

# THE LOCOMOTIVE ENGINEER NEWSLETTER • FEBRUARY 2003

## City of Boston bans remotes

The City of Boston has become the sixth U.S. city to take action against remote control locomotive operations. In a resolution by Councilor at-Large Stephen J. Murphy, the city demanded that railroads cease operations of remote control locomotives until safety considerations are met.

In its resolution, the council cited various safety concerns, including terrorism, public safety around the tracks, passenger rail safety and the lack of training by remote control operators. The council resolved to ask the FRA to create more comprehensive safety requirements and the city to prepare for emergencies.

The resolution by Boston follows similar resolutions passed by the city councils of Baton Rouge, La., Shreveport, La., Detroit, Mich., Marysville, Mich., and, most recently, Cleveland, Ohio.

BLE Massachusetts State Legislative Board Chairman George Newman lead the effort to get the Boston resolution introduced. He also credits Mass. SLBC Vice-Chairman Dan Lauzon, Secretary-Treasurer Walter Nutter, and the rest of the State Legislative Board Executive Committee; Bob Haynes, President of the Mass. AFL-CIO; Rich Rodgers, Political Director of the Mass. AFL-CIO; Tony Romano, Secretary-Treasurer of the Greater Boston Central

Labor Council; Mass. State Senator Steven Tolman; and, especially, Boston City Councilor At-Large Murphy, who introduced the resolution.

"We're happy that the city council recognized the importance of keeping the public safe from this technology, especially around high-speed passenger rail lines," said Chairman Newman. "The council recognized that the employees operating this technology are insufficiently trained and the public needs to be protected from the dangers associated with the operation of remote control."

The full text of the resolution is published on Page 5 of this issue. •

## Arbitrator saddles TCU with increased health care costs

The Transportation Communications International Union announced on January 24 that arbitrator Robert Harris had issued a final decision in the union's arbitration case covering pay and health and welfare issues for the Clerical and Carmen national agreements.

The arbitrator's decision provides for cost of living adjustments and general wage increases, but more importantly, saddles TCU members with increased monthly health insurance payments.

Rail labor had been closely watching the outcome of the TCU health and welfare arbitration as it may serve as a pattern for other unions' collective bargaining agreements.

"I do not believe that TCU members should be required to make these health and welfare contributions," said TCU President Robert A. Scardelletti. "We presented a strong case for higher wages and dramatically lower contributions... I am furious that the arbitrator went as high as he did on health payments. He was clearly influenced by the company's presentation that emphasized that the cost of our plan is almost

double the average plan, and the fact that the company is currently paying \$876 a month per employee for our coverage."

Prior to the arbitrator's ruling, TCU members, like all railroad union members, paid little out-of-pocket expenses for health care insurance and no monthly premium contributions. The arbitrator sided with rail carriers and ruled that not only should TCU members begin paying part of the monthly premiums, but that they should pay retroactively for health care insurance dating back to 2001.

TCU members now owe retroactive health and welfare payments of \$33.39 per month from July 1, 2001, to June 30, 2002. That monthly premium skyrockets to \$81.18 per month, retroactively from July 1, 2002 to June 30, 2003. Looking ahead — from July 1, 2003 to June 30, 2004 — the monthly fee for health insurance will decrease slightly to \$79.74 per month. After July 1, 2004, the monthly contribution will be capped no higher than \$100 per month.

As part of the arbitrator's ruling, TCU members were given retroactive wage increases. However, these wage increases were set so that they basically offset the retroactive health insurance premiums.

Therefore, most TCU members will receive payments less than \$200 in retroactive wage increases, depending on number of hours worked.

Scardelletti said the arbitrator adopted the carrier health and welfare proposal "almost verbatim." The main difference, he said, is that the arbitrator capped employee monthly health and welfare payments at \$100 per month after July 1, 2004, while the carriers had proposed payments of nearly \$135 per month.

Even though he was disappointed in the ruling, President Scardelletti said he did not second-guess the decision to arbitrate instead of going to a Presidential Emergency Board.

"This White House, more than any we know of in history, is wired to the railroad industry, as indicated by its recent nomination of CSX's CEO to a high cabinet post... All our work rules and job protection agreements would have been up for grabs before a pro-railroad, pro-business, anti-labor panel. Nor could we expect sympathy from a Republican-dominated Congress."

See Health & Welfare, Page 4

## Cleveland passes 'emergency measure' on remote control

The City Council of Cleveland, Ohio, adopted an "emergency measure" on February 10 that encourages members of the Ohio State Legislature to pass legislation addressing security and safety concerns surrounding the use of remote control locomotives.

The measure also calls upon state and federal agencies that regulate railroad operations to work with the Department of Homeland Security to establish regulations to address remote control locomotives.

Cleveland is now the fifth U.S. city to adopt a resolution calling for improved safety regarding remote control trains.

The Cleveland City Council's resolution is, "an emergency measure for the immediate preservation of public peace, property, health, or safety."

According to the resolution, No. 194-03, the federal government recently identified railroad shipments of hazardous materials as potential terrorist targets, and noted that various railroad operators in

Cuyahoga County, where Cleveland is located, have recently begun using or are considering the use of remote control trains.

The City Council determined that, "the use of remote control locomotives raises a number of safety and security concerns, particularly with hazardous cargo."

Cleveland now joins five other U.S. cities in adopting resolutions that call for improved safety regarding remote control locomotives — Baton Rouge, La., Shreveport, La., Detroit, Mich., and Marysville, Mich. The Baton Rouge, Shreveport and Detroit resolutions call for an outright ban of remote control trains until certain safety requirements have been met.

James F. Ong, Chairman of the Ohio State Legislative Board, played the lead role in securing passage of the resolution. He recognized the efforts of First Vice-Chairman Tim Hanely, Second Vice-Chairman Tim Price, and Bill Ellert, Legislative Rep of Division 3 (Cleveland). •

## BLE, Teamster surveys coming soon

BLE members are advised that surveys should be arriving at their homes any day now regarding the proposed merger with the International Brotherhood of Teamsters.

The survey results will help BLE leaders in structuring the best merger agreement possible. BLE members are

encouraged to return the surveys and to include their opinions and observations regarding this issue.

As this issue of the *Newsletter* went to press, the joint merger subcommittees were continuing to meet and negotiations are progressing smoothly. •

# NEWS BRIEFS

## Senate confirms CSX's Snow as treasury secretary

Former CSX railroad executive John Snow was sworn in on January 30 as the nation's 73rd treasury secretary, and he has his work cut out for him: Trying to steer the wobbly U.S. economy back onto firmer footing.

One of Snow's first major jobs will be selling President Bush's \$695 billion tax-cut plan, aimed at energizing the \$10.5 trillion economy. The proposal was included in the \$2.23 trillion budget for 2004 that Bush sent to Congress.

Snow has pledged to sell his extensive stock holdings in CSX Corp. and 60 other companies and put his money in diversified mutual funds. He has 90 days from his confirmation on Jan. 30 to do so. Snow has said he would recuse himself from participating in any decisions involving CSX while at Treasury, and would forego a lucrative severance package estimated at up to \$15 million.

Snow, the head of railroad giant CSX for the past 14 years, was picked by Bush in December to replace Paul O'Neill after the president decided to shake up his economic team in an effort to find more effective salesmen for his new economic stimulus package. •

## New CSX CEO will seek to boost use of remote control

CSX Corp.'s board of directors named President Michael J. Ward to succeed John W. Snow as chairman and chief executive, replacing a man steeped in the ways of government and politics with a life-long railroad man.

Snow had tapped Ward as his successor and the board's vote formally ratified a decision made weeks ago.

Ward, 52, is a Baltimore native who received an undergraduate degree from the University of Maryland in 1972 and a master's degree in business administration from Harvard in 1976. He has spent his entire career of nearly 26 years with the railroad, unlike Snow, who had a career in law and government before being tapped as a CSX vice president in 1977.

