

THE LOCOMOTIVE ENGINEER NEWSLETTER • JUNE 2002

GCofAs file remote control lawsuit

In a lawsuit filed on May 15 in the U.S. District Court of Colorado, the General Committees of the Brotherhood of Locomotive Engineers (BLE) representing Engineers on the Union Pacific Railroad (UP) filed for injunctive relief to prohibit UP from operating remote controlled locomotives without trained and certified Locomotive Engineers.

BLE General Chairman Michael Young said: "The impact of remote control train operations cannot be overstated. Locomotives without trained and certified Engineers will be operating without anyone physically on-board. These remote control train operations present a serious safety threat to all rail employees, as well as their families, and will certainly place the general public in harm's way. Safety considerations are an obvious high concern for potential train accidents, including those at public road crossings, and further related derailments. However, the elimination of Engineer positions and the potential adverse economic affect it will have on each com-



munity served by UP cannot be ignored."

He also stated that: "This action is necessary because the Union Pacific Railroad has improperly and illegally eliminated Engineers' work. By law, such drastic, arbitrary change in work assignments requires negotiation between the parties. BLE is the proper 'holder of the contract' for the craft of Locomotive Engineers and has traditionally, and historically, maintained this Engineer work. UP continues to refuse to discuss or negotiate with the Engineers on our main issues of concern relative to this change."

According to Young, "In many cases job elimination will require Engineers to work hundreds of miles from their home and away from their families." He noted that in a recent meeting in February with John Marchant, UP's Vice President of Labor Relations, the issue of Engineers and their families being required to relocate as a result of this remote control equipment was something that the UP was unwilling to discuss at that time.

At the same meeting, Union Pacific representatives advised BLE that they intend to implement remote control train operations in 21 of their major terminals, and 40 satellite locations, over approximately the next 24 month period. "There is no restriction on what type of commodities the railroad will move with remote control trains in all of these communities, including hazardous materials and nuclear material movements," Young said.

Several accidents have already occurred on most all the nation's major railroads involving these remote control trains, which have caused property damage, compromised the safety of communities and impacted the timely movements of rail shipments of all types. The Federal Railroad Administration (FRA), the safety "watchdog" of the industry, has failed to issue any mandatory regulations regarding remote control equipment.

The BLE General Committees are seeking an injunction to prohibit UP from operating remote control trains until the employees and the general public can be assured of its safe operation. •

BLE clarifies UTU remote control spin

In response to the continuing disinformation from the United Transportation Union's propaganda machine, the Brotherhood of Locomotive Engineers' Executive Committee has issued a letter to the union's Advisory Board and its General Chairmen which sets the record straight regarding the recent history of remote control technology.

The Executive Committee, made up of President Don Hahs, First Vice-President & Alternate President Ed Rodzwick and General Secretary-Treasurer William Walpert, issued the letter on May 10.

In the letter, the BLE Executive Committee points out that the UTU's leaders are "masters of spin."

"They use half truths, misleading statements and catchy phrases to justify their actions," the letter states. "Railroad employees in general, and train and engine service employees, in particular, should not allow themselves to be derailed by the UTU's distracting public relations efforts..."

Recent UTU propaganda falsely claims that

UTU invited BLE to jointly negotiate with the carriers over remote control technology in October of 2001. "This is far from true," the Executive Committee wrote. In reality, the UTU used its remote control letter of intent with the carriers in an attempt to blackmail the BLE's newly elected Executive Committee into merging with the UTU — two months before the actual merger vote had been counted.

"This letter became a threat — merge or else," the Executive Committee wrote. "If (UTU President Byron) Boyd and (UTU Assistant President) Thompson truly wanted that merger to go through, grabbing the letter of intent was about the most counterproductive thing they could have done."

The Executive Committee wrote that rail workers across the country have been — or will be — negatively impacted by this UTU letter of intent.

"The railroad put the remote control operations into effect without an agreement," the Executive Committee wrote. "Train service employees have been performing engineers' work at lesser rates of pay than they would normally have received. They now have

more onerous jobs that they are not properly trained for, which makes those jobs potentially unsafe. All this strategy has accomplished is the loss of hundreds of engine and train service jobs with all the reduction in labor costs going toward the railroads' bottom line."

The Executive Committee also gave its perspective on the UTU's "pro company" approach to representing its members.

"UTU's leadership has adopted an approach different from the rest of Labor," the Executive Committee wrote. "It is a defeatist approach. It has been described to us by UTU's leaders as being modern and recognizing that Rail Labor 'doesn't win,' for the Carriers have the upper hand in government, the federal agencies, the courts, and therefore, we have to stop butting our heads against the brick wall and join the railroads."

The letter describes this "defeatist approach" as the UTU's "let's join 'em" policy.

The full text of the letter is available on the BLE website. •

Teamsters, TTD ask NMB to dismiss UTU application

The International Brotherhood of Teamsters (IBT) and the AFL-CIO's Transportation Trades Department (TTD) filed a joint submission requesting that the National Mediation Board (NMB) dismiss the United Transportation Union's (UTU) efforts to create a combined craft of "train and engine service employees" on the Kansas City Southern Railway (KCS).

"The IBT has a direct and substantial interest in this case stemming from its on-going representation of railroad and airline employees throughout the United States," the May 28 IBT-TTD submission says.

The Teamsters and the TTD argue that engineers and conductors represent functionally distinct crafts or classes of employees at KCS, and that the two groups do not share a substantial community of interest sufficient to justify a single craft.

"Rather than possessing a community of interest, engineers and trainmen diverge on a myriad of issues," the IBT-TTD brief states.



The Teamsters and the TTD argue that the BLE's rejection of a merger with the UTU helps prove that the two groups do not share a community of interest.

"Notwithstanding their other interests in the outcome of this matter, (IBT and TTD) would still be compelled to object to the UTU's unabashed attempt to force its representation upon the nation's locomotive engineers through an improper use of the Board's procedures, when the engineers themselves have affirmatively rejected the UTU through their own democratic processes.

