

# THE LOCOMOTIVE ENGINEER NEWSLETTER • MARCH 2003

## BLE, IBT rally for safety

### More than 300 protesters demand FRA issue remote control safety regulations

Carrying picket signs and chanting "remote control has got to go," more than 300 union members rallied in Washington D.C. on March 11 to protest lax federal oversight of remote controlled locomotives.

Members of the Brotherhood of Locomotive Engineers, International Brotherhood of Teamsters, and labor leaders representing more than 14 million union members picketed outside of the Federal Railroad Administration's headquarters for more than an hour. The rally was organized jointly by the BLE and IBT.

In addition to the rally on the front steps of its headquarters, the FRA received two letters on March 11 condemning its inactivity on the remote control issue — one from the AFL-CIO's Transportation Trades Department and one from Senator Edward M. Kennedy.

BLE International President Don Hahs was the open-

ing speaker at the rally, followed by AFL-CIO Secretary-Treasurer Richard Trumka, and AFL-CIO Transportation Trades Department Executive Director Ed Wytkind. The final two speakers were James P. Hoffa, General President of the International Brotherhood of Teamsters, and Pat Friend, National President of the Association of Flight Attendants.

BLE members representing all major Class 1 railroads attended the rally and came from as far away as California, Texas, Oregon and Montana. Many members of the BLE's Grand International Auxiliary (GIA) were also in attendance.

Leo McCann, President of the American Train Dispatchers Department-BLE, participated in the rally, along with Mac Fleming, President of the Brotherhood of Maintenance of Way Employees, and Dan Pickett, President of the Broth-

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More than 300 protesters march outside of the Federal Railroad Administration headquarters in Washington, D.C. on March 11 to demand improved safety regarding the operation of remote control locomotives. See page 4 for additional photos.

### BLE, I&O sign first contract

BLE members on the Indiana & Ohio Railway ratified their first collective bargaining agreement on February 28 by an overwhelming majority.

The BLE first organized the I&O, a shortline subsidiary of RailAmerica, on August 3, 2001. Of the ballots returned, 78 percent voted in favor of the agreement.

BLE International President Don Hahs acknowledged the efforts of everyone involved and thanked International Vice-President Merle Geiger for his efforts throughout the intense negotiations. Vice-President Geiger has led negotiations for the past several months. The contract provides for increased pay, profit sharing, and a benefits package. It also establishes work rules and a formal process to address grievances with management.

"I am very happy for our members on the Indiana & Ohio Railway as they finally have a contract," Vice-President Geiger said. "They have ratified a contract that establishes a sound foundation for today and future contracts on that property. Our I&O members are no longer 'at will' employees. They now have the protections provided by a Class 1 discipline rule. The contract provides them with a vehicle to address their grievances with management.

"We were able to address many of our members' concerns including reasonable wage increases, a return to profit sharing, settlement of the court action regarding profit sharing payments that have been suspended since the BLE gained representation rights

See Indiana & Ohio, Page 7

### BLE organizes Utah Railway trainmen

The Brotherhood of Locomotive Engineers scored another organizing victory on February 28 as a majority of trainmen at the Utah Railway chose to leave the United Transportation Union to be represented by the BLE.

The BLE already holds the contract for locomotive engineers at the Utah Railway and the Feb. 28 representation election was for the craft of trainman only. The National Mediation Board announced the election results at 2:15 p.m., certifying the trainmen's choice to join their Brothers and Sisters in the BLE, a union affiliated with the AFL-CIO.

"This represents a major victory," BLE President Don Hahs said. "These former members of the UTU

have made a conscious effort to leave the UTU and join the Brotherhood of Locomotive Engineers."

President Hahs commended BLE Director of Organizing Tommy Miller for the outstanding job he did on the property, as well as all others involved.

Brother Miller said the victory would not have been possible without the efforts of BLE General Chairman Rick Milano, Secretary-Treasurer Todd Hamilton, and Brothers Scott Presley and Lee Woodward. He also thanked Brother Joe Zawada from the Montana Rail Link, who is Local Chairman of Division 232 (Laurel, Mont.), and the members of

See Utah Railway, Page 8

## NEWS BRIEFS

# Woodbridge, N.J. bans remote control

On March 4, the Township of Woodbridge, N.J. became the 11th U.S. city to take action against remote control locomotives. The Township adopted a resolution citing safety risks associated with remote control locomotives and demanded the risks be eliminated before the technology is implemented in Woodbridge.

The resolution specifically urges the Federal Railroad Administration (FRA) to ban the use of remote control trains in Woodbridge until safety measures are improved.

Township officials, realizing that it will take some action by the federal government to eliminate the risks, are also seeking support from U.S. Senators Jon Corzine and Frank Lautenberg of New Jersey.

The resolution was introduced by Councilman Vincent Martino, according to New Jersey State Legislative Board Chairman Ken Michel.

"I don't see any reason to run remote-control locomotives," said Councilman Martino in an article published by the *Home News Tribune*. "The state of New Jersey is one of the most-populated states. It's too congested. There are many grade crossings,"

Martino added, "This is a way of sending a message to the elected officials on a national level. Hopefully, we'll get federal legislation to limit the use of remote-control engines in populated areas."

The resolution notes that the FRA has granted permission to railroads to operate unmanned, remote control locomotives by less trained, tested and qualified employees, and that the FRA has only established guidelines and not enforceable regulations in connection

with the operation of remote control trains.

As of March 11, Woodbridge joined Bakersfield, Calif., Beardstown, Ill., Baton Rouge, La., Shreveport, La., Detroit, Mich., Marysville, Mich., Boston, Mass., Cleveland, Ohio, Pine Bluff, Ark. and North Little Rock, Ark. in passing resolutions against remote control locomotives. Cuyahoga County in Ohio and Whitley County in Kentucky have also passed resolutions banning remote control trains.