Ward is expected to move CSX's corporate headquarters from Richmond to the current railroad headquarters in Jacksonville, Fla.

Ward said CSX will spend about \$1 billion a year to continue improving CSX's track structure. The Federal Railroad Administration twice is-

sued special reports in the late 1990s harshly criticizing CSX's track maintenance and safety record.

Ward told the *Washington Post* that he has effectively been in charge of the railroad since April 11, 2000, when he was named executive vice president of operations. He also told the *Post* that he wants to make greater use of computers aboard trains and remote-control switching. •

## N.Y. approves rail property tax breaks

New York Gov. George Pataki approved legislation slashing railroad property taxes by 45 percent.

Approval of the legislation removes a roadblock to

completion of a new rail line that is considered critical to implementing high-speed passenger rail service on the Empire Corridor.

The legislation reduces railroad property taxes by about 45 percent by changing the way the property is taxed. It also exempts railroad capital improvements from local taxation for 10 years.

To compensate for revenue lost to local governments and school districts, the bill requires the state to set aside \$70 million to be paid out to these entities over a 10-year period. Local governments will get \$4.7 million in 2003 to 2004.

CSX and Norfolk Southern will benefit from the law. Both praised the decision, saying it would spark increased investment in the state. •

## DM&E wins full control of I&M

The Surface Transportation Board approved the last regulatory footnote to the purchase of the Iowa-based I&M Rail Link by the Dakota, Minnesota & Eastern Railroad (DM&E).

By a unanimous vote, the three-member STB agreed to give full management control over both railroads to a DM&E holding company, Cedar American Rail Holding, Inc. The line is now named Iowa, Chicago & Eastern Railroad (IC&E). It runs through Austin.

The board's staff advised that the two railroads do not overlap and that no competition would be stifled by the merger. •

The 1,100 mile DM&E is based in Sioux Falls, S.D., and is working toward a \$1.5 billion expansion and upgrade that would let it tap into the coal-rich Powder River Basin of Wyoming.

That expansion plan, which won a green light from the STB last year, is being fought in court by western landowners, the Sierra Club, and the city of Rochester.

Separately, the STB last summer approved the purchase of the I&M pending approval of the ownership structure. The I&M is a Midwest shipper — primarily of grain — based in Davenport, Iowa. It controls 1,400 miles of track.

The DM&E purchased the I&M through a subsidiary, the Iowa, Chicago & Eastern Railroad Corp. •

### AFL-CIO NATIONAL BOYCOTTS



JANUARY/FEBRUARY 2003



#### BUILDING MATERIALS & TOOLS

**JET EQUIPMENT & TOOLS, INC.**  
Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use  
► *International Brotherhood of Teamsters*

#### ENTERTAINMENT & RECREATION

**BIG LEAGUE THEATRICALS ROAD COMPANY**  
Performing the "The Music Man"  
► *Actors' Equity Assn./American Federation of Musicians*

**BLACK ENTERTAINMENT TELEVISION**  
BET cable television, Action pay-per-view, Bet on Jazz  
► *International Brotherhood of Electrical Workers*

**ECHOSTAR DISH NETWORK**  
Satellite Television Service  
► *Communications Workers of America*

#### FOOD & BEVERAGES

**ALGOOD FOODS**  
Reeses Peanut Butter  
► *International Brotherhood of Electrical Workers*

**DIAMOND WALNUT CO.**  
Diamond brand canned and bagged walnuts and walnut pieces  
► *International Brotherhood of Teamsters*

**MT. OLIVE PICKLE CO.**  
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels  
► *Farm Labor Organizing Committee*

**PICTSWEET MUSHROOM FARM**  
Fresh mushrooms and frozen vegetables with the Pictsweet label  
► *United Farm Workers of America*

#### TRANSPORTATION & TRAVEL

**BEST WESTERN-GROSVENOR RESORT**  
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated  
► *Hotel Employees & Restaurant Employees International Union*

**FOUR POINTS BY SHERATON**  
Hotel in Waterbury, Conn.  
► *Hotel Employees & Restaurant Employees International Union*

**HOLIDAY INN SUNSPREE HOTEL**  
Hotel in Kapaa, Hawaii  
► *International Longshore & Warehouse Union*

**NEW OTANI HOTEL & GARDEN**  
Hotel in downtown Los Angeles  
► *Hotel Employees & Restaurant Employees International Union*

#### OTHERS

**CF&I STEEL and OREGON STEEL MILLS, INC.**  
Steel, including rod, bar, rail, pipe and steel plate  
► *United Steelworkers of America*

**GRAPHIC PACKAGING OF KALAMAZOO**  
Packaging materials  
► *PACE International Union*

**R.J. REYNOLDS TOBACCO CO.**  
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products  
► *Bakery, Confectionery, Tobacco Workers & Grain Millers International Union*



# CARRIER INCOME REPORTS

## Burlington Northern Santa Fe



BNSF reported net income of \$202 million for the quarter ended December 31 compared to \$177 million (including an adjustment for work force reduction costs) for the same period in 2001. Total operating revenue remained the same at \$2.3 billion. The company's year-end net income was \$760 million, compared to \$731 million in 2001. Year-end revenue was \$8.98 billion, compared to \$9.21 billion in 2001.

Operating income was \$436 million for the 2002 fourth quarter compared with operating income in the same 2001 period of \$401 million, or \$467 million adjusted. BNSF's operating ratio was 80.8 percent for the 2002 fourth quarter compared with 82.4 percent in 2001.

Freight revenues for the year were \$8.87 billion compared with 2001 revenues of \$9.09 billion. Operating expenses of \$7.32 billion decreased by \$135 million. Operating income fell to \$1.66 billion from \$1.75 billion as compared with the prior period. 2001 earnings include unusual items comprised of an automotive contract settlement gain, losses on non-rail investments, work force reduction related costs and an expense associated with the early extinguishment of debt. •

## Canadian National Railway



Profits at Canadian National Railway fell 23 per cent last year, partly due to \$252 million in fourth-quarter charges to cover asbestos claims in the United States and the cost of 1,146 job cuts announced in December. As well, the poor Canadian grain harvest cut \$220 million from yearly revenues, and the hurt will carry on into 2003.

CN earned \$800 million in 2002 compared with \$1.04 billion in 2001. Excluding unusual items in both years, the 2002 profit was \$1.05 billion, up 8 per cent. Revenue rose 8 per cent to \$6.1 billion, reflecting the acquisition of Wisconsin Central and a strong performance by most units. The operating ratio — an efficiency measure of expenses as a proportion of revenue — worsened to 69.4 per cent, compared with 68.5 per cent in 2001. Despite its lower net profit, CN said free cash flow rose 16 per cent to \$513 million, and it raised its quarterly dividend by 16 per cent, or 3.5 cents per share, to 25 cents. CN also is continuing a share buyback and is putting some cash aside for acquisitions.

For the fourth quarter, net earnings plunged to \$22 million from \$296 million in the year-ago period, as a result of the one-time charges. Quarterly revenues increased one per cent to \$1.55 billion. •

## Canadian Pacific Railway



**CANADIAN  
PACIFIC  
RAILWAY**

Canadian Pacific Railway's fourth-quarter profit rose 29 percent as the railroad had a foreign exchange gain and weathered the impact of the drought-stricken western grain crop.

But operating income at CP

Rail, which just wrapped up its first full year as a stand-alone firm after its spinoff from defunct Canadian Pacific Ltd., slipped a bit as expenses nudged up 3 percent. It earned C\$126 million (\$83 million) in the fourth quarter, up from year-earlier C\$98 million. Net income included a C\$6.1 million gain from the impact of a strong Canadian dollar on its long-term debt. Without one-time items, profit was C\$120 million, down from C\$124 million. Revenues were C\$950 million, about flat with the fourth quarter of 2001. For the full year, net income jumped 33 percent to a company record of C\$496 million from C\$373 million.