"Jilted by its rejection, the UTU would now have the Board abrogate the century-

See Teamsters, Page 2

BLE joins 'Rally for Rail' on Capitol Hill

Labor, other groups lobby Congress to provide Amtrak funding, save passenger rail

Representatives of the Brotherhood of Locomotive Engineers participated in a high-energy "Rally for Rail" on Capitol Hill on May 8, joining hundreds of concerned citizens and rail supporters from across the United States in urging Congress to support passenger rail as an integral part of America's transportation system and to provide full funding for Amtrak in 2003 and beyond.

Participants in the "Rally for Rail" represent many businesses, labor unions, and state and local governments, as well as millions of consumers and citizens across America.

The BLE was represented by Raymond Holmes, BLE International Vice-President & U.S. National Legislative Representative, as well as several State Legislative Board Chairmen, including Terry Briggs (Texas), Ken Kertesz (Pennsylvania), Mike Muscha (North Dakota), J.T. Norris (Virginia) and Ed Way (Illinois). Also participating was Amtrak General Chairman Mark Kenny and Brian Gallagher of the New York State Legislative Board.

More than 50 groups have endorsed resolutions calling on Congress to fully fund Amtrak in 2003, and to enact a reauthorization bill that ensures a strong, long-term future for the nation's passenger rail system.

"Today's event demonstrates that people from all across America and across the political spectrum want a stronger passenger rail system in this country," said Mayor Kenneth Barr, chairman of the Transportation and Communications Committee of the U.S. Conference of Mayors. "We are all united in the conviction that it's time to put Amtrak on a more stable foun-

ation for the future, and to have it play a growing role in our country's congested transportation system."

In early May, the U.S. Conference of Mayors, the National Association of Counties, the National Conference of State Legislatures and three other national organizations representing local governments sent a letter to House and Senate leaders urging them to appropriate \$1.2 billion for Amtrak in FY '03 to prevent the elimination of services.

Among those addressing the 9 a.m. pep rally were Senators Joe Biden (D-DE), Tom Carper (D-DE), and Kay Bailey Hutchison (R-TX); Reps. Jack Quinn (R-NY), James Oberstar (D-MN), and Bob Clement (D-TN); Mayors Kenneth Barr of Fort Worth, Texas and Patrick Henry Hays of North Little Rock, Ark., representing the U.S. Conference of Mayors; Rhea Huddleston, Wapello County Board of Supervisors, Ottumwa, Iowa, representing the National Association of Counties; George Dorshimer of LTK Engineering Services of Ambler, Pa., representing the business community through the American Passenger Rail Coalition; Mac Fleming, international president of the Brotherhood of Maintenance of Way Employees; and Debbie Sease, legislative director of the Sierra Club.

Later in the day, Rally participants flooded Capitol Hill and met with more than 45 key members of Congress.

Congress created Amtrak in 1971 to take over unprofitable passenger rail lines from the private sector. But unlike aviation, highways and other modes of transportation, Congress has given passenger rail no dedicated source of funding. Instead, it must rely on the unpredictable annual appropri-

ations process, which has provided only about 50% of the authorized funding levels in recent years.

To improve its financial position, Amtrak has found ways to boost revenues by nearly 40 percent over the last five years — leveraging valuable assets, borrowing funds from private banks, and cutting back on operating and capital spending without compromising safety, reliability or service. But these efforts have not been enough to offset the basic problems of conflicting policy mandates and inadequate public funding. Without adequate funds in 2003, Amtrak has told Congress and state leaders it may have to discontinue much of the national network as early as this fall.

"Investing in our national Amtrak passenger rail system has never been more important," said George Dorshimer, President of LTK Engineering Services of Ambler, Pa. and board member of the American Passenger Rail Coalition.

"It's ironic we're in this situation because Amtrak is performing so well in the market," said Alan Yorker of Decatur, Georgia, president of the National Association of Railroad Passengers. "The growing demand for Amtrak's services is a reflection of the fact that rail is an attractive option for many business and leisure travelers, it's cost-effective for state and local governments, it's a contributor to job creation and economic development, and it's good for the environment and energy independence."

"The need for the service is there, along with strong support from the traveling public, state and local governments, and all of these groups here to-



From left: George Newman, SLBC-MA; Terry Briggs, SLBC-TX (behind Newman); Ken Kertesz, SLBC-PA; Mark Kenny, GC/Amtrak; Raymond Holmes, VP & NLR; Mike Muscha, SLBC-ND (next to Holmes); Brian Gallagher, New York; J. T. Norris, SLBC-VA; Ed Way, SLBC-IL.

day," Sonny Hall, president of the Transport Workers Union of America and president of the Transportation Trades Dept. of the AFL-CIO. "What Amtrak needs most now is a steady, strong partner in the federal government — a partner it doesn't have today."

The BLE is a part of a broader coalition, which includes representatives from the American Passenger Rail Coalition; National Association of Railroad Passengers; Railway Progress Institute; U.S. Conference of Mayors; National Conference of State Legislatures; Sierra Club; the AFL-CIO's Transportation Trades Department; and the National Association of Counties. •

Teamsters, TTD condemn UTU tactics

Teamsters

Continued from Page 1

old division among the operating crafts on Class I rail carriers, a division that has been upheld by the NMB for nearly 70 years and do so... despite no legal or factual basis for the assertion that a consolidated craft or class of Train and Engine Service Employees exists on the properties of Kansas City Southern or, for that matter, any Class I carrier.

"The UTU's request for the Board to make this radical departure from the well-established, historic craft division between engine service and train service employees is without merit and should, therefore, be dismissed."

The IBT-TTD brief argues that forcing a single craft would be detrimental to the rail industry, creating a labor organization plagued by constant internal conflict and increasing the potential for operational disruptions on the nation's railroads. The IBT-TTD brief stated that the single craft issue has already "become disruptive on the KCS property to the point of interfering with operations," which railroad attorneys documented in letters dated April 4 and 23, 2002.

"As the NMB's statutory responsibility is to promote stable collective bargaining, it is unclear how a consolidated craft or class of Train and Engine Service Employees on a Class I carrier with its inherent potential for severe internal conflict would be in further-

ance of that responsibility."

