also eligible.

Applications must be submitted without these documents will not be considered. Applicant must be the son, daughter, financial dependent or ward of a UP-SR GCA member in good standing per the BLET Bylaws starting with the 2020-2021 school year. The deadline for applica-tions is March 1, 2020.

Complete rules, full eligibility re-quirements, and an application can be found at www.blet.org or by contacting UP-SR GCA Secretary-Trea-surer Scott Prekaska at upsgca@ hotmail.com.

California State Legislative Board

The BLET’s California State Legisla-tive Board (CSLB) will award a $1,000 scholarship to a graduating high school senior attending a college/ trade/ voca-tional school in 2020. The applicant’s parent or guardian must be a member in good standing in a BLET division represented by CSLB. Rules, applications, and deadline in-formation are available on the Board’s website, http://www.cslb.wi/2019-scholar-ship. The deadline is May 15, 2020. Please direct any questions to CSLB Chairman Ryan K. Snow (rksnow@ att.net).

All applications should be mailed to the CSLB home office address: BLET California State Legislative Board, 1207 Front St., Suite 20, Sacra-mento, CA 95814. Applications with supporting documentation can also be emailed to rksnow@att.net with the subject line “Scholarship.” The elec-tronic version must be confirmed by return email in accordance with 2019 CSLB executive committee guidelines.

Illinois State Legislative Board

The BLET’s Illinois State Legislative Board is currently accepting applications for its Don Little Memorial Scholarship Fund, which was established in 2013.
Three $500 scholarships will be awarded to applicants whose participation is limited to members of the Illinois State Legislative Board, and several others helped to make Brother Little’s dream a reality.

Scholarship applications and all accompanying documents must be received by May 1, 2020. Specific eligibility requirements, detailed instructions and application forms are available for download from the BLET National Division website (PDF), www.blet.org/pr/pdf/IL-SLB_Scholarship_2020.pdf.

For questions or assistance in completing the application, contact Joyce A. Piekarski, Administrative Secretary, at (630) 965-8099 or joyce.piekarski@gmail.com.

Union Plus Scholarships

Union Plus awarded $170,000 in scholarships to 108 students in the 2019 Union Plus Scholarship Program. Individual awards ranged from $500 to $4,000. The deadline is January 31 each year. Rising education costs are making it difficult for many union families to afford the cost of tuition. That’s one reason Union Plus, which provides important consumer benefits to union members and retirees, offers a unique scholarship program. It has distributed more than $4.5 million in scholarships to over 3,000 union members and their children since 1991. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor. A GPA of 3.0 or higher is recommended. The students selected for university, college, trade or technical school scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments. The selection process is very competitive since Union Plus receives over 5,000 applications each year. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation, supported in part by contributions from the provider of the Union Plus Credit Card. You do not need to be a Union Plus Credit Card holder to apply for this scholarship.

For more specifics, please visit the Union Plus website to learn more: www.unionplus.org/scholarships.
Brown reelected General Chairman of BNSF (former C&S, CRI&P, FWD) GCA

Bobby J. Brown was reelected by acclamation to his third term as General Chairman of the Burlington Northern Santa Fe (former C&S, CRI&P, FW&D) General Committee of Adjustment at its quadrennial meeting in Amarillo, Texas, October 14-16, 2019. A member of BLET Division 574 (Amarillo, Texas), Brother Brown has held continuous membership in the Brotherhood for over 40 years, having first joined the Organization on December 1, 1979. He hired out as a brakeman on the Santa Fe in 1970, moved to the Rock Island in 1972, then to the Fort Worth & Denver (FW&D) in 1977. He earned promotion to locomotive engineer in 1978, and in 1982 was elected to the office of Vice Local Chairman of his Division. He served in that position until he was elected Local Chairman in 1989, and served as Vice General Chairman and Alternate General Chairman until being elected General Chairman in 2011. He was then reelected by acclamation to the office of General Chairman in 2015.

Also elected at the 2019 quadrennial meeting were: 1st Vice Chairman Troy R. Martin, Division 430 (Trinidad, Colo.); 2nd Vice Chairman Billy H. Bonner III, Division 703 (Teague, Texas); 3rd Vice Chairman Larry M. Yews, Division 574 (Amarillo, Texas); Secretary-Treasurer Tim R. Williamson, Division 430 (Trinidad, Colo.); and Alternate Secretary-Treasurer Trent B. Long, Division 703 (Teague, Texas). Elected to serve as Trustees were: Joe R. Berlin II, Division 189 (Fort Worth, Texas); Aaron M. Wilkerson, Division 186 (Denver, Colo.); and Darrin K. Wheeler, Division 736 (Wichita Falls, Texas). Representing the BLET National Division at the meeting were National President Dennis R. Pierce and National Vice President Michael D. Priester, who is the Vice President assigned to that property.