CPR's operating ratio, or expenses as a percentage of revenues, weakened to 75 percent from 72.5 percent in the fourth quarter of 2001. But it improved to a company record of 76.6 percent for the year. The railroad it was on track to achieve its target of 73 percent in 2004. •

## CSX Corp.



CSX Corp., the parent company of CSX Transportation, reported strong fourth-quarter earnings for 2002, which improved on the previous year's earnings for the same period. The report marked eight of the last nine quarters with improved earnings over the year before.

CSX reported \$137 million in net income, compared with \$65 million for the same period the previous year. CSX paid off the \$60 million settlement, in fourth-quarter 2001, of a lawsuit prompted by a 1987 chemical fire in New Orleans.

A strong performance by the company's main rail and intermodal business was responsible for much of the increase. Lower expenses for materials and supplies and in the Conrail division also helped boost profit.

The CSXT railroad is CSX's core business, and coal handling generates about 25 percent of CSX's revenue. While coal shipping business was down, the sale of its Charlotte, N.C.-based CSX Lines LLC. for \$300 million in cash and securities offset the decline in coal, CSX said.

For the full year, CSX said it earned \$424 million versus \$293 million in 2001. Revenue edged up to \$8.15 billion from \$8.11 billion in 2001. •

## Kansas City Southern



Fueled by its Mexican joint venture, Kansas City Southern posted sharply higher earnings in its fourth quarter.

For the three months that ended Dec. 31, Kansas City Southern earned \$17.4 million on \$144.2 million in revenues. Earnings were up 56 percent from the same quarter in 2001, when the railroad earned \$11.1 million on \$146.9 million in sales.

KCS posted a higher operating ratio of 88.6 percent in the fourth quarter of 2002 compared to 84.8 percent for the same period in 2001.

KCS's investment in the Mexican railroad Grupo TFM provided \$15.2 million in earnings for the fourth quarter. Other positive factors were partially offset by an increase in operating expenses and a decline in revenue during the quarter.

Despite the revenue decline, KCS said it saw favorable trends in three commodity groups: chemical and petroleum products, paper and forest products, and agricultural and mineral products.

For the year, the company earned \$54.2 million on \$566.2 million in sales. In 2001, the railroad earned \$30.7 million on \$583.2 million in sales. For 2003, KCS expects last year's installation of a new operational computer system to create opportunities for improved efficiencies. •

## Norfolk Southern Corp.



Norfolk Southern Corp. reported fourth-

quarter net income of \$129 million, up 12 percent compared with net income of \$115 million in the fourth quarter of 2001.

For the year, net income was \$460 million, up 23 percent compared to \$375 million in the same period a year earlier. For the quarter, the railway's operating ratio improved to 81.8 percent compared with 82.0 percent in the same period of 2001. For the year, the operating ratio improved to 81.5 percent, compared with 83.7 percent a year earlier.

Railway operating revenues set record highs for both the fourth quarter and the year. In the quarter, revenues reached \$1.58 billion, up three percent compared with the fourth quarter of 2001, and for the year, revenues of \$6.27 billion rose two percent compared with the same period in 2001.

Fourth-quarter general merchandise revenues of \$914 million reflected a five percent improvement compared to the fourth quarter of 2001. All market groups showed revenue gains compared to the same period of 2001, led by a seven percent improvement in automotive. For the year, general merchandise revenues of \$3.65 billion increased three percent compared with 2001 and set a record. •

## Union Pacific



Union Pacific Corp. announced plans to cut up to 1,000 jobs, or 2 percent of its work force, this year even as it reported its earnings rose 37.5 percent in the fourth quarter.

The nation's biggest railroad also forecast that its first quarter earnings will drop up to 20 cents a share from the 86 cents a share it earned a year earlier. That includes \$40 million in severance costs and rising fuel costs, company officials said. For the full year, Union Pacific said it expects earnings to grow 5 percent to 10 percent from the \$4.30 a share it had excluding one-time items in 2002.

The company plans to lay off up to 300 people by March and said 700 more positions will not be filled this year as people leave or retire. Union Pacific employs about 48,000 people. Union Pacific wants to cut costs by up to 20 percent in

2003, amid concern about higher wages, increased health care costs, higher fuel prices and soaring insurance costs since the Sept. 11 terrorist attacks.

Union Pacific attributed its strong fourth-quarter earnings performance to higher productivity and revenue boosts from hauling automobiles and farm goods. It earned \$378 million for the quarter ended Dec. 31 compared with \$275 million a year earlier.

For all of 2002, Union Pacific's net income rose by 39 percent to \$1.3 billion, up from \$966 million in 2001. Per-share earnings rose from \$3.77 per share in 2001 to \$5.05 per share last year.

The layoffs had been announced earlier, but the railroad hasn't specified where most of the job reductions could occur.

According to a report published in the January 23 edition of the *Fort Worth Star-Telegram*, UP President Ike Evans told investors and media that the railroad expects to cut some jobs as it employs more remote-controlled locomotives in its classification yards. •

# BLE NEWS

## Amtrak saved, at least for 2003

Rail labor was successful once again in lobbying to ensure the future of Amtrak, helping the national passenger railroad survive at least one more year in the face of inadequate federal funding.

Amtrak President David Gunn said the railroad needed at least \$1.2 billion in funding to survive. In mid-February, however, House and Senate negotiators compromised on \$1.05 billion for Amtrak.

Gunn said the amount was "sufficient," even though the budget would be extremely tight.

The House originally voted to spend \$762 million for Amtrak while the Senate agreed to allocated the requested \$1.2 billion.

Like the House, the Bush Administration proposed \$762 million for this year.

The BLE's National Legislative Office in Washington, D.C., reported that 32 House Republicans had signed a letter supporting full funding for Amtrak to House Appropriations Chairman Young (R-FL), who lead negotiations for the House.

In addition, various BLE State Leg-

islative Board Chairman joined BLE Vice-President & U.S. National Legislative Representative Raymond Holmes in lobbying legislators in both the House and Senate to secure adequate funding levels for Amtrak.

The survival of Amtrak is crucial to the stability of the U.S. Railroad Retirement system. All working and retired railroaders have a vested interest in the Amtrak situation. If Amtrak were to go under or cease to exist, then its 23,000 employees would no longer pay into the Railroad Retirement system. This would create a potentially dangerous situation for thousands of other employees who depend on Railroad Retirement.

Gunn said Amtrak must have \$1.2 billion or face a nationwide shutdown due to lack of funding. The Bush Administration offered less funding and proposed that the railroad eliminate some money-losing, long-distance trains.

The Bush Administration also proposed that Amtrak offer buyouts to some employees to reduce labor costs. The government would leave it up to Amtrak to decide if savings should

come from its work force of nearly 23,000.

Amtrak came close to shutting down in July of 2002 because of a budget crisis that was averted by a \$100 million loan guarantee from the Transportation Department and a \$205 million appropriation from Congress.

President Bush and House Republicans want Amtrak to wean itself from federal subsidies by paring money-losing routes and forcing cities and states to pick up the tab for passenger rail. Senate supporters say Amtrak's service is vital and that nowhere in the world does passenger rail turn a profit.

Amtrak has never made money in its 32-year history and its debt is roughly \$4 billion.

However, in a speech at Yale University on February 4, Gunn said Amtrak will never earn enough money to support itself. He said Amtrak will never make a profit, mainly because of the high cost of maintaining railroad ties, bridges and other infrastructure.

Gunn, credited with improving New York City's subway system, was named Amtrak's president in April, just as the budget crisis began to take shape.

Amtrak was formed in 1971 to relieve freight railroads from the cash-draining responsibility of passenger service and has struggled ever since to meet expectations that it break even or turn a profit.