The text of the resolution is as follows:

### RESOLUTION OPPOSING THE USE OF REMOTE CONTROL LOCOMOTIVES WITHIN THE TOWNSHIP OF WOODBRIDGE

**WHEREAS**, railroads operate throughout the Township of Woodbridge (the "Township") over numerous public and private rail crossings accessible to persons of all ages; and

**WHEREAS**, railroad equipment is known to present significant danger to persons and property from collision, derailment, and possible release of hazardous materials; and

**WHEREAS**, an enormous amount of rail cargo traveling through the township consists of potentially lethal chemicals and hazardous materials; and

**WHEREAS**, in addition to accidental derailments, collisions and spills, the United States government has issued a safety alert against vandalism and terrorist threats against railroads; and

**WHEREAS**, operation of a railroad is traditionally conducted with the

use of locomotives manned by experienced, trained individuals who are required to be certified prior to operating the locomotive; and

**WHEREAS**, railroads have been granted permission from the Federal Railroad Administration ("FRA") to operate unmanned (remote controlled) locomotives by less trained, tested and qualified individuals; and

**WHEREAS**, the FRA has only established guidelines and not regulations in connection with such remote controlled operations; and

**WHEREAS**, the Municipal Council of the Township of Woodbridge are charged with protecting the health, safety and welfare of the people of the Township; and

**WHEREAS**, the Municipal Council of the Township of Woodbridge believes that significant safety risks exist which must be eliminated before "remote control" trains are permitted to operate in the Township;

**NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF WOODBRIDGE**, that the Federal Railroad Administration is hereby urged to ban the use of "remote controlled" trains within the Township of Woodbridge until the following safety concerns are met:

1. Remote controlled locomotives be barred from transporting chemicals and hazardous materials; and be prohibited from operating on or near (i) tracks occupied by hazardous materials; or (ii) facilities which house hazardous materials.

2. Railroads operating a remote control locomotive be required to notify the Office of the Mayor before imple-

menting such operations.

3. Remote control locomotives be barred from operating over a public or private highway rail crossing without a person occupying the cab of the locomotive who has the required skill to stop the locomotive and its attached equipment.

4. The railroad be required to provide effective and reliable protection at the point of movement in any location accessible to the general public for any remote control operation.

5. Remote controlled locomotives have sufficiently secured operating cabs and controls to prevent against terrorists, vandals and other unauthorized persons.

6. Railroad be required to install a track related device to stop a remote control locomotive in the event of a runaway.

and;

**BE IT FURTHER RESOLVED**, that the FRA develop comprehensive regulations for the use of remote control locomotives and those who operate them; and

**BE IT FURTHER RESOLVED**, that the FRA order an immediate halt to operation of remote controlled trains within the Township of Woodbridge, New Jersey; and

**BE IT FURTHER RESOLVED**, that a copy of this Resolution be forwarded to the Federal Railroad Administration.

**Adopted March 4, 2003**

/s/

**John M. Mitch, RMC. CMR  
Municipal Clerk •**

# Bakersfield, Calif. asks FRA for remote control regs

Bakersfield, Calif., became the 10th American city to pass a resolution calling for improved safety of remote control locomotives.

The resolution, passed unanimously by City Council on February 26, urges the "California Public Utilities Commission and the Federal Railroad Administration to adopt regulations to ensure the safety and well-being of citizens of Bakersfield will not be jeopardized by the use of remote control locomotives."

The Union Pacific Railroad and the Burlington Northern Santa Fe began using remote control trains in Bakersfield and the surrounding areas several months ago.

The resolution further states that, "concern exists that regulations and

guidelines for the use of these remote controlled locomotives should be clearly identified and safety issues addressed before wide-scale implementation of this program."

California State Legislative Board Chairman Tim Smith testified before the Bakersfield City Council along with several other BLE members, who played significant roles throughout the process, including: Richard Brand, President of BLE Division 126 (Bakersfield); Ron Marney, Legislative Representative of Division 126; and D.D. "Diz" Francisco, Second Vice-Chairman of the California State Legislative Board and Legislative Representative of BLE Division 739 (Bakersfield).

Bakersfield joins Beardstown, Ill., Baton Rouge, La., Shreveport, La., De-

troit, Mich., Marysville, Mich., Boston, Mass., Cleveland, Ohio, Pine Bluff, Ark. and North Little Rock, Ark. in passing resolutions against remote control locomotives. Cuyahoga County in Ohio and Whitley County in Kentucky have also passed resolutions banning remote control trains.

Text of the resolution is as follows:

### RESOLUTION 031-03

A resolution of the Council of the City of Bakersfield urging the California Public Utilities Commission and the Federal Railroad Administration to adopt regulations to ensure the safety and well-being of citizens of Bakersfield will not be jeopardized by the use of remote control locomotives.

**WHEREAS**, the City of Bakersfield has received information that a pilot

program has been initiated relating to the use of remote controlled locomotives across the nation and recently in the City of Bakersfield, and

**WHEREAS**, a concern exists that regulations and guidelines for the use of these remote controlled locomotives should be clearly identified and safety issues addressed before wide-scale implementation of this program.

**NOW THEREFORE BE IT RESOLVED**, by the Council of the City of Bakersfield in the State of California, that the California Public Utilities Commission and the Federal Railroad Administration are urged to adopt regulations to ensure the safety and well-being of citizens of Bakersfield will not be jeopardized by the use of remote control locomotives. •

# Pine Bluff, Ark., resolution bans remote control trains

The City of Pine Bluff, Ark. took action against remote control locomotives within its jurisdiction on February 18 when its city council passed a resolution banning remote control locomotives within the city limits until certain safety requirements are met.

As of February 24, Pine Bluff had joined Baton Rouge, La., Shreveport, La., Detroit, Mich., Marysville, Mich., Boston, Mass. and Cleveland, Ohio in calling

for improved safety regarding remote control trains. The Pine Bluff resolution, like many of the others, cites safety at grade crossings by the public, the threat of terrorism and dangers of hazardous materials.

Arkansas State Legislative Board Chairman T.L. Todd and BLE Division 858 Local Committee member Jay Callaway were in attendance at the meeting.

The vote was the culmination of six weeks of hard work for Todd and members of Division 858.

Along with Todd and Callaway, BLE Division 858 members Jim Varnell, Travis Trice and Robert Lindsey worked to get the resolution passed. Chairman Todd would also like to thank Alderman Dale Dixon for his help. For a copy of the resolution, visit: <<http://www.ble.org/pr/pdf/pbrco.pdf>>. •

# Beardstown, Ill., bans remote control

Beardstown, Ill. is the ninth U.S. city to take action against remote control trains.

On February 18, the Beardstown City Council unanimously voted to ban remote control operations within the city limits until safety regulations have been improved.

The resolution cites the dangers to public safety that can result from remote control operations and the recent terrorism threats to railroads, which transport nuclear waste and other hazardous materials.

The City Council also cited the fact that remote control trains will be oper-

ated in Beardstown “by fewer employees who possess diminished qualifications” as one of the many reasons for passing the resolution.

The resolution lists safety considerations that must be met before remote control locomotives are allowed to operate in Beardstown. The resolution asks railroads to “provide effective and reliable protection at the point of movement in any location accessible to the general public for any remote control operation.”

It also calls for the Federal Railroad Administration to issue comprehensive regulations for the use of remote con-

trol locomotives and “that those regulations ensure the highest level of skill and qualification of person operating remote control locomotives.”