The IBT-TTD submission concludes, "In light of the fact that engineers and trainmen comprise functionally distinct crafts or classes of employees on the KCS, these employees cannot be found to possess a substantial community of interest sufficient to justify a forced departure from the present craft or class alignment on the Carrier. For the reasons stated above and in the interests of promoting stable collective bargaining relationships throughout the railroad industry, the Board should dismiss the UTU application."

A copy of the nine-page IBT-TTD amicus brief is available on the BLE website. •

Code of Compliance For Officers and Employees Of the Brotherhood of Locomotive Engineers Concerning Employers and Designated Legal Counsel

Every officer and employee of the International, each General Committee of Adjustment, State and Provincial Legislative Board and Local Division shall comply with the following requirements:

- Read and periodically review the Rules of Conduct of the FELA Designated Counsel ("DLC");
- Abide by such rules insofar as they are applicable to officers and employees;
- Refrain from any action that causes or may cause "DLC," or anyone thereof, to violate the Rules of Conduct. An officer or employee may not solicit or accept gifts, payments, monies, loans, promises or agreements therefor, or

anything of value (including reimbursed expenses) given because of his or her position in the organization, from any employer or "DLC."

a. Who is attempting to promote the officer's or employee's candidacy for office; or

b. Who is attempting to influence any election on any issue within the organization requiring a vote; or

c. Who has interests that may be substantially affected by the performance of an officer's or employee's official duties.

A gift does not include items of little value such as plaques and greeting cards.

Unless the frequency would appear to be improper, an officer or employee may accept food, refreshments and materials provided at a conference or widely attended gathering or certain other events which an officer or employee attends in his official capacity.

Anti-remote control billboard disappears

CSX later issues formal apology to BLE local chairman: 'We clearly made a mistake'

Remote control technology has caused 60 locomotive engineer jobs to disappear nationwide since the beginning of 2002 — and now it has caused a billboard to disappear.

In April, the members of BLE Division 532 spent just under \$1,000 to lease a billboard overlooking the rail yard where they work in Richmond, Va. They used the billboard to post a message protesting CSX Transportation's use of remote control locomotives. Even though the Division paid to have their message displayed for a full month, it disappeared after only two weeks.

The billboard's message read: "Remote control trains? No engineer in the cab? Stop the madness! Call your Congressman today! Stop paying dues to a union that eliminates jobs! Join BLE Division 532 today!"

The billboard was situated outside the control tower window and in plain view of the local trainmaster and yardmaster. It received positive responses from BLE and UTU members alike.

"Most UTU guys on the ground around here don't want remote control," said M.E. "Ed" Mellott, Local Chairman of Division 532.

However, the BLE message mysteriously disappeared and was replaced with a military recruitment ad.

Brother Mellott contacted the billboard company that his division had paid to lease the advertising space. According to Brother Mellott, a representative from the billboard company told him CSX had contacted her company asking that the BLE message be removed. She told Brother Mellott that CSXT believed the message was a breach of the billboard company's contract with CSXT, primarily because the billboard was located on CSXT property. She further told Brother Mellott that CSXT threatened to knock down all the company's billboards located on CSXT property if the message was not removed.

News of this controversy reached a reporter at Trains Magazine's website, Trains.com. A reporter from Trains.com contacted CSXT headquarters in Jacksonville, Fla., to inquire about the disappearing billboard.

CSX spokeswoman Kathy Burns said the billboard was not on CSX property, and that the decision to ask that the billboard be removed did not go

Remote control trains? No engineer in the cab?
Stop the madness! Call your Congressman today!
Stop paying dues to a union that eliminates jobs!
Join BLE Division 532 today!

A reproduction of the billboard purchased by Division 532.

through proper approval channels within the company. She also said that CSX would apologize to Brother Mellott. "We clearly made a mistake," she told Trains.com.

Notification about the billboard went to CSX's real estate subsidiary, Burns said, which contacted the billboard company and asked that it be removed because the message "was offensive."

Brother Mellott said he was contacted via phone by a high-ranking CSX director of labor relations on May 23.

The officer apologized for the billboard "misunderstanding" and said the railroad would not object if BLE Division 532 wished to pay to have the same message posted on the same billboard.

After taking down the BLE's message in mid-April, the billboard company offered to transfer the message to another location for two weeks or to refund half of the BLE's money. The BLE Brothers chose to have half of their \$1,000 refunded. "We felt we had made our point, so we opted to get our money back," Mellott said. •

Legislative Board Chairmen elected in seven different states

The Brotherhood of Locomotive Engineers' International Division extends congratulations to seven different Brothers who were elected or re-elected Chairmen of their respective State Legislative Boards over the past month.

They are as follows:

- James F. Ong, Ohio;
- Ken Michel, New Jersey;
- Mickey Gage, Missouri;
- Walt Webster, Utah;
- M.F. O'Brien, Louisiana;
- Ken Kertesz, Pennsylvania; and
- Tim Smith, California.

Brother Kertesz reported to the *Newsletter* that he was returned to office by acclamation, as were the other incumbent members of the Pennsylvania State Legislative Board: Robert

Sorg, First Vice-Chairman; James O'Neill, Second Vice-Chairman; and David Caniff, Secretary-Treasurer.

"We are humbled by the confidence expressed by those delegates in attendance," Brother Kertesz said of the May 2 meeting. "This administration stands ready to assist every BLE member in Pennsylvania in matters pertaining to safety, sanitation, health and legislation that protects our members."

Brother Kertesz said the Pennsylvania Board plans to make more effective use of its website to better inform members regarding important legislative issues. The website address is: <www.pslb-ble.org>.

Chairman Tim Smith of the California State Legislative Board reported to the *Newsletter* that the following members of his Board were elected: Darrel



Members of the California State Legislative Board, at their 4th Quadrennial Session, re-elected Timothy L. Smith as their Chairman during the last week of April

Front row, from left: James Barry, Div. 65; D.D. "Diz" Francisco, Div. 739 and CSLB 2nd Vice-Chairman; Darrel N. Azarcon, Div. 692 and CSLB 1st Vice-Chairman; Timothy L. Smith, Chairman; Art Ray, Div. 283; James Murphy, Div. 398; Eric Johnson, Div. 662; and Raymond Enriquez, Div. 660.