Gunn said Amtrak would have a shot at continued existence in four to five years with an annual budget of less than \$2 billion.

He said Congress is being unrealistic in insisting Amtrak become self-sustaining.

"Maybe we are sustainable, because they've tried to kill us for 30 years and we're still here," Gunn said.

Most long-distance trains operate through the Midwest and West, and require hefty per-passenger subsidies. The Sunset Limited from Los Angeles to Orlando loses \$347 per passenger, and the Texas Eagle from San Antonio to Chicago, \$258.

Some routes have political strings attached, with key members of Congress favoring the jobs and service the trains provide to constituents. Many lawmakers whose districts or states have no Amtrak service resent any subsidies at all. •

## Ohio county bans remotes

**Calls for improved safety, security of remote control locomotives; Cites terrorist threats to railroads**

The Cuyahoga County Local Emergency Planning Committee recently adopted a resolution that calls for a moratorium on remote control trains and suggests that remotes be banned from switching operations that involve hazardous materials.

The Local Emergency Planning Committee for Cuyahoga County (LEPC), where Cleveland is located, is a local organization that plans and coordinates how safety crews will respond to emergencies involving hazardous substances. In Ohio, LEPCs have been established in all 88 counties and have been given new responsibilities following the terrorist attacks of September 11, 2001.

The resolution, passed on January 31, urges legislators to place a moratorium on remote control trains "until the safety and security issues raised by this technology have been thoroughly addressed and adequate regulations have been established."

The Cuyahoga County LEPC becomes the seventh local government agency to adopt a resolution calling for improved safety of remote control trains. The other include the city councils of Baton Rouge, La, Shreveport, La., Detroit, Mich., Marysville, Mich., Boston, and Cleveland.

LEPC resolution No. SARA 030106-02 also calls upon the Federal Railroad Administration to work with the Department of Homeland Security to establish regula-

tions governing the operation of remote control trains. It urged that such regulations include:

1. Adequate crew size to insure safe and secure operation and switching service;

2. Prohibition of the use of remote control locomotives to operate and conduct switching operations to move trains with hazardous cargo; and

3. Requirements for high standards of training for operators of remote control technology.

Jim Ong, Chairman of the BLE's Ohio State Legislative Board, is credited with lobbying the Board to bring this serious safety matter to its attention. He thanked First Vice-Chairman Tim Hanley, Second Vice-Chairman Tim Price, and BLE Division 3 (Cleveland) Legislative Representative Bill Ellert for also playing important roles in lobbying on behalf of this issue.

Brothers Hanley and Price testified before the LEPC at a hearing in Cleveland on November 4.

The U.S. government stipulates that each community in the United States must be a part of a comprehensive plan regarding emergency response to hazardous material releases. LEPC members normally include representatives of police, fire, civil defense, public health, transportation and environmental professionals. •

## Mayne reelected in Kentucky



Brother Tommy Mayne was recently reelected by acclamation to the office of Chairman of the Kentucky State Legislative Board at the Board's Third Quadrennial meeting. Also reelected by acclamation were Secretary-Treasurer Terry W. Beadles and First Vice-Chairman Jack Chaliff.

Pictured at the meeting, from left: Mark Robb, Division 240 (Sarina, Ontario); Landon Hinkle, President of Division 463 (Corbin, Ky.); Clarence Monin, former BLE International President; Jerry Wright; John Miller; Ronnie W. Jones, Legislative Rep. of Division 463 (Corbin, Ky.); Mark J. Johnson, President & Legislative Rep. of BLE Division 165 (Louisville, Ky.); Paul T. Sorrow, BLE International Vice-President; Donald Spenlau, Legislative Rep. of Division 489 (Covington, Ky.); Chairman Mayne; Rob G. Richardson, Legislative Rep. of Division 829 (Ravenna, Ky.); Secretary-Treasurer Beadles; Ed Heckel, Legislative Rep. of Division 78 (Louisville, Ky.); Cleatus L. Roy, CSXT-Western Lines General Chairman; John Chaliff, Legislative Rep. of Division 199 (Danville, Ky.); Richard Taylor; Ilene Estridge, Derrick Skeens, Legislative Rep. of Division 271 (Russell, Ky.); Maxy Pelfrey, Division 830 (Hazard, Ky.); Paul Kowalski, Legislative Rep. of Division 698 (Ashland, Ky.); Leo Srubas, Division 81 (Kansas City, Kan.); and Terry Wayne Taylor, Secretary-Treasurer of Division 463 (Corbin, Ky.). Present but not pictured is Raymond Holmes, BLE International Vice-President & U.S. National Legislative Representative.

## Health & Welfare

Continued from Page 1

Despite the "outrageously high" employee contributions for health insurance, President Scardelletti said the average TCU member "will still be ahead" of where they would be finan-

cially under the current contract. The ruling provides wage increases of 3 percent on July 1, 2003 and 3.25 percent on July 1, 2004. The retroactive wage increases, which offset the retroactive health insurance payments, were 2.5 percent on June 30, 2002, and 3.5 percent on July 1, 2002. The total wage increase is some 12.25 percent. •



# BLE members 'not interested' in UTU

## Letter from President Hahs sets the record straight, reaffirms BLE talks with Teamsters

(BLE Editor's Note: The following is the text of a letter from BLE International President Don Hahs to railroad journalist Larry Kaufman, whose column supporting renewed BLE-UTU merger talks was posted on the UTU website on February 7.)

February 11, 2003

Dear Mr. Kaufman:

In your editorial regarding the January 10 remote control arbitration ruling issued by Gil Vernon, written for Rail Business and reproduced on the UTU website on February 7, you wrote: "Don't be surprised if the decision leads to renewed merger talks between the (BLE and UTU)."

Mr. Kaufman, I would be extremely surprised if such talks were to resume.

On December 10, 2001, an overwhelming majority of Locomotive Engineers voted not to merge with the United Transportation Union. The actual vote was 7,425 for and 17,251 against merging. Leaders of the Brotherhood of Locomotive Engineers accepted that decision and moved on to pursue other options. However, leaders of the United Trans-

portation Union and members of the industry press have recently published editorials indicating that BLE should once again revisit a merger with the UTU. Please be advised that the BLE membership has not indicated any interest in revisiting discussions with UTU.

For nearly a year now, the Brotherhood of Locomotive Engineers has been involved in merger discussions with the International Brotherhood of Teamsters. Because of these discussions, and the completely one-sided vote against merging with the UTU in December of 2001, it is highly unlikely that we would ever resume merger discussions with a non-AFL-CIO affiliate such as the UTU.

I am surprised that you claim to know enough about our confidential discussions with the Teamsters to characterize them as "bowing and scraping." On the contrary, these merger discussions were and continue to be characterized by a great deal of professionalism and mutual respect on behalf of both parties.

Your assertion that BLE members are "holding their noses" at these talks is entirely off base. The feedback we have

received from our members has been extremely positive and couldn't be more contradictory to your comments. The membership will have the final say in a merger with the Teamsters.

I agree with the unnamed source in your editorial, the former railroad vice president of labor relations, who stated that railroads prefer to deal with one large union rather than several small ones. Mr. Kaufman, it's hard to get bigger than the 1.4 million member Teamsters.

Throughout your editorial, you attempt to insinuate the current political atmosphere is "not a good time" for organized labor to seek support or assistance from government, particularly the "Republican Bush administration."

You attempted to give the impression that the UTU would be assured of a victory before the National Mediation Board now that Republicans are in control. While you mentioned the NMB's ruling on the Union Pacific case, which came during the Clinton Administration, you neglected to mention the NMB ruling on the Kansas City Southern. I am sure this was a simple oversight on your

**"Please be advised that the BLE membership has not indicated any interest in revisiting discussions with the UTU. For nearly a year now, the BLE has been involved in merger discussions with the International Brotherhood of Teamsters."**

— BLE International President Don Hahs

part and not a deliberate attempt to distort the facts. The NMB's KCS ruling was issued on August 14, 2002, well into the early stages of the Bush Administration. We have a great deal of respect for the NMB and firmly believe it made the ruling based on facts and not on politics.