The resolution demands that railroads “cease and desist” from all remote control operations within the city limits until the city can adequately implement evacuation plans and emergency responses.

As of March 7, Beardstown joined Baton Rouge, La., Shreveport, La., Detroit, Mich., Marysville, Mich., Boston, Mass., Cleveland, Ohio, Pine Bluff, Ark. and North Little Rock, Ark. in passing resolutions against remote control lo-

comotives. Cuyahoga County in Ohio and Whitley County in Kentucky have also passed resolutions banning remote control trains.

Illinois State Legislative Board Chairman C.E. Way credited Brother M.W. Lehmkuhl of BLE Division 135 (Beardstown) for the success of the resolution. Lehmkuhl thanked the Mayor of Beardstown, Robert Walters, who was very helpful in getting this passed.

A copy of the resolution is available on the BLE website at:

<<http://www.ble.org/pr/pdf/beardstown.pdf>>. •

# North Little Rock, Ark., opposes remote control

On February 24, North Little Rock, Ark. joined several other U.S. cities in taking action against remote control locomotives.

North Little Rock is the second city in Arkansas to oppose remotes. Pine Bluff, Ark. passed a resolution on February 18 calling for a ban on remote control locomotives until safety requirements have been improved.

The North Little Rock measure is a “resolution opposing the use of remote control locomotives in the Union Pacific rail yards in the City of North Little Rock.”

The city also asked the Federal Railroad Administration to conduct a review of the safety of remote control operations and to develop comprehensive regulations to ensure that the public’s safety will not be jeopardized by remote control operations.

The resolution was approved at a meeting of the North Little Rock City Council and signed by Mayor Patrick H. Hays on February 24.

BLE Arkansas State Legislative Board Chairman Terry Todd attended the meeting. Union Pacific and the United Transportation Union sent rep-

resentatives to oppose passage of the resolution.

UP’s representative, Vice President of Community Relations Jack Kyle, showed the City Council a four-minute video about remote control operations, which described how the UP and the UTU were working together to promote safety in remote operations. Also, the UTU State Legislative Director read a letter into the record about the safety of remote control operations.

In spite of the UP and UTU presentations, the resolution passed. Chairman Todd thanked Alderman Greg Yielding for introducing the resolution

to the council. He also recognized Division 182 Local Chairman Gary Bell, Division 182 Legislative Representative David Corless, the other officers of Division 182, Division 278 Legislative Representative Bobby Hanson, and the BLE and GIA members who live in the area for their support. Chairman Todd also thanked the six UP General Chairman who organized the informational picket and planning meeting in June 2002.

For a copy of the resolution, visit the BLE website at:

<<http://www.ble.org/pr/pdf/resolution6467.pdf>>. •

# Kentucky county asks FRA to ban remote control trains

The Whitley County, Ky., Fiscal Court is asking the Federal Railroad Administration to ban the use of remote controlled locomotives in the name of public safety.

The fiscal court passed a resolution to that effect on February 18. It is also considering a possible ordinance, which would forbid their use in Whitley County.

Whitley is the second U.S. county to call for a ban on remote control trains. On January 31, Cuyahoga

County in Ohio, where Cleveland is located, passed a resolution suggesting a moratorium on remote control trains until federal safety regulations have been improved.

In addition, numerous U.S. cities have passed resolutions calling for either a ban on remote control locomotives or improved safety regulations to govern their use.

Brother Tommy Mayne, Chairman of the Kentucky State Legislative Board, spoke to the court and cited

numerous safety concerns regarding remote control operations, including the limited training remote control operators receive and the type of hazardous chemicals transported by railroads.

“What we are doing in our yards is handling nuclear waste, gas, chlorine gas, and all kinds of hazardous materials with all kinds of people who have not been properly trained and with a limited amount of experience in most cases,” Brother Mayne said.

As of March 6, eight U.S. cities and

two counties have taken action against remote control locomotives. Five cities — Baton Rouge, La., Shreveport, La., Detroit, Boston and Pine Bluff, Ark. — have passed resolutions calling for an outright ban on remote control operations. Three more cities — Cleveland, Marysville, Mich., and North Little Rock, Ark., — have passed resolutions calling for improved safety regulations to govern remote control operations.

(*The Corbin, Ky., News Journal contributed to this report.*) •

# Huron County, Ohio bans remote control

## Becomes third county in U.S. to ban remote control, second in Ohio

Huron County, Ohio, has banned remote control locomotives, the second Ohio County to do so in as many months.

On March 11, the commissioners of Huron County — home to the cities of Willard and Bellevue, which have a total of four railroads running through them (NS, CSX, W&LE and Ashland) — voted in favor of a ban on remote control locomotives.

Huron County is the third county in the United States — the second in Ohio — to take action against remote control trains. On January 31, Cuyahoga County, Ohio, adopted a resolution calling for a ban on remote control, and on February 18, Whitley

County, Ky., adopted a resolution calling upon the Federal Railroad Administration to ban remotes.

The Huron County resolution forbids remote control operations until safety considerations are met. It also bans their operation if hazardous materials are involved, citing the possibility of terrorism or vandalism.

Huron County’s resolution also noted that the Federal Railroad Administration has only issued recommended “guidelines” — not enforceable guidelines — to provide for the implementation of remote control operations.

The Huron County Emergency Management Agency’s Rail Safety Task Force was instrumental in getting the

ban. BLE Division 526 (Willard, Ohio) members Larry Robinson, Jim Blum and Chris Miller brought the matter to the attention of the Task Force. Tina Morton of the Emergency Management Agency helped to get the resolution passed.

Ohio State Legislative Board Chairman J.F. Ong would like to thank the aforementioned BLE members, Ms. Morton, the Huron County Emergency Management Agency, the Huron County Commissioners and Ohio State Legislative Board Vice-Chairman Tim Hanely for their efforts.

A copy of the resolution is here: <<http://www.ble.org/pr/pdf/huronres.pdf>>. •

## UTU, FRA say ‘no safety problem’ with remotes

The Federal Railroad Administration, issued a statement emphasizing the safety of remote control operations on March 11.

The statement was promptly reproduced in a prominent location on the UTU website. The UTU headline read, “FRA finds no safety problem with remotes.”

The fact that the UTU posted the FRA’s statement on its website so quickly after it was issued — and in such a prominent location — leads one to conclude that the UTU must agree with the FRA’s position. •

# BLE NEWS



**Above:** James Hoffa, General President of the International Brotherhood of Teamsters, gives a rousing speech at the BLE-IBT rally for remote control safety in front of FRA headquarters in Washington, D.C., on March 11. In his speech, President Hoffa said, "The government must not ignore public safety and the rights of railroad workers. Railroading is a craft, whose professional functions cannot be surrendered to a machine."