Back row, from left: Mike Rogers, Div. 425; Louie Fernandez, Div. 383 and Editor of the California State Legislative Board newsletter; Kent Richards, Div. 56; Peter Hinckley, Div. 144; Mike G. Holt, Div. 800 and CSLB Secretary-Treasurer; Paul Turney, Div. 415; and Ron Lopez, Div. 553; Ron Marney, Div. 126. (Not pictured: Palmer Hewlett, Div. 664.)



Members of the Louisiana State Legislative Board re-elected Brother M.F. "Mike" O'Brien as their Chairman. Pictured here, from left, are: Don Willard, Div. 765; Ken Gieseler, Div. 193; Buster Humphrey, Louisiana State Legislative Board Second Vice-Chairman; Paul Lilly, Div. 531; Chairman O'Brien; Raymond Aycok, Div. 326; Raymond A. Holmes, International Vice-President & U.S. National Legislative Representative; Terry Briggs, Texas State Legislative Board Chairman; Joe Rinchuso, Div. 219; Bill Morris, Louisiana State Legislative Board First Vice-Chairman; Darrel Booth, Div. 914; Allen Cason, Div. 599; and Bobby Hardy, Div. 632.

N. Azarcon, First Vice-Chairman; D.D. Francisco, Second Vice-Chairman; and Mike G. Holt, Secretary-Treasurer.

In Louisiana, representatives from the Federal Railroad Administration, the U.S. Railroad Retirement Board, and the Occupational Safety and Health Administration (OSHA) attended the Louisiana State Legislative Board's meeting, where Brother Mike F. O'Brien was re-elected.

In New Jersey, the following members were elected to assist Chairman Michel: Steve Kay, First Vice-Chairman;

Bob Daniels, Second Vice-Chairman; and Ed Michael, Secretary-Treasurer.

In related news, the National Association of State Legislative Board Chairmen (NASLBC) will hold their annual meeting in August this year at the Thunderbird Hotel and Convention Center in Bloomington, Minn.

Please see the Calendar & Events section on page 8 of this issue for hotel and registration information.

Questions should be directed to NASLBC Secretary-Treasurer Perry Renfro at: <perryble@alltel.net>. •

BLE NEWS

Burlington Northern Santa Fe



Burlington Northern Santa Fe Corporation reported first-quarter 2002 earnings of \$0.45 per diluted share, compared with first-quarter 2001 earnings after extraordinary charge of \$0.34 per diluted share.

Freight revenues for the 2002 first quarter were \$2.14 billion, down 6 percent compared with the same 2001 period. Coal revenues declined \$18 million, or 3 percent, to \$508 million, primarily reflecting decreased demand and lower burn rates as a result of a mild winter.

Operating expenses of \$1.8 billion were \$79 million or 4 percent lower than the same period in 2001. The decrease in first-quarter operating expenses primarily reflects reductions in fuel, compensation and benefits, and equipment rents. Operating income was \$368 million for the 2002 first quarter compared with \$419 million a year ago. The operating ratio increased to 82.8 percent for the 2002 first quarter compared with 81.5 percent in the same 2001 period.

During the 2002 first quarter, BNSF repurchased 2.8 million shares of its common stock at an average price of \$28.62 per share. This brings total repurchases to 105.9 million shares as of March 31, 2002. •

Canadian National Railway



Canadian National Railway Co. reported a 14% increase in first-quarter profit, excluding a one-time gain from early 2001, primarily because of last year's acquisition of Wisconsin Central Transport Corp.

CN's profit for the three months ended March 31 was \$230 million (all figures Canadian) or \$1.19 a share, compared with a profit of \$275 million or \$1.44 a year earlier. But last year's profit included a one-time gain from the sale of CN's 50% interest in the Detroit River Tunnel Company, which resulted in an after-tax gain of \$73 million.

Revenue for the quarter was \$1.5 billion, up 8 per cent from \$1.4 billion a year earlier. CN noted that if last year's results had included the Wisconsin Central acquisition, CN would have posted a first-quarter profit last year of \$282 million or \$1.47 a share, on revenue of \$1.536 billion.

The railway's operating ratio — the key measure of efficiency in the industry — edged up to 73.1 per cent from 72.5 per cent. The lower the operating ratio, the better.

Revenue from petroleum and chemicals was up 9%. Revenue was up 7% in automotive; 5% for forest products and 4% for coal. •

Canadian Pacific Railway



CANADIAN PACIFIC RAILWAY

Despite a 5% drop in revenue, Canadian Pacific Railway posted improved first-quarter results, thanks to a one-time tax benefit and cost-cutting measures. CPR posted a first-quarter profit of \$136.4 mil-

lion (all figures Canadian) or 86 cents a share for the three months ended March 31, compared with \$34.8 million or 22 cents a year earlier. Revenue dropped to \$875.4 million, compared with \$918.3 million.

The bottom-line improvements were largely because of a one-time \$72 million income tax benefit.

Excluding non-recurring items, first-quarter profit was \$68 million or 43 cents a share, compared with \$62 million or 39 cents a year earlier. CPR's expenses fell \$67 million because of lower fuel prices and by cuts to labor costs and expenses on materials and services.

CPR's operating ratio fell to 79.9 per cent from 83.4 per cent. The lower the operating ratio, the better.

CPR said it is sticking to its goal of bringing its operating ratio down to 73 per cent in 2004. The company said price increases will get the railway closer to that goal. Economic growth will also help. CPR said that if anticipated growth does not occur, it will have to cut costs more aggressively to reach its target. •

CSX Transportation



CSX Corp.'s profit surged 25% in the first quarter, as the railroad coped with economic weakness by cutting costs and increasing margins. The company said net income rose to \$25 million, or 12 cents a share, in the quarter ended March 29. It earned \$20 million, or a dime a share,

a year earlier.