I am also disturbed (as I am sure leaders of the Federal Railroad Administration must be as well) by your condemnation of our efforts to pursue remote control safety issues through the FRA. You state: "How can (BLE) expect any relief from an FRA in a Republican Bush administration? This is not a good time for unions to be seeking favors from an administration that most of them tried to keep from coming to office."

We do not consider a safety issue to be a favor. You seem to infer that railroad safety is

a matter of political preference. I believe the FRA will eventually come around to do what's right for the safety of railroad employees and the general public, regardless of what political party happens to control the White House. It should be remembered by everyone that in Canada, where major remote control operations first began, remote controls are not operated on the main line outside of yard limits.

People are entitled to their own opinions, Mr. Kaufman. I thank you for the opportunity of allowing me to express mine.

Sincerely,

Don M. Hahs  
International President  
Brotherhood of  
Locomotive Engineers

## City of Boston resolution banning remotes

### City of Boston, In City Council

*A Resolution of Councilor At-Large, Stephen J. Murphy*

February 13, 2003

**Whereas** The City of Boston has a duty to provide for the public safety of its Citizens; and

**Whereas** Railroads operate within the geographic boundaries of Boston over public and private highway rail crossings and on property accessible to persons of all ages and abilities; and

**Whereas** A significant amount of rail cargo traveling through and moving within the City of Boston consists of hazardous materials; and

**Whereas** Freight hauling railroads doing business within the City of Boston operate in switching yards and on tracks adjacent to and connecting with tracks carrying high-speed Amtrak and MBTA Commuter Rail passenger trains; and

**Whereas** The United States government has issued a safety alert with respect to vandalism and terrorist threats against railroads; and

**Whereas** The Federal Railroad Administration

(FRA) has granted authority to the Railroads to operate unmanned (remote controlled) locomotives by persons who have been certified by the railroads under 49 CFR Part 240 but who have significantly less training, experience, testing and qualifications than individuals who have traditionally manned these operations; **therefore be it**

**Resolved** That no railroad shall operate remote controlled locomotives within the boundaries of the City of Boston until all of the following safety considerations are met:

- Any railroad operating a remote control locomotive must notify the Office of the Mayor before implementing such operations;

- Remote controlled locomotives shall not be used to transport hazardous materials on or near tracks occupied by rail cars containing hazardous materials.

- Remote controlled locomotives shall not be used in switching yards or tracks adjacent to or connection with tracks used for the transport of Amtrak high-speed passenger trains or MBTA Commuter Rail passenger trains.

- Remote controlled locomotives shall not be operated over a public or private highway rail crossing

without a person occupying the cab of the locomotive who has the required skills to stop the locomotive and its attached equipment.

- Railroads must provide effective and reliable protection at the point of movement in any location accessible to the general public for any remote controlled operation.

- Locomotives within a consist of one or more remote controlled locomotives shall be provided with devices to secure the operating cab and its controls against terrorists, vandals, and other unauthorized persons.

**And be it further Resolved** That the City of Boston requests that the FRA develop comprehensive regulations to govern the use of remote controlled locomotives which shall ensure the highest level of training, skill, experience, and qualification for all persons operating remote controlled locomotives; **and be it further**

**Resolved** That all remote controlled locomotive operations within the City of Boston cease and desist until such time as all City of Boston agencies responsible for Emergency preparedness implements a plan to provide for evacuation and emergency response before such remote controlled operations are implemented. •

# RETIREMENT NEWS

## Federal income tax and Railroad Retirement benefits

### Information you need to know when filing your Federal income tax returns

The following questions and answers describe the statements issued by the Railroad Retirement Board each January for Federal income tax purposes. Railroad retirement beneficiaries needing information about these statements, or tax withholding from their benefits, should contact the nearest office of the Railroad Retirement Board. For further Federal income tax information, railroad retirement beneficiaries should contact the nearest office of the Internal Revenue Service.

#### 1. How are the annuities paid under the Railroad Retirement Act treated under the Federal income tax laws?

In most cases, part of a railroad retirement annuity is treated like a social security benefit for income tax purposes, while other parts of the annuity are treated like private and public service pensions for tax purposes. Consequently, most annuitants are sent two tax statements from the Railroad Retirement Board each January, even though they receive only a single annuity payment each month.

#### 2. Which railroad retirement benefits are treated as social security benefits for Federal income tax purposes?

The part of a railroad retirement annuity equivalent to a social security benefit based on comparable earnings is treated for Federal income tax purposes the same way as a social security benefit. The amount of these benefits that may be subject to Federal income tax, if any, depends on the beneficiary's income.

If taxable income (taxable pensions, wages, interest, and dividends) and tax-exempt interest income, plus half of the amount of the social security equivalent benefit payments exceed:

- \$25,000 for an individual, \$32,000 for a married couple filing jointly, and zero for a married individual who files separately but lived with his or her spouse any part of the year, up to 50 percent of these railroad retirement benefit payments may be considered taxable income;

- \$34,000 for an individual, \$44,000 for a married couple filing jointly, and zero for a married individual who files separately but lived with his or her spouse any part of the year, up to 85 percent of these benefits may be taxable.

#### 3. Which railroad retirement benefits are treated like private and public service pensions for Federal income tax purposes?

Railroad retirement annuity payments exceeding social security equivalent payments, plus any vested dual benefits and supplemental annuities, are all treated like private and public service pensions for Federal income tax purposes. In some cases, primarily those in which early retirement benefits are payable to retired employees and

spouses between ages 60 and 62, and some occupational disability benefits, the entire annuity may be treated like a private or public pension. This is because social security benefits based on age and service are not payable before age 62 and social security disability benefit entitlement requires total disability.

For annuities beginning after July 1, 1986, railroad retirement payments exceeding social security equivalent levels are generally taxable under the Internal Revenue Code General Rule or Simplified General Rule. For income tax purposes under these rules, contributory payments are subject to income tax immediately upon retirement, but are prorated to yield a tax-free amount based on an employee's previously-taxed pension contributions.

For railroad retirement annuitants, employee contributions (referred to by the IRS as an employee's investment in the contract (cost)) are considered to be the amount of railroad retirement payroll taxes paid by the employee over and above comparable social security payroll tax rates. Employee contributions are not a payment or income received during the tax year.

However, vested dual benefit payments and railroad retirement supplemental annuities are considered non-contributory and fully taxable. In addition, spouse annuity payments exceeding social security equivalent payments do not include a tax-free amount; these benefits are also fully taxable.

#### 4. What information is shown on the railroad retirement tax statements sent to annuitants in January?

One statement, the blue and white Form RRB-1099 (or black and white Form RRB-1042S for nonresident aliens), shows the amount of any social security equivalent or special minimum guaranty payments made during the tax year, the amount of any such benefits that an annuitant may have repaid to the Board during the tax year, and the net amount of these payments after subtracting the repaid amount. The amount of any offset for workers' compensation and the amount of Federal income tax withheld from these payments are also shown.

The other statement, the green and white Form RRB-1099-R (for both U.S. citizens and nonresident aliens), shows the total amount of contributory railroad retirement benefits over and above social security equivalent benefits, plus any noncontributory vested dual benefits and/or supplemental annuities paid to the annuitant during the tax year, as well as the amount of an employee's railroad retirement payroll tax contributions. Also shown is the amount of Federal income tax withheld from these payments. In addition, the

statement reflects the amount of any of these prior year benefits repaid by an annuitant to the Board during the tax year. However, this amount has not been subtracted from the gross amounts shown because its treatment depends on the years to which the repayment applies and its taxability in those years. To determine the year or years to which the repayment applies, annuitants should contact the Board.