**Left:** Richard Trumka, Secretary-Treasurer of the AFL-CIO, delivers his speech to thunderous ovation. He condemned the FRA's unwillingness to meet with BLE leaders to discuss remote control. He said that the BLE was not alone in its fight to improve remote control safety, telling the enthusiastic crowd that remote control was not a BLE issue — it was a labor issue.



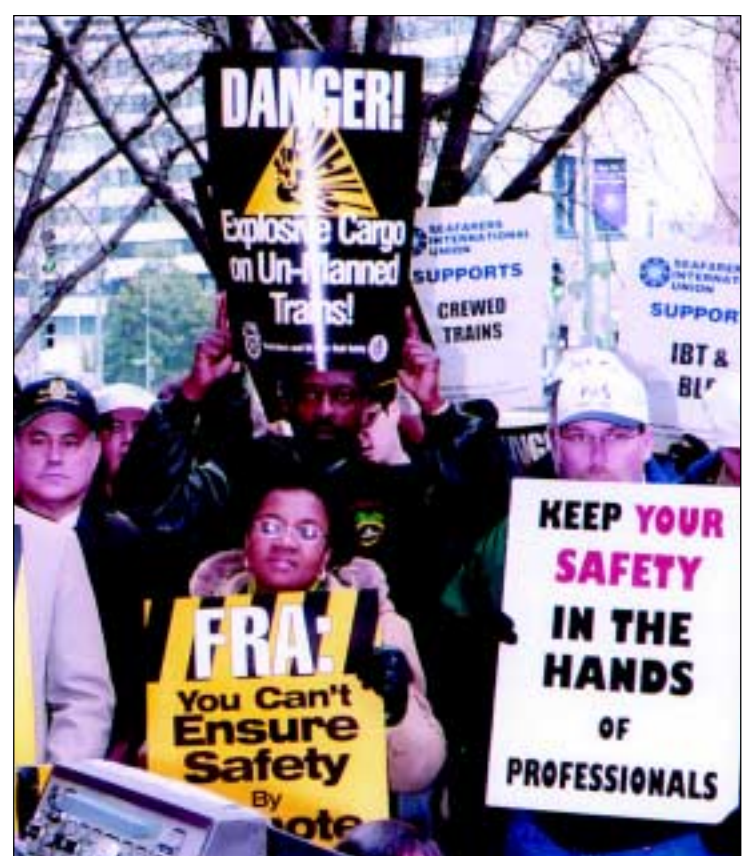
Ed Wytkind, Executive Director of the AFL-CIO's Transportation Trades Department, at the podium during his speech. In addressing the FRA, Wytkind said, "Your silence tells railroad workers that their safety isn't a priority. Your silence must end." He told the crowd that the TTD had sent a letter to the FRA demanding action on the remote control issue. He also read portions of a letter to the FRA from Senator Edward M. Kennedy (D-MA), in which the Senator said he was "deeply concerned" about safety issues related to remote control locomotives. (See page 5 of this issue for more information regarding these two letters.)



Officers of the Grand International Auxiliary (GIA) were out in full force at the March 11 rally. From left: Pat Murphy and Mabel Grotzinger.



Pat Friend, National President of the Association of Flight Attendants, tells how the Federal Aviation Administration scrapped plans to institute remote control of airplanes in the wake of 9-11.



More than 300 union members participated in the rally by carrying picket signs and chanting, "Remote control has got to go."

More photos will be available in the upcoming Spring 2003 Locomotive Engineers Journal

# More than 300 attend BLE, IBT safety rally

## Rally

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erhood of Railroad Signalmen. Additional ATDD, BMW and BRS representatives also rallied with the rail chiefs. Other rally participants represented the International Brotherhood of Electrical Workers, the Sheetmetal Workers International Association, and RRESQ.

BLE President Hahs said more than 40 accidents related to remote control technology have taken place in the past two years. He also said that a trainman near Syracuse, N.Y., was killed in the line of duty while working a remote control job for CSX Transportation in February. President Hahs then asked the question, "How many injuries and deaths will occur before the FRA acts?"

Secretary-Treasurer Trumka condemned the FRA's unwillingness to meet with BLE leaders to discuss remote control. He said that the BLE was not alone in its fight to improve remote control safety, telling the enthusiastic crowd that remote control was not a BLE issue — it was a labor issue. In terms of remote control safety, Secretary-Treasurer Trumka said at least 10 U.S. communities have adopted safety resolutions calling for a ban on remote control and/or improved remote control safety regulations from the FRA.

TTD Executive Director Wytkind informed the crowd that the TTD had sent a letter to the FRA that morning asking for an emergency order to im-

mediately stop the use of remote control locomotives until rigorous, enforceable federal rules were established.

"We have seen accident after accident while the FRA has simply allowed carriers to use this technology without any set of rules or sufficient oversight," the letter read.

In his speech, Wytkind told the FRA, "Your silence tells railroad workers that their safety isn't a priority. Your silence must end."

In addition to the TTD letter, the FRA also received a letter on March 11 from Senator Edward M. Kennedy (D-MA). Senator Kennedy's letter stated, "I am deeply concerned about the growing threat to worker and public safety from the use of remote control technology in locomotive operations... It is time for the Federal Railroad Administration to act." Senator Kennedy also noted that BLE petitioned the FRA for rulemaking on the use of remote control on November 17, 2000, and has yet to receive a response.

Teamsters President Hoffa gave a rousing speech about the importance of unions working together to achieve safety goals. He also condemned the FRA for failing to fulfill its role as safety watchdog in the railroad industry.

"The government must not ignore public safety and the rights of railroad workers," he said. "Railroading is a craft, whose professional functions cannot be surrendered to a machine."

AFA President Friend received an ovation after telling the crowd how the FRA's counterpart in the airline industry — the Federal Airline Administra-



BLE International President Don Hahs was the first of five speakers at the rally on March 11 in Washington D.C. He was followed by: AFL-CIO Secretary-Treasurer Rich Trumka; TTD Executive Director Ed Wytkind; Teamsters General President James Hoffa; and Association of Flight Attendants National President Pat Friend.

tion — scrapped plans to fly planes by remote control in the wake of September 11.

National security and the threat of terrorist attacks on U.S. soil was a common thread among all speeches.

"We hear a lot about homeland security these days," BLE President Hahs said. "When locomotives are controlled by radio signal with a remote transmitter, you have to believe that if terror-

ists wanted to take control of an unmanned locomotive, they could obtain a transmitter. Given the hazardous and nuclear cargoes in many rail yards around the country, an unmanned locomotive, controlled remotely, could become a deadly weapon."