“I offer my congratulations to Bobby Brown and all officers of the General Committee of Adjustment,” BLET National President Dennis R. Pierce said. “I thank them for their service to our Brotherhood, and I also thank the delegates to the general committee for their active participation in our Brotherhood.”

Special guests included: Bobby Cunningham, BNSF/ATSF General Chairman; Jeremy McFarther, BNSF/ATSF 1st Vice Chairman; Chris Mosser, BNSF/ATSF ATSF Secretary-Treasurer; Jeff Thurman, BNSF/SLSF General Chairman; Randy Dunmy, BNSF/SLSF 1st Vice Chairman; Kyle King, BNSF/SLSF 3rd Vice Chairman; Kent Pota, BNSF/MRL General Chairman; Jess Nelson, BNSF/MRL 1st Vice Chairman; Vern Gordon, BNSF/MRL 3rd Vice Chairman; and Gary Pedigo, Texas State Legislative Board Chairman.

The BNSF (former C&S, CRI&P, FW&D) GCA represents approximately 450 locomotive engineers and trainmen belonging to six different BLET Local Divisions.
What are the basic railroad retirement work restrictions and earnings limitations that apply to post-retirement work?

Either a regular railroad retirement annuity (whether based on age or service or on disability) or a supplemental annuity is payable for any month in which a retired or disabled employee works for an employer covered under the Railroad Retirement Act. This includes work for labor organizations. This is true even if the retired or disabled employee performed service for one day during the month, and includes local lodge compensation totaling $25 or more for any calendar month. Regardless of the amount of salary, wages, or other compensation a division secretary collecting insurance premiums is always considered railroad work and, therefore, no annuity is payable for any month in which such activity occurs.

No spouse annuity is payable in any month in which the employee's anniversary is not payable, or for any month the employee is divorced, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced employee covered under the Railroad Retirement Act is divorced or on disability without regard to the survivor's age. Also, like social security benefits, railroad retirement annuities are payable only to people who are at least 62 years of age or who are retired under the Social Security Act, regardless of the survivor's age.

Also, like social security benefits, railroad retirement benefits are subject to earnings restrictions and earnings limitations. A retired or disabled railroad employee who works for a nonrailroad employer is also subject to earnings deductions in his or her tier II and railroad retirement supplemental annuity benefits, if applicable. For 2020, $3 for every $2 in earnings amounts for those attaining full retirement age in 2020, the deduction is $1 for every $3 of earnings over the exempt amount. For those attaining full retirement age in 2020, the deduction is $1 for every $3 of earnings over the exempt amount in the month in which such activity occurs. Also, any annuity is not payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer (see question 3). Also, special reductions apply to disability annuitants (see questions 5 and 6).

What are the current exempt earnings amounts for non-disability annuitants subject to earnings limitations?

For those under full retirement age throughout 2020, the exempt earnings amount rises to $18,240 from $17,460 in 2019. For beneficiaries attaining full retirement age in 2020, the exempt earnings amount rises to $48,600 from $46,920 in 2019 for the months before the month of full retirement age is attained. For those under full retirement age throughout the year, the earnings deduction is $1 in benefits for every $2 of earnings over the exempt amount. Deductions for earnings in excess of the exempt amount in the month in which such activity occurs are considered in determining non-disability annuitants' earnings limitations.

What are the additional deductions applied to the annuities of retired employees and spouses working for their last pre-retirement nonrailroad employer?

Retired employees and spouses, regardless of age, who work for their last pre-retirement nonrailroad employer are also subject to an earnings deduction in their tier II and railroad retirement supplemental annuity benefits, if applicable. For 2020, $3 for every $2 in earnings amounts for those attaining full retirement age in 2020, the deduction is $1 for every $3 of earnings over the exempt amount. For those attaining full retirement age in 2020, the deduction is $1 for every $3 of earnings over the exempt amount in the month in which such activity occurs. Also, any annuity is not payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer (see question 3). Also, special reductions apply to disability annuitants (see questions 5 and 6).

Can a retired employee's earnings also reduce a spouse's benefit?

A spouse benefit is subject to reductions for the spouse's earnings, but also for the earnings of the employee, regardless of whether or not the earnings are from service for the last pre-retirement nonrailroad employer. Therefore, earnings restrictions and earnings limitations apply. An annuity paid to a divorced spouse may continue despite the employee's work activity. However, the employee's non-railroad earnings over the annual earnings exempt amount may reduce a divorced spouse benefit.

How do post-retirement work activity and earnings affect disability annuities?

Any work performed by a disabled annuitant — whether for payment or not — may be considered an indication of recovery from disability and must be reported promptly. Failure to report timely could result in overpaid annuities, which must be repaid, as well as severe financial penalties.