The latest results included a charge of \$43 million, or 20 cents a share, to reflect a required change in the way the company accounts for goodwill. Excluding the charge, CSX said it earned 32 cents a share, slightly more than analysts anticipated.

Revenue fell 3% to \$1.96 billion from \$2.03 billion in the first quarter of 2001. The company blamed the decline on a drop in merchandise shipments, and said a mild winter hurt demand for coal shipments.

But CSX said it was able to boost profit by keeping costs down.

Operating expense declined 4.6% to \$1.75 billion. Price increases in some markets and lower fuel expenses also helped.

Kansas City Southern



Kansas City Southern Industries (KCS) released first-quarter earnings information on April 26, reporting that its net income nearly doubled, rising to \$11.7 million, or 19 cents a diluted share, up from \$5.9 million, or 10 cents a year ago. Revenue at Kansas City Southern dipped to \$142.5 million from \$144 million a year ago.

This quarter-to-quarter increase resulted primarily from a \$8.8 million decline in operating expenses, a \$3.9 decrease in interest expense, a \$3.4 million increase in other income and a \$4.4 million gain realized on the sale of Mexrail, Inc. ("Mexrail" — a former 49%-owned unconsolidated affiliate) to KCSI's affiliate in Mexico, TFM, S.A. de C.V. ("TFM").

KCS reported a lower operating ratio for the first-quarter, improving to 87.2% from 94.0% for the same period in 2001.

Lower costs and expenses at KCS resulted mostly from declines in costs for salaries and wages, fuel, car hire and casualties.

Domestic operating income of \$13.4 million for the quarter ended March 31, 2002, was more than double the \$6.1 million reported for the first quarter of 2001 as lower operating expenses of \$8.8 million offset a \$1.5 million decline in revenue quarter to quarter. •

Norfolk Southern Corp.



Norfolk Southern Corp. posted higher profits in the first quarter despite a

slight decline in revenue from the same period last year.

NS earned \$86 million, or 22 cents a share, in the first quarter. In 2001, the company earned \$74 million, or 19 cents per share, in the same quarter.

Revenue for the quarter totaled \$1.5 billion, down 3 percent from \$1.54 billion for the same period last year.

The company said the decline in sales was a result of lower coal revenues caused by unusually warm weather, lower trucking-related revenues partly caused by elimination of a surcharge on diesel fuel, and general economic weakness that lowered shipments of paper and forest products, construction materials, metals and chemicals.

Helping the company boost its profitability despite the lower revenue were a 6 percent reduction in railroad expenses and a 31 percent decline in diesel fuel expenses.

David R. Goode, chairman and chief executive officer, said the company was pleased by the improved profitability "achieved during a period marked by continuing economic slowness and weak coal demand..." •

Union Pacific Corp.

Union Pacific Corp. said its first-quarter profits rose 23 percent on cost-cutting and less expensive fuel.

It reported that quarterly net income climbed to \$222 million, or 86 cents a share, from \$181 million, or 72 cents.

Wall Street had expected Union Pacific to earn between 80 cents and 85 cents a share, with a consensus forecast of 83 cents.

Union Pacific shares were up about 9 percent over the last six months while the Dow Jones U.S. Total Market Index has risen about three percent.

Operating revenues rose to \$2.97 billion from \$2.94 billion.

Excluding Overnite Transportation, UP's trucking subsidiary, Union Pacific



had first-quarter operating income of \$489 million, up 14 percent from \$430 million for the same period in 2001.

Overnite turned in first-quarter 2002 operating income of \$10.5 million, little changed from 2001 on a pro forma basis. Pro forma results for 2001 include \$1.9 million of operating income from Motor Cargo, which was acquired last November.

The railroad also highlighted the following information in its April 25 earnings statement: Operating ratio improved 2.2 percentage points to a first-quarter record of 81.6 percent; employee productivity (gross ton-miles/employee) increased 7% to a first quarter record level; and fuel and utilities costs fell 33 percent on declining prices. •

RETIREMENT BOARD NEWS

Disability annuities for railroad employees

The Railroad Retirement Act provides disability annuities for railroaders who become totally or occupationally disabled. Medicare coverage before age 65 is also available for totally disabled employees and those suffering from chronic kidney disease.

The following questions and answers describe these disability benefits, their requirements, and how to apply for them.

1. How do railroad retirement provisions for total disability and occupational disability differ?

A total disability annuity is based on permanent disability for all employment and is payable at any age to employees with at least 10 years of railroad service, and under certain conditions to employees with five years of service after 1995.

An occupational disability annuity is based on disability for the employee's regular railroad occupation and is payable at age 60 if the employee has 10 years of service, or at any age if the employee has at least 20 years of service. A "current connection with the railroad industry" is also required for an occupational disability annuity. The current connection requirement is normally met if the employee worked for a railroad in at least 12 of the last 30 consecutive months immediately preceding the annuity beginning date.

2. Under what conditions can disabled employees with five years of service be eligible for railroad retirement disability annuities?

Since passage of the Railroad Retirement and Survivors' Improvement Act of 2001, employees with five years of service after 1995 may qualify for an annuity based on total and permanent, but not occupational, disability if they have a disability insured status under social security law. A disability insured status is established when an employee has social security or railroad retirement earnings credits in 20 calendar quarters in a period of 40 consecutive quarters ending in or after the quarter in which the disability began.

Unlike the two-tier annuities payable to a 10-year employee, disability annuities payable to five-year employees are initially limited to a tier I social security equivalent benefit; a tier II benefit is not payable in these cases until the employee attains age 62. And, the employee's tier II benefit will be reduced for early retirement in the same manner as the tier II benefit of an employee who retired on the basis of age rather than disability at age 62 with less than 30 years of service.

3. How do the standards for total disability and occupational disability differ?

An employee is considered to be totally disabled if medical evidence shows a permanent physical and/or mental impairment preventing the performance of any regular and gainful work. A condition is considered to be permanent if it has lasted or may be expected to last for at least 12 months or result in death.