Numerous media outlets covered the event, including the Chicago Tribune, Bloomberg, Reuters, and several independent media outlets. •

## Senator Kennedy 'deeply concerned' about remotes

U.S. Senator Edward M. Kennedy said he is "deeply concerned about the growing threat to worker and public safety from the use of remote control technology" in a March 11 letter to Allan Rutter, Administrator of the Federal Railroad Administration.

The Senator was critical of the FRA's inaction and its refusal to meet with BLE leaders regarding the petition for a rulemaking on the remote control issue.

"It is time for the Federal Railroad Administration to act," he wrote. "The Brotherhood of Locomotive Engineers petitioned for rulemaking on the use of remote control devices on November 17, 2000, and has yet to receive a response. An FRA safety advisory in February 2001 contained only recommended guidelines, which are not enforceable."

The Senator also pointed to growing public concern over

the use of remote control trains. He noted that a number of cities and towns across the United States have passed resolutions calling for a ban and/or improved safety regulations remote control trains.

"In Massachusetts, the Boston City Council passed a resolution on February 13, 2003, demanding that railroads halt the operation of remote control locomotives until safety considerations are met," Senator Kennedy wrote. "The

resolution cites numerous safety concerns, including terrorism, public safety, passenger rail safety, and the lack of training by remote control operators."

Senator Kennedy ended his letter by urging Administrator Rutter to act quickly on the remote control issue before further accidents cause more injuries to additional railroad workers.

"We cannot continue to allow preventable accidents to

threaten the lives of workers and the public," Senator Kennedy concluded. "I urge you to address these issues as quickly as possible, and make every effort to ensure that FRA follows through on its mission."

A copy of the Senator's letter is available on the BLE's website as a PDF:

<<http://www.ble.org/pr/pdf/ekrco.pdf>>. •

## TTD letter urges FRA action on remote control rulemaking

In a letter to Federal Railroad Administrator Allan Rutter on behalf of the 35 affiliates of the AFL-CIO's Transportation Trades Department, Edward Wytkind urged the FRA to "favorably act on a rulemaking submitted by the Brotherhood of Locomotive Engineers on the use of remote control locomotives."

The letter, dated March 11 and signed by TTD Executive

Director Ed Wytkind, asked the FRA to initiate a rulemaking regarding remote control because the lack of regulations "jeopardizes the safety of both rail workers and communities located near rail operations." The letter cites the more than 40 accidents since the major railroads began utilizing the technology. The TTD is also concerned about the increased workloads by the operators of

RCLs taking its toll on safety by forcing employees to cut corners because of increased demands on their time.

"The workload associated with operating a locomotive while performing other safety critical tasks, demands too much of a single individual. At some point, workers will, by necessity, take short cuts which will endanger themselves, other workers and the public," the letter states.

The TTD goes on to urge the FRA to create enforceable regulations because the current guidelines "do not go far enough to ensure that this technology is implemented and utilized safely."

The letter also cites the troubling refusal by the FRA to "provide the public, including rail labor, with the necessary forums and accident/incident data needed to address the

safety issue raised with RCLs."

Wytkind also expresses his personal frustrations with the FRA as a result of the FRA's refusal to even meet with the BLE leadership and urged the FRA to initiate the rulemaking as soon as possible.

A copy of the letter is on the BLE website at:

<<http://www.ble.org/pr/pdf/ttdtrutter.pdf>>. •

## BLE NEWS

# Editorial: It's about safety

By Ed Rodzwicz  
First Vice-President  
Brotherhood of Locomotive Engineers

This is in response to Clayton Boyce's editorial titled "Big Lie," which was dated March 17 on the Traffic World website but posted on the United Transportation Union's website on March 14.

The Brotherhood of Locomotive Engineers has taken the same stance on remote control since November 17, 2000, when we first petitioned the Federal Railroad Administration for a rulemaking.

They ignored us in 2001. They ignored us in 2002. Now they won't even meet with us because we have a lawsuit against them to force them into a rulemaking.

Our stance has been consistent — we want the FRA to issue a rulemaking regarding remote control locomotives, so that the technology is implemented in the safest manner possible.

Our stance has been the same — to improve safety for BLE members and all railroad workers. That's why lead-

ers of the Teamsters and the AFL-CIO joined us in Washington D.C. on March 11 to rally for improved safety of remote control. It's not a union issue. It's not a BLE versus that other organization issue. It's a safety issue. It's a matter of life and limb.

Remote control can be safe if it is implemented properly and under the rulemaking procedures outlined by the federal government. There is clearly something wrong with this picture. If the FRA is the regulatory agency on safety and one of the operating unions, along with the AFL-CIO, think there is an unsafe condition out there and the agency won't discuss it, then there is a problem.

The operations on Montana Rail Link are as different as night and day from those on the Class 1 carriers. In most cases, Montana Rail Link operates with a three-man crew and every crew includes a certified locomotive engineer — the industry's most highly-trained and experienced employee. Using three employees instead of two makes the job safer.

The FRA, that other organization,

**" 'The labor movement's basic purpose is to obtain a better life for its members. A union that fails in this purpose fails utterly.' Is that other union in this category? You decide."**

— Ed Rodzwicz, BLE First Vice-President

AAR and members of the rail industry press always like to cite statistics to show how safe remote control has been. To use an old cliché, I like to respond to that by saying, "There are lies, damn lies, and then there are statistics."

Fewer injuries where remote control is used? Is this due to the magic of remote control, or are there fewer injuries because there are fewer people working and productivity is greatly reduced? No one really knows for sure because the carriers are collecting the accident/incident data instead of the FRA.

The fact of the matter is that other

organization's leadership and the AAR like remote control. The workers in the field hate it. They are the ones on the front lines who risk their lives every day. We in the Brotherhood of Locomotive Engineers are doing all we can to make their jobs safer.

There was an article in *The New York Times* many years ago that stated, "The labor movement's basic purpose is to obtain a better life for its members. A union that fails in this purpose has failed utterly." Is that other organization in this category?

You decide. •

## BLE clarifies UTU, carrier spin on Teamsters

False claims, political spin aimed at clouding facts, derailing BLE-IBT merger talks

By Don M. Hahs  
International President  
Brotherhood of Locomotive Engineers

The United Transportation Union and several carriers are circulating stories asserting that the tentative contract between the Teamsters and major trucking companies adversely affects rail employees by reducing the amount of freight that these companies can ship by rail.