In addition, a disability annuity is not payable for any month in which the disabled employee annuitant earns more than $990 ($990 in 2020) in any type of employment or self-employment, exclusive of disability-related work expenses. If a disabled employee annuitant's earnings in a year (after deduction of disability-related work expenses) exceed the annual limit, the annuity is not payable for the number of months derived by dividing the amount by which those earnings exceed the annual limit by the amount of the monthly annuity. Any resulting fraction of a month equal to or greater than one-half (0.5) is rounded up, increasing the number of months in which the annuity is not payable by one. For example, a disabled employee local earns $19,000 in 2020, which is $3,525 over the 2020 annual limit of $15,475. Dividing $3,525 by $990 yields 3.56. As .5 is more than one-half, the annuitant would lose 4 months of benefits.

These disability work restrictions apply until the disabled employee annuitant attains full retirement age which, as stat- ed earlier, ranges from age 66 to age 67, depending on the year of birth. These work restrictions apply even if the annuitant has 30 years of railroad service. Also, a disabled employee annuitant who works for his or her last pre-retirement nonrailroad employer would be subject to the additional earnings deductions that apply in these cases.

Do the special earnings restrictions listed in question 5 apply to disabled widow(er)s and disabled child annuitants?

The earnings restrictions listed in question 5 do not apply to disabled widow(er)s under age 60 or to disabled children.

In 2020, the annual earnings and deductions allowable for railroad disability annuitants who are not married and who are not living with a widow(er) technically becomes an annuity age when the widow(er) attains age 60. Therefore, regular annual earnings and deductions restrictions apply beginning with the month the widow(er) attains age 60 and ending with the month in which the widow(er) attains full retirement age.

All earnings in the year age 60 is at- tained are considered in determining ex- cess earnings for that year. However, work deductions may apply only beginning with the month the widow(er) attains age 60.

Also, if a disabled widow(er) works before full retirement age, this may also affect the survivor's annuity that individual's recovery from disabil- ity, regardless of the amount of earnings. Therefore, earnings activity must be re- ported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

A railroad retirement employee annuitant is thinking of becoming a self-employed contractor or consultant, and might be providing services for a railroad or last pre-retirement nonrailroad employer. How would this affect his or her railroad retire- ment annuity?

It depends on whether or not the RRB considers the annuitant to be truly en- gaged in a self-employed contracting or consulting, or whether the agency considers him or her to be functioning as an employee of the RRB. An annuitant is to be considered the actual employer for railroad retirement purposes.

If a retiree is considered to be functioning as an employee of a railroad or railroad labor organization, rather than as a self-employed contractor or consultant, the retiree's annuity would be subject to suspension. If the retiree is considered the employee of a nonrailroad employer, the retiree's annuity would be subject to earnings deductions for nonrailroad wag- es, and to additional deductions if he or she is considered to be working for a last pre-retirement nonrailroad employer.

RRB determinations on contracting or consulting services take into account mul- tiple factors which could be evaluated dif- ferently depending on the circumstances of the individual situation. Since no single rule covers every case, anyone requiring a determination as to whether contracting or consulting service is valid self-employment should contact the RRB for a determina- tion well in advance of making a commit- ment so as to be sure of the effect on ben- efit payments.

How can people get more information about these railroad retirement work restrictions and earnings limitations?

More information is available by con- tacting an RRB field office. Field Office Locator provides access to every field of- fice’s street address and other information, and the option to email an office directly, using the Send a Secure Message feature. The agency’s toll free number is 1-877-772-3777. RRB field offices are closed on Federal holidays. RRB field offices are closed on Federal holidays. 

JANTUARY 2020
BLET Publications Committee:  
Dennis F. Pierce, National President  
Jeffrey J. Black, National Legislative Rep.  
Stephen J. Bruno, National Secretary-Treasurer  
John P. Tolman, Vice President & National Legislative Rep.  

2019 HOLIDAY TRAFFIC TUMBLE  
The 116th Canadian Pacific Holiday Train wrapped up its 19th season in December, raising more than US$ 84 million and collecting 238,393 pounds of food for local food banks and food shelves in the United States and Canada. In operation since 1999, the train visits local communities from Vancouver to Montreal, starting each month before Christmas and concluding before New Year’s Day. The 2019 train consisted of two GP20C 2200 series diesels built by GE for Canadian National and Pullman-Standard. 

The train was owned and operated by BLET’s Canadian Pacific Railway (CP) Local 63. This CP Local 63 crew consisted of John D. McNeil (engineer), James E. Fowles (engineer), Bob J. O’Farrell (fireman), and Dale J. O’Farrell (fireman). 

POLICY REPORT  
January 2020  
BLET President Dennis F. Pierce  

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Photo of the Month, January 2020: A photo submitted by BLET member Ron MacLellan of the Polar Express train in Toronto, ON.