The total Part B Medicare premiums deducted from the railroad retirement annuity may also be shown on either Form RRB-1099 (Form RRB-1042S for nonresident aliens) or Form RRB-1099-R. Copy B and/or Copy 2 of Form RRB-1099-R needs to be submitted with a tax return. Annuitants should retain copy C of all statements for their records, especially if they may be required to verify their income in connection with other Government programs.

#### 5. Does Form RRB-1099-R show the taxable amount of any contributory railroad retirement benefits or just the total amount of such benefits paid during the tax year?

Since 1993, Form 1099-R shows the total amount of any contributory railroad retirement benefits paid over and above social security equivalent benefits during the tax year. The Board does not calculate the taxable amounts.

Annuitants needing information about the tax treatment of railroad retirement benefits over and above social security equivalent benefits should refer to IRS Publication 575, Pension and Annuity Income, and Publication 939, General Rule for Pensions and Annuities.

#### 6. What other information is included with the railroad retirement benefit statements?

Included with the statements are detailed explanations of all the items on the statements and the toll-free telephone number and Web site address of the Internal Revenue Service.

#### 7. What if a person receives social security as well as railroad retirement benefits?

Railroad retirement annuitants who also received social security benefits during the tax year receive a Form SSA-1099 (or Form SSA-1042S if they are nonresident aliens) from the Social Security Administration. They should add the net social security equivalent or special guaranty amount shown on Form RRB-1099 (or Form RRB-1042S) to the net social security income amount shown on Form SSA-1099 (or Form SSA-1042S) to get the correct total amount of these benefits. They should then enter this total on the Social Security Benefits Worksheet in the instructions for Form 1040 or 1040A to determine if part of their social secu-

rity and railroad retirement social security equivalent benefits is to be considered as taxable income.

Additional information on the taxability of these benefits can be found in IRS Publication 915, Social Security and Equivalent Railroad Retirement Benefits.

#### 8. Are the residual lump sums, lump-sum death payments or separation allowance lump-sum amounts paid by the Railroad Retirement Board subject to Federal income tax?

No. These amounts are not subject to Federal income tax.

#### 9. Are Federal income taxes withheld from railroad retirement annuities?

Yes, and the amounts withheld are shown on the statements issued by the Board each year. However, an annuitant may request that Federal income taxes not be withheld, unless the annuitant is a nonresident alien or a U.S. citizen living outside the United States.

Annuitants can voluntarily choose to have Federal income tax withheld from their social security equivalent payments. To do so, they must complete IRS Form W-4V, Voluntary Withholding Certificate, and send it to the Board. They can choose withholding from their social security equivalent payments at the following rates: 7 percent, 10 percent, 15 percent, or 27 percent.

Annuitants who wish to have Federal income taxes withheld from the portions of their annuity over and above social security equivalent benefits must complete a tax withholding election on Form RRB W-4P, Withholding Certificate For Railroad Retirement Payments, and send it to the Board. An annuitant is not required to file Form RRB W-4P. If that form is not filed, the Board will withhold taxes only if the combined portions of an individual's annuity over and above social security equivalent benefits exceed \$1,305.51 a month in 2003. In that case, the Board withholds taxes as if the annuitant were married and claiming three allowances.

#### 10. How is tax withholding applied to the railroad retirement benefits of nonresident aliens?

Under the Internal Revenue Code, nonresident aliens are subject to a 30-percent tax on income from sources within the United States not connected to a U.S. trade or business. The 30-percent rate applies to all annuity payments exceeding social security equivalent payments and to 85 percent of the annuity portion treated as a social security benefit.

The Code also requires the Board to withhold the tax. The tax can be at a rate lower than 30 percent or can be eliminated entirely if a tax treaty between the United States and the coun-





## Bush nominates new RRB Chairman

According to a press release issued by the White House on January 21, President George W. Bush announced his intention to nominate Michael Schwartz to the office of Chairman of the U.S. Railroad Retirement Board (RRB).

A resident of Illinois, Schwartz would serve as Chairman of the RRB for the remainder of a five-year term expiring August 28, 2007.

Schwartz is the retired Director of the Illinois Department of Central Management Services. He received his bachelor's degree from Illinois State Uni-

versity and earned his master's degree from the University of Illinois. He would replace Cheryl T. Thomas, whose term has expired. She was appointed Chair of the RRB by President Clinton in 1998.

As Chairman, Schwartz would join Labor Member V. M. Speakman, Jr. and Management Member Jerome F. Kever on the three-member Board that heads the RRB.

Schwartz's nomination was received in the Senate on January 21 and referred to the Committee on Health, Education, Labor, and Pensions. •

## Income Tax

Continued from Page 6

try of residence provides such an exemption, and the nonresident alien completes and sends Form RRB-1001, Nonresident Questionnaire, to the Board. Form RRB-1001 secures citizenship, residency and tax treaty claim information for nonresident beneficiaries (nonresident aliens or U.S. citizens residing outside the United States).

Form RRB-1001 is sent by the Board to nonresident aliens every three years to renew the claim for a tax treaty exemption. Failure by a nonresident alien to complete Form RRB-1001 will cause loss of the exemption until the exemption is renewed. Such renewals have no retroactivity.

Also, a nonresident alien must include his or her United States taxpayer identifying number on Form RRB-1001. Otherwise, any tax treaty exemption claimed on the form is not valid.

The majority of nonresident aliens receiving annuities from the Board are citizens of Canada, which has a tax treaty with the United States.

If a Canadian citizen claims an exemption under the tax treaty, no tax is withheld from the annuity portion equivalent to a social security benefit and a withholding rate of only 15 percent is applied to those annuity payments exceeding social security equivalent payments.

Additional information concerning the taxation of nonresident aliens can be found in IRS Publication 519, U.S. Tax Guide for Aliens.

### 11. Are unemployment benefits paid under the Railroad Unemployment Insurance Act subject to Federal income tax?

All unemployment benefit payments are subject to Federal income tax. Each January the Board sends Form 1099-G to individuals, showing the total amount of railroad unemployment benefits paid during the previous year.

### 12. Are sickness benefits paid by the Railroad Retirement Board subject to Federal income tax?

Sickness benefits paid by the Board, except for sickness benefits paid for on-the-job injuries, are subject to Federal income tax under the same limitations and conditions that apply to the taxation of sick pay received by workers in other industries.

Each January the Board sends Form W-2 to affected beneficiaries. This form shows the amount of sickness benefits that each beneficiary should include in his or her taxable income.

### 13. Does the Board withhold Federal income tax from unemployment and sickness benefits?

The Board withholds Federal income tax from unemployment and sickness benefits only if requested to do so by the beneficiary. A beneficiary can request withholding of 10 percent of his or her unemployment benefits by filing Form W-4V with the Board. A beneficiary can request withholding from sickness benefits by filing Form W-4S.

### 14. Are railroad retirement and railroad unemployment and sickness benefits paid by the Board subject to State income taxes?

The Railroad Retirement and Railroad Unemployment Insurance Acts specifically exempt these benefits from State income taxes.

### 15. Can a railroad employee claim a tax credit on his or her Federal income tax return if the employer withheld excess railroad retirement taxes during the year?

If any one railroad employer withheld more than the annual maximum amount, the employee must ask that employer to refund the excess. It cannot be claimed on the employee's return.

### 16. Can a railroad employee working two jobs during the year get a tax credit if excess retirement payroll taxes were withheld by the employers?

Railroad employees who also worked for a nonrailroad social security covered employer in the same year may, under certain circumstances, receive a tax credit equivalent to any excess social security taxes withheld.