UTU and the rail carriers are collaborating in an attempt to create a rift between BLE members and the Teamsters because they are afraid that a merger that will mean stronger representation for BLE members and will

take members away from UTU. As a result, UTU and the carriers want to divert attention from the contract the Teamsters negotiated for their freight members and are trying to derail the BLE-IBT merger in any way they can.

The railroads have more intermodal business available to them than they can currently handle. The amount of intermodal rail traffic handled is limited by the railroads' physical plant and their ability to get the goods to market in a timely manner. The fact that the Teamsters signed a contract that protects their members is not going to affect the amount of intermodal freight hauled by any railroad.

Some transportation experts predict that customer demand is shifting toward short-haul traffic and away from long-haul traffic, which is mostly shipped by rail.

Research indicates that on a tonnage basis, less than one tenth of one percent of the freight shipped by rail comes from trucking companies that operate under the new Teamsters contract. On the basis of tonnage, only 0.01 percent of freight shipped by rail comes from trucking companies covered by the Teamsters National Master Freight Agreement — only 2.1 million tons vs. a total of 21.2 billion tons shipped by rail each year.

The Teamsters freight agreement

does not take effect until 2005 and reduces the amount of freight these companies can ship by rail from 28 percent to 26 percent. Only one trucking company actually shipped more than 26 percent by rail in 2002.

The facts simply do not support claims that the members of the BLE or any other rail union will be hurt by the new Teamster agreement. The facts show only that the Teamsters Union negotiated a good contract for its members in the midst of a downturn in the economy.

The false claims being spread by UTU and the carriers are just political spin aimed at keeping BLE members from assessing the benefits of a merger based on the true facts. •

## Rail labor sticks to members' agenda

On February 26, the Association of American Railroads and the United Transportation Union held the fifth annual Railroad Day on the Hill, a lobbying effort for the railroad industry on Capitol Hill.

The Brotherhood of Locomotive Engineers and other AFL-CIO affiliates chose not to participate because the agenda for the day focused only on issues of importance to rail management — not to the workers whom rail labor represents.

Issues of importance to rail workers such as increased funding for Amtrak and railroad safety were not on the agenda.

On the other hand, the AAR and UTU lobbied for issues such as: increased funding for shortline railroads; the pending reauthorization of the Transportation Efficiency Act for the 21st Century (TEA-21);

opposition to railroad re-regulation; and repeal of the 4.3 cents per gallon diesel fuel deficit reduction tax.

Over the past several months, the BLE and other AFL-CIO affiliated rail unions have concentrated their lobbying efforts through the Transportation Trades Department of the AFL-CIO. These efforts included increasing funding for Amtrak and keeping transportation employees safe with the specter of terror increasing — issues that directly affect the welfare of railroad workers.

"The BLE is concerned with issues that affect the lives of the employees that it represents," said BLE International President Don M. Hahs.

"The railroad industry has been crying poor for years in our negotiations, while enjoying great profits. However, our members have been asked to give

concessions on wages and health and welfare benefits. This is why we chose not to support the AAR and UTU's efforts on Capitol Hill.

"We would actively support a repeal of the 4.3 cents per gallon diesel fuel deficit reduction tax if the carriers would be willing to use some of the savings to offset increases in health and welfare costs. To date, our conditional offer of support has been rejected by the carriers.

"If the AAR would like to tailor a lobbying day to focus on security and safety for railroad workers, increased funding for Amtrak and a host of other issues that would affect the lives of my members, the BLE would be more than happy to participate. Until then, we will stick to working on our own and with the TTD." •

# Editorial: Safety hypocrites?

By Raymond A. Holmes  
BLE Vice-President & U.S. National  
Legislative Representative

On March 19, that other organization proclaimed that the BLE's protest of remote control operations was wrong headed and somehow the Rail Safety Advisory Committee (RSAC) was the proper forum for developing regulations for remote control operations (RCO).

The public needs to know that the Federal Railroad Administration (FRA) has many methods to promulgate regulations outside of the RSAC. They have done so recently and will continue to do so. The RSAC will not take on a regulatory matter unless a majority of the 48 members vote in favor of it. Also, understand that the number of voting members of the RSAC provides a balance in favor of the railroads when combined with management related associations.

The RSACs — once chartered — move at a glacial pace and some eventually fail to deliver consensus regulations. Part of the problem is the RSAC working groups usually end up with the controversial issues that pit labor's safety interests against management's perceived need to increase productivity. The consensus-driven approach is often not enough to get the rule in place. There is a pattern developing by some of holding out for even greater concessions using the government's built-in procedural hurdles. When that tactic fails legal action is taken. In fact, after agreement by the full RSAC to revisions of 49 CFR Part 240, that other organization sued the FRA to stop implementation of the changes. While the BLE played by the rules and merely petitioned for necessary changes, that other organization, on three previous occasions, brought court action against the FRA on matters related to engineer certification. It is no wonder that the other organization's willingness to let their own members assume the risk of remote control operations was a better deal to the railroads than any long drawn out science based rulemaking process to implement re-

remote control operations (RCO).

The BLE petition for RCO was presented to FRA for consideration in November 2000. The RSAC met in April of 2001, without an official Administrator. The subsequent meeting of the RSAC, to be held in September of 2001, was postponed because of the events of September 11, 2001. The full RSAC did not meet again until February of 2002. That was 15 months after the BLE petition had reached the FRA. Given the potential for serious consequences of RCO, the courts appeared to be a reasonable way to address FRA's reluctance to affirmatively protect railroad workers and the public through orderly implementation and regulation.

The BLE does not intend, as that other organization implies, to "burn its bridges with the FRA." In fact, our members are being asked to help the FRA gather more information to proceed with the necessary regulations to protect worker and public safety from poorly implemented RCO. BLE will continue to make a sincere effort to support the RSAC process and — despite the desire of that other organization to alienate our 36,000 active members from the railroads and government — we will continue to act responsibly and without hypocrisy when it comes to the safety of railroad workers. BLE believes in safety and cooperation to achieve it. We do not believe "cooperation" means doing what ever is expedient to achieve another goal such as destruction of the railroad crafts.

If that other organization wishes to point fingers and accuse the BLE of hypocrisy, then let's be frank and not forget the recent past.

On December 9, 1999, that other organization issued a press release, which read in part:

"UTU is totally opposed to remote-control operations and we have campaigned actively against them in North America and around the world. Lives have been needlessly lost because of remote controls in switching operations, and they are a danger to every operating employee... The use of remote-controlled locomotives in switching operations is expected to

lead to the loss of scores of jobs for operating employees." — Charles L. Little, former UTU President.