An employee is considered to be occupationally disabled if a physical and/or mental impairment prevents the employee from performing the duties of his or her regular railroad occupation, even though the employee may be able to perform other kinds of work. An employee's regular occupation is generally that particular work he or she has performed for hire in more calendar months than any other work during the last five years; or that work which was performed for hire in at least one-half of all the months in which the employee worked for hire during the last 15 years.

4. How does the amount of a railroad retirement disability annuity compare to a social security disability benefit?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2001 were awarded about \$2,105 a month on the average, while awards for disabled workers under social security averaged about \$845.

5. When is early Medicare coverage available for the disabled?

Medicare coverage before age 65 may begin after a totally disabled employee has been entitled to a disability annuity for at least 24 months. The fact that an employee is initially awarded an occupational disability annuity does not preclude early Medicare coverage, if the employee's physical and/or mental condition is such that he or she is totally and permanently disabled.

Medicare coverage on the basis of kidney disease requiring dialysis or a kidney transplant is available not only to employee annuitants, but also to employees who have not retired but meet certain minimum service requirements, as well as spouses and dependent children. For those suffering from chronic kidney disease, coverage may begin with the third month after dialysis treatment begins, or earlier under certain conditions.

6. Do the railroad retirement disability annuity requirements include a waiting period similar to that required for social security disability benefits?

Yes. A five-month waiting period beginning with the month after the month of the disability's onset is required before railroad retirement disability annuity payments can begin. However, an applicant need not wait until this five-month period is over to file for benefits.

Disabled employees should not, however, file for benefits while they are still receiving compensation from their railroad employer. Compensation includes payment for actual work performed, vacation pay, pay for time lost, some wage continuation payments, or any other employer compensation precluding the payment of railroad retirement benefits. Employees receiving sickness benefits from the Board, however, need not wait until these benefits are exhausted before filing for a disability annuity. The Board adjusts pay-

ments for any benefit duplications at the time a disability annuity is awarded.

7. What documentation is required when filing for a railroad retirement disability annuity?

Employees filing for disability annuities are required to submit medical evidence supporting their claim. Applicants should be prepared to furnish dates of hospitalization, names and dosages of medication, names of doctors, etc. Applicants may also be asked to take special medical examinations given by a doctor named by the Board. If a disability applicant is receiving workers' compensation or public disability benefits, notice of such payments must be submitted.

Sources of medical evidence for railroad retirement disability purposes include the applicant's railroad employer, personal physician and hospital, the Social Security Administration or the agency paying workers' compensation or public disability benefits. This evidence generally should not be more than 12 months old. In addition, proof of age and proof of any military service credit claimed and a description of past work activity will also be required.

8. What is the best way to apply for a railroad retirement disability annuity or early Medicare coverage?

Applications for railroad retirement disability annuities are generally filed at one of the Board's field offices, or at one of the office's Customer Outreach Program (CORP) service locations, or by telephone and mail. However, applications by rail employees for early Medicare coverage on the basis of kidney disease have to be filed with an office of the Social Security Administration, rather than the Railroad Retirement Board.

To expedite filing for a railroad retirement disability annuity, disabled employees or a family member should call or write the nearest Railroad Retirement Board field office to schedule an appointment. For the appointment, claimants should bring in any medical evidence in their possession and any medical records they can secure from their treating physicians. Employees who are unable to personally visit a Board office or meet a Board representative at a CORP service location may request special assistance, such as having a Board representative come to a hospital or the employee's home. Board personnel assist disabled employees with their applications and advise them on how to obtain any additional medical evidence required or any other necessary documents or records.

9. Can an individual continue to receive an employee disability annuity even if he or she does some work after it begins?

Any work or earnings by a disabled annuitant may be considered an indication of an individual's recovery from disability, regardless of the amount. Therefore, any employment must be reported promptly to avoid potential overpayments.

Special earnings rules apply to disability annuitants and they are more stringent than those that apply to annuitants who have retired on the basis of age and service. Disability annuities are not payable for any month in which the annuitant earns more than \$400 in any employment or self-employment, exclusive of work-related expenses. Withheld payments will be restored if earnings for the year are less than \$5,000 after deduction of disability-related work expenses. Otherwise, the annuity is subject to a deduction of one month's benefit for each multiple of \$400 earned over \$4,800 (the last \$200 or more of earnings over \$4,800 counts as \$400). Failure to report such earnings could involve a penalty charge equal to no less than one month's annuity, in addition to any overpayment assessed.

These disability work restrictions cease upon a disabled employee annuitant's attainment of full retirement age (age 65 for those born before 1938 to age 67 for those born in 1960 or later), when the annuitant becomes subject to the work and earnings restrictions applicable to employee annuities based on age and service. This transition is effective no earlier than full retirement age, even if the annuitant had 30 years of service.

10. Does employment with a rail labor organization affect eligibility for a disability annuity?

Payment of an employee's disability annuity cannot begin earlier than the day after the employee stops working in compensated service for any railroad employer, including labor organizations. Such work includes service for more than \$24.99 in a calendar month to a local lodge or division of a railway labor organization. Also, work by a local lodge or division secretary collecting insurance premiums, regardless of the amount of salary, is railroad work which must be stopped. In fact, an employee cannot file an application for a disability annuity until he or she is no longer on the payroll of a railroad or railroad union.

11. Must an employee relinquish employment rights in order to receive a disability annuity?

A disabled employee may continue to hold employment rights until full retirement age. However, in order for the supplemental annuity to be paid or for an eligible spouse to receive benefits, a disability annuitant under full retirement age must relinquish his or her rights.

12. How can individuals find out more information about disability annuities?

Employees should contact the nearest field office of the Board for information or refer to the Board's Web site at www.rrb.gov. Persons can find the address and phone number of the Board office serving their area by calling the RRB Help Line at (800) 808-0772. Most Board offices are open from 9 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. •

BLE NEWS

Engineer friendly cabs to debut at NJT

BLE Ergonomics Committee helps design new cabs; Current, future engineers to benefit

When BLE General Chairman Bob Vallochi negotiated to form an ergonomics committee at New Jersey Transit, management didn't take it seriously.