Employees who worked for two or more railroads during the year, or who had tier I taxes withheld from their Railroad Retirement Board sickness benefits in addition to their railroad earnings, may be eligible for a tax credit of any excess tier I or tier II railroad retirement taxes withheld. The amount of tier I taxes withheld from sickness benefits paid by the Board is shown on Form W-2 issued to affected beneficiaries. Employees who had tier I taxes withheld from their supplemental sickness benefits may also be eligible for a tax credit of any excess tier I tax.

Such tax credits may be claimed on an employee's Federal income tax return.

Employees who worked for two or more railroads, received sickness benefits or had both railroad retirement and social security taxes withheld from their earnings should see IRS Publication 505, Tax Withholding and Estimated Tax, for information on how to figure any excess railroad retirement or social security tax withheld. •

## Railroad Retirement Board reminders for 2003

### 2003 Tier I Earnings Base and Tax Rate

\$87,000 — Annual Maximum  
6.20% — Employee and Employer Tax Rate  
\$5,394.00 — Maximum Employee and Employer Tax

### 2003 Tier II Earnings Base and Tax Rates

\$64,500 — Annual Maximum  
4.90% — Employee Tax Rate  
\$3,160.50 — Maximum Employee Tax  
14.20% — Employer Tax Rate  
\$9,159.00 — Maximum Employer Tax

### 2003 Medicare Hospital Insurance Earnings Base and Tax Rate

Annual Maximum — No Limit  
1.45% — Employee and Employer Tax Rate

### Total Tier I, Tier II, & Medicare Hospital Insurance Maximum Tax

Based on Earnings of \$87,000  
Employees — \$ 9,816.00  
Employers — \$15,814.50  
(Additional Taxes are 1.45% of Earnings in Excess of \$87,000)

### Amount Needed for Quarter of Social Security Coverage

\$890.00 in 2003 (Up to 4)

### 2003 Employer RUIA Tax Rate

3.15% - 12% on First \$1120 Per Month

### Employee RUIA 2002 Qualifying Earnings

\$2,750.00 — For Benefit Year 2003  
(Beginning July 1, 2003)

### RUIA Daily Benefit Rate

\$55 — For Benefit Year 2003  
(Beginning July 1, 2003)

### Work Deduction Exempt Amounts

■ Full retirement age (FRA) (for months prior to FRA in the calendar year):

- Annual — \$30,720
- Monthly — \$2,560

(\$1 Deduction for Each \$3 of Excess Earnings)

■ Under FRA:

- Annual — \$11,520
- Monthly — \$960

(\$1 Deduction for Each \$2 of Excess Earnings)

### Basic Medicare Premium

\$58.70

### Cost-Of-Living Increase, December 2002

Tier 1 — 1.4%  
Tier 2 — 0.5%

## Upcoming Railroad Retirement Board informational conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected BLE officers during 2003. Registration for all conferences begins at 8 a.m. The program will begin promptly at 8:30 a.m. and end at 12:30 p.m.

### March 21 • Roseville, Calif.

Oxford Suites, 130 North Sunrise (Exit I-80 at Douglas Blvd. East)

### March 21 • Nashville, Tenn.

Wyndham Nashville Airport Hotel  
1112 Airport Center Drive.

### March 28 • Pikesville, Md.

The Pikesville Hilton, 1726 Reistertown Road  
(Exit 20 from I-695)

### April 9 • Roanoke, Va.

Holiday Inn Airport, 6626 Thirlane Road  
(I-581 & Peters Creek Road)

### April 11 • Romulus, Mich.

Crown Plaza, Detroit Metro Airport  
(800 Merrimann Road)



# BLE NEWS

## Trainman dead in CSX switching accident; Remote control was in use

A CSX trainman died on February 16 when he was struck by a moving box-car in a switching accident in the Manlius freight yard near Syracuse, N.Y. The cars were being switched by remote control at the time of the fatality.

An autopsy performed on John W. Sneddon, 36, the next day showed he died from a blunt force injury to his torso caused by the blow from the box-car.

Sneddon was a trainman. His partner was a conductor. The conductor

was operating the locomotive by remote control, using it to push incoming cars along the tracks to build new trains.

A CSX spokesman said Sneddon's partner realized something was wrong after he received no reply when he called for Sneddon on the radio. He went to look for Sneddon and found him along some tracks.

Longtime employees said they could not remember when there had been another fatality in the Manlius yard. Sneddon was a member of the United Transportation Union. •

## Members to try their luck in Sparks, Nevada for 2003 IWC



John Ascuaga's Nugget Hotel & Casino in Sparks, Nevada, home of IWC 2003.

BLE and GIA members looking to get a head start on summer plans may wish to consider making reservations now for the 63rd Annual International Western Convention in Sparks, Nevada (June 1-5, 2003).

Jeffrey Valentine is hosting "IWC, 2003 — Sparks," which will be held at

John Ascuaga's Nugget Hotel & Casino in Sparks.

For reservations, call (800) 648-1177 and ask for the IWC room rate, or identify yourself as a BLE member (in Reno/Sparks, please call: 356-3300). A room rate of \$89 per night has been secured from May 30 through June 7. For more information, members may also visit the John Ascuaga's Nugget website at: <www.janugget.com>.

Activities include a golf tournament at The Resort at Squaw Creek, a Robert Trent Jones designed course in the High Sierras, a bus trip to Virginia City, America's largest historical landmark, and a dinner/dance sunset cruise aboard the MS Dixie on Lake Tahoe.

Those wishing to contact Chairman Valentine may do so by phone by calling (775) 857-2013, or by e-mail: <jval@accutek.com>. •

## Baltimore to host 2003 EUMA



A view of Baltimore's inner harbor area, home of the 2003 EUMA.

EUMA Arrangements Chairman Fred Cox and the members of BLE Division 52 will host the 65th annual Eastern Union Meeting Association in Baltimore. The meeting will be June 29-July 3.

Guests will stay at the Baltimore Hyatt Regency in the inner harbor area of Baltimore. Early-bird reservations can be made by calling: (410) 528-1234.

Brother Cox reports that tentative activities include a tour of the Baltimore & Ohio Railroad museum, a harbor dinner cruise, the annual golf tournament, and a Baltimore Orioles baseball game.

From June 28-July 3, the B&O Railroad Museum will hold the "Fair of the Iron Horse," the grand finale of the museum's 175th anniversary celebra-

tion. The fair will feature rare locomotives, pavilions dedicated to all types of railroading, interactive activities and live entertainment.

For members planning to visit the B&O Museum while attending the EUMA, more information about the Fair of the Iron Horse is at: <http://www.borail.org/>.

For more details, contact Brother Cox at (717) 244-4855 or e-mail: euma03@aol.com. •

## FEBRUARY 2003 CALENDAR & EVENTS

**JUNE 1-5, 2003... 63rd Annual International Western Convention in Sparks, Nevada**  
Jeffrey Valentine welcomes BLE and GIA members to Sparks, Nevada, for the 2003 International Western Convention. The 63rd annual IWC will be held at John Ascuaga's Nugget Hotel & Casino in Sparks. For reservations, call (800) 648-1177 and ask for the IWC room rate, or identify yourself as a BLE member. A room rate of \$89 per night has been secured from May 30 through June 7. More details to come when available. Those wishing to contact Chairman Valentine may do so by phone, (775) 857-2013, or by e-mail, <jval@accutek.com>.

**JUNE 15-20, 2003... 76th Annual Southeastern Meeting Association in Pigeon Forge, Tenn**  
Chairman W.M. "Bill" Overton and the members of BLE Division 239 (Knoxville, Tenn.) will host the 2003 SMA at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn. (hotel website: www.grandresorthotel.com). Members can make early-bird reservations by calling: (800) 251-9752. Room rates are \$69.77 per night (plus tax). Attractions include the Great Smokey Mountains National Park, Dollywood, and the annual golf tournament. Registration is on June 15; the banquet is on June 19. For details, contact Brother Overton at: (865) 945-5027 or by e-mail, wmo4719@hotmail.com.