Just over a year and a half later, that other organization completely flip-flopped and signed a letter of intent with the national rail carriers to expeditiously implement nation-wide use of remote controls. The reason UTU suddenly embraced remote control can be found in the next to the last paragraph of Mr. Brunkenhoefer's March 19 post, where he stated: "Those who operate remote control will continue to be employed under collective bargaining agreements negotiated and administered by the UTU."

In other words, their active campaign against remote control for safety reasons went out the window when the carriers rewarded them with an agreement to represent employees using remote control. It's all about representation rights and administration of the agreement, not about safety. In nearly every remote control accident, UTU has agreed with the carriers that the accidents were caused by operator error and were not the fault of the technology or the fault of the carriers, who are forcing two people to do the work of three.

In a further display of UTU hypocrisy regarding remote control, one needs look no further than Mr. Brunkenhoefer himself, who made the following statement during the FRA's public hearings on remote control in Appleton, Wis., on December 4 and 5, 1996:

"Only by being a party to a pointless death and disaster will the FRA and rail carriers be forced to rethink this insanity. We are urging them to rethink now, before the inevitable happens," said the UTU." — Railway Age, February 1997

The inevitable has happened. Will that other organization's leaders be driven by safety interests or by expediency and hypocrisy?

The BLE will continue to seek a responsible, safe means to remote control implementation.

We refuse to re-state our position and engage in another diatribe with that other organization. One organization (guess who?) never allows the truth to get in the way of a good story. •

## BLE members ratify first contract agreement with I&O



From left: Ed Rodzwick, First Vice-President; Sam E. Lowe, Local Chairman of Division 281 (Lima, Ohio); Don Hahs, International President; Bill Baumiller, Local Chairman of BLE Division 282 (Cincinnati, Ohio); and Merle Geiger, International Vice-President.



Signing the contract, from left, are: Bill Baumiller, Local Chairman of BLE Division 282 (Cincinnati, Ohio); Mick Burkhardt, Vice-President of RailAmerica's Midwest Region; and Sam E. Lowe, Local Committee of Adjustment Member for Division 281 (Lima, Ohio). The Indiana & Ohio is one of several shortline railroads that comprise RailAmerica's Midwest Region.

### Indiana & Ohio

Continued from Page 1

as all withheld monies will be paid, much needed work rules, and locked down an excellent benefits package. And, in so doing, also addressed management's concerns over flexibilities they deemed necessary to remain competitive in the shortline environment."

Vice-President Geiger said the negotiations were quite difficult, but the BLE held strong to secure the best possible agreement for its members.

"Initially there was a considerable distrust on both sides of the table, but I believe we were able to open a dialogue that clarified the BLE's understanding of the unique characteristics of the shortline industry, that we wanted to be partners in the railroads future and that our members play a significant role in the future success of the company. All we ask is that our members are compensated fairly, treated fairly and receive the respect they deserve for the dedication, hard work and long hours that they endure for the success of the company.

"Thanks to the members on I&O for their patience and understanding during the negotiation process," he said.

He also recognized the efforts of several BLE Brothers who played an integral role in negotiations.

"This was a very difficult process and we would not have achieved our success if not for the hard work and input from Division 282 Local Chairman Bill Baumiller, Division 281 Committeeman Sam Lowe and Division 281 President Jeff Murray," Vice-President Geiger said. "I would also like to sincerely thank Mo Morrow and Dennis

Simmerman of the International Staff for their assistance in these negotiations."

The Indiana & Ohio is a 492-mile shortline, which runs from Flat Rock, Mich., to Cincinnati, Ohio, hauling mostly soda ash, limestone, automobiles, trucks, lumber, chemicals and various industrial products. It is one of 39 shortline railroads owned by RailAmerica, which calls itself the world's largest shortline railroad operator. RailAmerica owns nearly 11,000 miles of track in four countries on three continents. •

# BLE NEWS

## Teamsters merger survey results coming in April

The results of written and telephone surveys that reveal the BLE membership's opinions regarding a proposed merger with the International Brotherhood of Teamsters will be announced in April.

Pollsters are currently compiling

the data and it is expected the results will be announced in mid-April.

The survey results will give a good indication of how BLE members will vote on the issue of merging with the Teamsters. More details to come when available.

## Trainmen pick BLE over UTU

### Utah Railway

Continued from Page 1

the Texas-Mexican Railway who visited trainmen on the Utah Railway to organize on behalf of the BLE.

Brother Miller said the BLE International Division was extremely helpful in the organizing victory, and singled out International Vice-President Dale McPherson and ID Executive Staff Member Mo Morrow for their efforts.

"It was a hard fought campaign," Brother Miller said.

The Utah Railway Company, incorporated in January of 1912, transports more than 90,000 carloads of freight per year in central and northern Utah. It transports between 50-60,000 carloads

each year for movement to power plants and industrial customers. Additionally, it acts as a switching agent in the Salt Lake City, Provo and Ogden areas of Utah for BNSF. Utah Railway has connections with BNSF and UP at Provo and Utah Railway Junction, Utah, as well as at Grand Junction, Colo.

Genesee & Wyoming Inc. (GWI) purchased the Utah Railway on Aug. 28, 2002. GWI is a leading operator of short line and regional freight railroads in the United States, Canada, Mexico, Australia and Bolivia.

The Brotherhood of Locomotive Engineers has recently scored organizing victories on the Texas-Mexican Railway and the Iowa, Chicago & Eastern (IC&E). •

## BLE member hurt in Afghanistan

Scott A. Barkalow, a CSXT locomotive engineer and member of BLE Division 41 (Nashville), is recovering after being seriously injured on February 19 while serving his country in Afghanistan.

Brother Barkalow, 40, is a Sergeant First Class with the Army National Guard. He joined the BLE on April 6, 1999. He sustained the injury when his truck tripped a land mine near his unit's location. He has been transferred stateside to the Walter Reed Medical Center in Washington, D.C., where he is undergoing treatment for pain and infection associated with the amputation of his right leg.

If you are a CSX employee, then you can donate a personal leave day to Brother Barkalow by calling Trainmas-

ter Rick Mash at (615) 664-2801 or Jim Baker (615) 664-2765. When calling, please leave your ID number and how many days you wish to donate.

Members may also donate personal leave days by e-mailing Mike Pulley, Local Chairman of BLE Division 41, at: <BLE41@aol.com>.