But no one is laughing now after BLE members helped design a more user-friendly and ergonomically sound locomotive cab that will soon be in use at New Jersey Transit.

"The real originator of the ergo committee was my Vice Chairman, Richard Darcy," Brother Vallochi said. "He insisted that ergonomic be made a part of the contract. In fact he held up the signing of the contract until the Carrier inserted ergonomics as a part of it. He then put the committee together and after it was up and running stepped back and delegated it to Bob Daniels."

Brother Bob Daniels of BLE Division 373 chaired the ergo committee, and with assistance from committee members Paul Tedeschi (vice chairman), Charles

Donnarumma, Sandra Sheldon, Steve Kay (Div. 272), John Snogans (Div. 272), and William Guimes (Div. 171), worked jointly with management and a locomotive manufacturer to design New Jersey Transit's new ALP 46 locomotives.

The BLE had significant input into the final cab design. At first, Brother Daniels said there was a great deal of hostility and opposition from the railroad's mechanical department, who operated under the impression that BLE members had no business in its affairs. But after receiving support from locomotive manufacturer Ad Tranz, and after BLE ideas provided significant cost-saving to the carrier, the opposition waned.

"The GCA had to step in from time to time to move various initiatives forward," Vallochi said. "Once the Carrier realized the benefits of our input they came on board and helped move the process. Stephen Klejst and James Samuelson, both high ranking transportation officers, helped remove some of the road blocks and should be credited for their help."

From the start, the BLE ergo committee worked to improve the working environment of locomotive engineers.

"It was our goal to make the cab environment more user-friendly," Brother Daniels said. "We don't want engineers 30 to 35 years down the line to have claws for hands because of arthritis and we don't want them to have back problems."

The original plans for the ALP 46 locomotive called for heavy equipment to be placed in the center section behind

the cab, with two narrow aisles on either side. The BLE proposed the opposite — placing the heavy equipment on the sides and making one, larger aisle down the center.

This idea proved beneficial. The center aisle was wider, and provided better lighting inside the cab. Also, placing the heavy equipment on the sides of the locomotive made it more readily accessible from the outside and easier to make repairs. In the old design, equipment was only accessible from a crane above the locomotive. The new design allowed repairs to be made using a less expensive and safer tow motor.

But more importantly, the BLE fought to standardize the control panel.



Control panel of the ALP-46.

BLE members argued that engineers could work better and would be safer if switches, radios and other controls were in the same place on every locomotive. Important switches were placed within easy reach of engineers, and in their line of sight. The BLE members also fought for better seats to provide better back support.

The air conditioning was moved from on top of the locomotive to below the control panel. This BLE idea provides better air circulation and prevents condensation from dripping onto the control stand.

In much the same way that a dome light illuminates the inside of an automobile when the door is opened, the new cabs have interior lights that illuminate when the engineer climbs on board.

"It's not new technology, but it was a major thing to us," Daniels said, noting that the increased illumination should help reduce personal injuries.

Brother Daniels says there have been no reported problems in the testing phase, which is 75 percent complete. He expects the new locomotives to be in revenue service this summer.

The new locomotives are capable of pulling larger trains, which will benefit NJT's North East Corridor and Mid Town Direct services.

"The carrier will save considerably with the new design," he said. "It should reduce injuries and will make engineers more comfortable in their work."

In the end, current and future engineers will benefit from the hard work of these dedicated BLE members.

"I am proud of the accomplishments of the Ergo Committee," Brother Vallochi concluded. "Long after we are retired, our work will remain."

"Today's union needs to become more involved in these types of initiatives. We can not afford to stand by and wait for the Carriers to take care of the needs and safety of Engineers." •



Well lit center aisle of the ALP-46.

NEWS BRIEFS

FRA drug, alcohol testing information on BLE website

In May, the Federal Railroad Administration issued information clarifying its post-accident alcohol and drug testing regulations for locomotive engineers and other train crew personnel. Additionally, the administration also published a list of frequently asked questions in order to help railroad workers understand the regulations.

This information — which covers such issues as exceptions to the rules, qualifications for a positive test and drugs tested for — was sent by the BLE's International Office to all General Chairmen and State Legislative Board Chairmen.

A copy of the six-page document is available on the BLE website at: <http://www.ble.org/pr/pdf/frapost.pdf>

Signalmen decline SMWIA merger

A majority of members of the Brotherhood of Railroad Signalmen (BRS) voted against a merger with the Sheet Metal Workers' International Association, according to a June 7 report on the BRS website.

With just under 60 percent of BRS members returning ballots, the initial count of the ballots returned was 41 percent for and 59 percent against the merger.

The ballots were mailed to all BRS members on May 1. The cutoff date for receiving

ballots was June 6, and no more ballots are being accepted.

The official and final count will be forthcoming after the BRS staff rechecks the count. The BRS news release, however, stated that the margin was wide enough that any variation between the preliminary and the final count will not reverse the outcome. •

Residents sue CN after derailment forces evacuation

Ten people forced out of their homes last month by the derailment of a train carrying explosive liquid propane and toxic sulfuric acid are suing the Canadian National Railway Corp.

The lawsuit, filed on June 7 in Eaton County, Mich., accuses the railroad of negligence in the Memorial Day derailment in Pottsville, Mich., about 12 miles southwest of Lansing.

The 2,200-resident town was evacuated for about four days. The cause of the derailment has not been determined.

Also named in the lawsuit, which seeks unspecified damages and class-action status, are Grand Trunk Western Railroad, a track engineer and an engineering superintendent. •

New Amtrak chief proposes reorganization

Three weeks into the job, Amtrak's new president is proposing steps to reorganize

management. David Gunn, the new president, wants to consolidate Amtrak's three railroad operating divisions — Intercity, Northeast Corridor and Amtrak West, which now are distinct business units — within company headquarters in Washington, D.C.

Under the plan, the existing division offices in Chicago, Philadelphia and Oakland, Calif., will remain open, but only to handle local operations, not to make policy decisions.

The intent, Gunn said, is to move Amtrak "back to a traditional railroad structure."