**JUNE 29-JULY 3, 2003... 65th Annual Eastern Union Meeting Association in Baltimore**  
Arrangements Chairman Fred Cox and the members of BLE Division 52 will host the 2003 EUMA at the Baltimore Hyatt Regency in the inner harbor area of Baltimore. Early bird reservations can be made by calling (410) 528-1234. Arrangements Chairman Fred Cox reports that tentative activities include a tour of the Baltimore & Ohio Railroad Museum, a harbor dinner cruise, golf tournament, and a Baltimore Orioles baseball game. For more details, contact Brother Cox at (717) 244-4855 or e-mail: euma03@aol.com.

**SEPTEMBER 28-OCTOBER 2, 2003... 68th Annual Southwestern Convention Meeting**  
General Chairman Rick Gibbons, BNSF-SLSF & M&NA, is Chairman of the 68th annual SWCM, which will be held in Branson, Mo. Members and their families will stay at the beautiful Chateau on the Lake Resort Hotel & Convention Center. Reservations can be made at a rate of \$114 per night by calling: (888) 333-5253. A hugely popular tourist destination, Branson offers abundant and unique entertaining and dining options for the entire family. Members planning to attend the SWCM are encouraged to visit Branson's website, <www.branson.com>, to learn more about its diverse entertainment opportunities. More details and registration forms will follow.

## Advisory Board January Activity

*By action of the delegates at the Fifth Quinquennial Convention, summaries of BLE Advisory Board members' activities are published monthly:*

**International President Don M. Hahs**—International Office: General supervision of BLE activities; General office duties; Remote control hearing, executive session, Atlanta; TTD meeting, Washington, D.C.; Designated Legal Counsel mtg.; Remote control decision conference call.

**First Vice-President & Alternate President Edward W. Rodzwick**— Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; BLE/IBT Constitution & Bylaws committee mtgs.; Division 182, Little Rock, Ark.; Kentucky State Legislative Board function, Corbin, Ky.; Holiday; Vacation day; TTD mtg., Washington, D.C.

**General Secretary-Treasurer William C. Walpert**—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Mtg. w/ Standard Building attorney; Finance Subcommittee mtg., re: proposed Teamsters merger, Washington, D.C.; Designated Legal Counsel mtg., Clearwater, Fla.

**Vice-President Paul T. Sorrow**—Mtg. w/ BLE Divisions 4, 717 and 323; Assisted CSXT Western Lines General Committee in screening awards and outstanding issues; Assisted Norfolk Southern-Northern Lines General Committee in reviewing outstanding issues and to develop strategies for Wheeling & Lake Erie negotiations; Mtg. w/ GTW General Chairman to evaluate strategies for wage negotiations; Employee member SBA 1063; Mtg. w/ Constitution & Bylaws committee for IBT discussions; Assisted NS, GTW and CSX committees with various issues; General office duties.

**Vice-President Richard K. Radek**— ID Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Elgin, Joliet & Eastern Rwy.; IHB General Assistance, Chicago; NRAB admin; Arbitration mtg., Washington D.C.; Advisory Board conference call; METRA general assistance; PLB & special mtg. prep, EJ&E (PLB 6603); IHB/BRC general assistance; CN/WC general assistance; BRC RC implementing mtg., Chicago; FRA Part 240.409 dockets this month: EGAL 01-82 (UP), 01-69 (UP), 01-91 (UP), 01-23 (UP), 01-36 (UP), 00-67 (UP), 00-51 (UP), 01-16 (CSX), 01-27 (UP), 02-10 (UP), 00-41 (UP), 01-79 (UP).

**Vice-President Dale McPherson**— CP Rail; I&M Rail Link; Port. Term. RR; Lanview Portland & Northern; Longview Switching; Indiana RR; M&NA; Utah RR; UP (Eastern District); UP (former CNW); BLE national bargaining cmte.; Constitution & Bylaws committee, BLE/IBT; UP work-rest projects; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6589; General office duties; Claim/discipline conference, I&MRL; Mtgs. w/ UP GC MacArthur/LC's Comm. Serv.; BNSF (former SLSF) open house; Membership/organizing mtgs., Salt Lake City; Mtgs. w/ CP Rail GC Priestler; Mtgs. w/ CP Rail & GC Priestler, re: contract neg.; Conference call-GCs, Advisory Board.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**— Washington D.C. office; General office duties; Advisory Board conference call; Remote control decision conference call; Mtg. w/ Randall Wade, WI DOT, Kenneth M. Uznanski Jr., WA DOT, David Ewing, Policy Analysis, re: high speed and passenger rail projects; BLE/IBT Legislative merger committee mtgs.; TTD mtg., re: Amtrak funding; TTD conference call, re: Amtrak funding; Mtg. w/ Dan Berger, Chief of Staff, Cong. Harris (R-FL); Reception for Cong. Michaud (D-ME).

**Vice-President Merle W. Geiger Jr.**— Assigned to: Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal; Delaware & Hudson; Indiana & Ohio RR; Indiana Southern RR; New York, Susquehanna & Western; Mtg. w/ officers of Division 521 (NYS&W), Binghamton, N.Y.; Mtg. w/ GC Martin & NYS&W, Cooperstown, N.Y.; Mtg. w/ GC Leyendecker & Tex-Mex, Laredo, Texas; Multiple mtgs. w/ Division 244 (Tex-Mex), Laredo, Texas; Preparation of Indiana & Ohio contract for ratification; Advisory Board conference call, re: remote control arbitration; General office duties, research, correspondence.

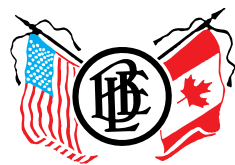
**Vice-President Stephen D. Speagle**—General office duties; Seniority mtg. w/ GCofA, mtg. on equity-Denver west; Attend Div. 647 mtg., Phoenix; Attend ID mtg.; Attend Div. 518 and 238 mtgs.; Mtg. w/ BNSF & GCofA, Fort Worth; On-property negotiations, BNSF.

**Vice-President E.L. "Lee" Pruitt**— Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork, filing; ID run negotiations, UP-SR GCofA, Bloomington to Brownsville ID run, assist GC Gore; On property negotiations planning, all UP GCofAs, New Orleans.

**Vice-President Paul L. Wingo Jr.**— NS Southern & NS Eastern GCofAs; Iowa, Chicago & Eastern; Meridian Southern; BLE Security Officer; IBT proposed merger subcommittee on finance; Attended IBT subcommittee mtg., Washington, D.C.; Georgia State Legislative Board mtg., Atlanta; Recruiting mtg., NS LET school, McDonough, Ga.; P.L. Boards w/ GCs Knight and Wallace, Norfolk, Va.; Combined special mtg. of Divisions 198 & 205; Advisory Board conference call and General Chairmen/Legislative Chairmen conference call; Attended retirement gathering for former NS Senior Local Chairman Jerry Graben, Birmingham, Ala.; General office duties.

**Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Mtg. at Baulter, Quebec, Windross, Montreal; Mtg. w/ Division 753; Conference call; Mtgs. w/ CN East-CFIL, Grand Mere; Conference call w/ Harrison, CN Rail; Mtg. w/ Via Rail; CP Rail/RCTC/CN/CFIL, Calgary.

**Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; National Legislative Board-Canada; CNR fatigue management plan mtgs., Calgary; National Legislative Board executive committee mtg., Thunder Bay; BLE fatigue management mtg., Amtrak fatigue management mtgs., Philadelphia; CPR Pensioners Assoc., Thunder Bay; Division 243 belt pack, Thunder Bay; CCR&U CPR negotiations, Toronto; Master system safety and health, FOPS, Toronto; Via rail Critical Incident Stress Briefing, Division 128, Ottawa; BLE NLB executive committee mtg., Ottawa.



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