Notes of encouragement and support can be sent to his hospital address:

**Walter Reed Army Hospital  
Ward 57, Room 12-1  
6900 Georgia Avenue NW  
Washington, DC 20307**

Monetary donations can be sent to:

**Scott A. Barkalow  
C/O The Dixie Line Credit Union  
567 Veritas Avenue  
Nashville, TN 37211**

## EUMA update: Orioles game, picnic scheduled

EUMA Arrangements Chairman Fred Cox has contracted with the Baltimore Orioles for BLE members to attend a picnic meal inside Camden Yards followed by an Orioles/Yankees game as part of the 2003 EUMA.

The picnic/game replaces the Baltimore & Ohio Railroad Museum's Fair of the Iron Horse 175, Festival of Trains, on the EUMA's schedule of events. B&O Museum officials cancelled the Fair after the museum's roof collapsed under the weight of heavy snow.

The cost of the picnic/game will be a part of the EUMA activity fee. •

## MARCH 2003 CALENDAR & EVENTS

### JUNE 1-5, 2003... 63rd Annual International Western Convention in Sparks, Nevada

Jeffrey Valentine and members of BLE Division 158 welcome 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 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.

### JULY 12-16, 2003... BLE International Association of State Legislative Board Chairman

The BLE's provincial and state legislative board chairmen will gather in Wilkes-Barre, Pa. for their annual conference. Meetings will take place at the Woodlands Inn and Resort, 1073 Highway 315, Wilkes-Barre, Pa. The telephone number for reservations is: (800) 762-2222.

## Advisory Board February 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; Mtg. w/ Designated Counsel; CRLQ mtgs.; TTD Rail Division mtg.; Commuter/Passenger rail mtgs.; NMB mtgs.; Section 3 mtgs.; Informal mtg. w/ carriers; BLE/Teamsters committee chair mtgs.; Mtgs. w/ IBT regarding merger; Mtgs. w/ BLE Constitution & Bylaws, Finance & Legislative committee chairs; AFL-CIO Executive Council mtgs.; Mtg. w/ Presidential hopefuls John Edwards, Dick Gephardt & Carol Mosely-Braun; AFL-CIO mtg. w/ Elaine Chao, Sec. of Labor; Mtg. w/ NJ Governor McGreevey; Mtg. w/ J. Hoffa, R. Trumka; Mtgs. w/ Senate Minority Leader Tom Daschle & House Minority Leader Nancy Pelosi.

**First Vice-President & Alternate President Edward W. Rodziewicz**—Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; CRLQ meetings; AFL-CIO winter meetings; Mtg. w/ AFL-CIO President Sweeney and Secretary-Treasurer Trumka; Mtg. w/ Designated Counsel; BLE-IBT Constitution & Bylaws mtgs.; Mtgs. w/ BLE-IBT Financial and Legislative committees; South Buffalo Section 6 mtg.; Advisory Board mtg.

**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; Local Chairman Workshop, George Meany Center, Silver Spring, Md.; Advisory Board mtg., Miami, Fla.; Mtg. w/ regional meeting chairmen, Cleveland; AFL-CIO Executive Council mtg., Hollywood, Fla.; Finance Subcommittee mtg., re: proposed Teamsters merger, Miami, 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 Bell; METRA; Bell Rwy. of Chicago; Poduch & Louisville; Chicago Central & Pacific; Elgin, Joliet & Eastern Rwy.; IHB General Assistance, Chicago; CN/IC LM mtg., Memphis, Tenn.; Various NRAB arbitrations; Sacramento; CN/WC general assistance, Chicago; Advisory Board mtg., Miami Beach, Fla.; New locomotive training mtg. & contract extension mtg., Metra, Chicago; CN/WC LM mtg., WC, Rosemont, Ill.; FRA Part 240 pre-trial conf., various; Section 152 sixth conference, EJ&E; CN "top to top" LM mtg., CN/IC/WC; WC General Committee mtg.; Capital Program mtg. claim, Metra; Conference/discipline waiver, IHB; FRA Part 240.409 dockets: EQAL 01-23, 01-06, 01-82, 02-04, 00-51, 00-67, 01-18, 01-36, 01-69, 98-84, 02-01, 01-91, 01-27.

**Vice-President Dale McPherson**—CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLE National Bargaining Cmte.; BLE/IBT Constitution & Bylaws Cmte.; PLBs 5604, 5681, 5721, 6040, 6281; UP work/rest projects; RSAC positive train control cmte.; Conductors/ brakeman representation election, Utah RR, Salt Lake City; General office duties; PLB 5604 hearings; Advisory Board mtg., Miami; BLE/IBT Constitution & Bylaws Cmte. mtgs.; National bargaining mtg., Cleveland.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—Washington D.C. office; General office duties; CRLQ mtgs.; United Health Care reception; NMB Section 3 mtg.; National Carriers' Conference reception; Fiduciary mtg.; ARLA reception; Advisory Board mtg.; Aetna reception; BLE/IBT merger mtgs.; AFL-CIO receptions; AFL-CIO political directors mtg.; BLE National Legislative Board members in Washington, D.C.; Training class at IBT.

**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; Multiple contract mtgs. w/ I&O Divisions 282 (Cincinnati, Ohio) and 281 (Lima, Ohio); Conference call w/ Division 270, IS, Washington, Ind.; Advisory Board mtgs., Miami; Mtgs. w/ KCS GC Parker, Kansas City; Contract mtgs. w/ Springfield Terminal and GC Twombly, Boston; General office duties, research & correspondence.

**Vice-President Stephen D. Speagle**—General office duties; BNSF mtgs on helper service, Fort worth; Wabash Hospital Assoc. mtg, Decatur; Advisory Board mtg., Miami; Division 776 mtg., Houston; Div. 636 mtg, Tucson, Ariz.; Mtgs. w/ MRL on bridge insurance; Mtgs. on directional traffic, Amarillo; Mtgs. w/ Division 299 and Division 574.

**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; WJPA negotiations, Cajon Pass helpers from UPRR to BNSF; UPWL-Hannah, Dallas-Fort Worth; Advisory Board mtg., Miami; Mtgs. w/ LC Divisions 277, 236 and PTRR division merger and RCO, UPWR-Donnigan, Portland, Ore.; Ebb & flow, reserve board & application bid mtgs., UPWL-Hannah, Phoenix, Ariz.; La. hub ID arbitration, UPWL-Hannah, Phoenix.

**Vice-President Paul L. Wingo Jr.**—NS Southern & NS Eastern GCofAs; Iowa, Chicago & Eastern; Meridian Southern; BLE Security Officer; Advisory Board mtg.; Finance Committee mtgs. on proposed IBT merger; IC&E GCofA planning mtg. w/ acting GC Heckel, D. Ditzel, J. Mullen, Minneapolis; General office duties; Preparation for Public Law Boards.

**Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Mtg. at Baultar, Quebec, Windsor, 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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