He also wants to reduce the number of "vice president" titles from 84 to about 20. The move is not immediately designed to slice jobs or save money, but to focus the company on its basic role as a railroad operator. •

IN THE LINE OF DUTY

G.D. Shelby

A BLE member was killed and three other train crew members were injured in a fiery head-on collision between two Burlington Northern Santa Fe trains near Clarendon, Texas, on May 28.

Brother G.D. Shelby, 61, was killed when the westbound freight train on which he was the engineer collided with an eastbound coal train about two miles west of Clarendon. Brother Shelby was a member of the Brotherhood of Locomotive Engineers, joining BLE Division 871 in Slaton, Texas, on Sept. 1, 1989.

Brother Shelby is survived by his wife, Ann; a daughter who lives in Lubbock, Texas, and a son who lives in Finland.

Following the accident, BLE International President Don M. Hahs extended deepest sympathies to Brother Shelby's family and friends. He also ordered the BLE flag atop Brotherhood headquarters in downtown Cleveland to be flown at half mast for three days after the accident to honor the memory of Brother Shelby.

Brother Shelby is the second BLE member killed in the line of duty this year.

Witnesses said the death count would almost

certainly have been higher, but bystanders and rescue personnel dug conductor Bruce Patterson, 57, out from beneath a burning coal car. He sustained serious injuries and was hospitalized after the crash.

The two other crew members — Rodney Torres, the 34-year-old conductor of the freight train, and Ronald R. Gordon, the 51-year-old engineer of the coal train — were also injured in the accident. Brother Gordon is a member of BLE Division 574 in Amarillo, Texas. He joined the BLE on Dec. 1, 1976.

Rodney Stutes of the BLE's Safety Task Force investigated the crash, along with members of the National Transportation Safety Board. Among other items, both parties studied and reviewed downloads of locomotives' event recorders. However, it will be months before the investigation comes to a conclusion.

The accident happened about 9 a.m. on a single-track stretch of railway. The coal train was headed from Wyoming to Texas, while the freight train was headed to California from Kansas.

Witnesses said the impact sounded like thunder, and the resulting fireball generated enough heat that it could be felt from almost a mile away. The momen-

tum of the two trains, both more than a mile long, caused massive damage to the locomotives.

The freight train weighed 5,546 tons, while the coal train weighed in at 15,843 tons.

The force of the impact crushed the leading locomotives on the two trains and tossed around the cars like toys. One of the locomotives was ripped away from the chassis and pushed back from the wheels, while another was tossed on its side. It quickly ignited.

The derailed cars ripped up the tracks, pushing one 20-foot-long section up through a coal car, leaving the track sticking straight up into the air.

The accident derailed 22 coal cars, including about a dozen that were neatly stacked side-by-side by the force of the impact. Three of the freight cars were derailed as well.

Rescue crews from nearly a dozen local towns rushed to the area and found the accident scene covered in flames.

"It was just chaos," said Clarendon Fire Chief Delbert Robertson.

(The Amarillo Globe-News contributed to this report.)

EUMA plans include train ride at Steamtown, 'Night at the Races'

The 64th annual Eastern Union Meeting Association will be held at the Woodlands Inn & Resort in Wilkes-Barre, Pa., from August 18-22.

Convention registration and golf tournament registration forms are provided here for your convenience.

Please make note of the following deadlines; hotel registration deadline

is July 18; EUMA registration deadline is July 30; and golf tournament registration forms are due August 12.

A tentative agenda (subject to change) is as follows:

Sunday, August 18

- 9 a.m.-6 p.m. — Registration
- 9 a.m.-4:30 p.m. — Norfolk Southern

GCA meeting w/luncheon

- 12:30 p.m. — Depart for Steamtown tour and trainride
- 3 p.m.-6:30 p.m. — Hospitality room
- 7 p.m. — Outdoor BBQ
- 9 p.m.-11 p.m. — Hospitality room

Monday, August 19

- 7 a.m.-noon — Registration
- 6:30 a.m.-9 a.m. — Breakfast
- 8:30 a.m. — Opening ceremony
- 9 a.m. — ID officers, GIA officers
- Noon — Luncheon
- 1 p.m. — Closed BLE meeting
- Dinner on your own
- 5:30 p.m.-11 p.m. — Hospitality room

Tuesday, August 20

- 6:30 a.m.-9 a.m. — Breakfast
- 8:30 a.m.-5 p.m. — Meetings
- 8:30 a.m.-5 p.m. — Local Chairman workshop
- 8:30 a.m.-5 p.m. — Secretary-Treasurer workshop w/luncheon
- 8:30 a.m.-5 p.m. — FRA certification class

- 9 a.m. & 2 p.m. — "Crossing Safely" presentations by Tom Armstrong
- 11 a.m. — Sleep Deprivation presentation
- Noon-1 p.m. — Luncheon
- 6:15 p.m. — Depart hotel for "Night at the Races" w/dinner
- 6 p.m.-11 p.m. — Hospitality room

Wednesday, August 21

- 6:30 a.m.-9 a.m. — Breakfast
- 8 a.m. — Busses depart for golf tournament w/lunch at club
- 8:30 a.m.-5 p.m. — FRA certification class
- Family day — relax-shopping (no specific activities)
- 5:30 p.m.-6:30 p.m. — Cocktail hour
- 6:30pm-?? — Formal Banquet (proper dress required); Raffles, door prizes, awards, entertainment, scholarship awards

Thursday, August 22

- 6:30 a.m.-9 a.m. — Breakfast
- Good-byes and checkout



64th Annual Eastern Union Meeting Association Wilkes-Barre, Pa. • August 18-22, 2002 Registration Form

HOTEL RESERVATIONS

Woodlands Inn & Resort, (570) 824-9831 or (800) 762-2222
(BLE room rate is \$95 per night)

EUMA INFORMATION

Name of Attendee: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

BLE Division: _____ Office: _____

Spouse's Name: _____ GIA Division: _____

REGISTRATION FEE

\$75.00 per person attending 2002 EUMA; Includes meals and activities

**For additional information, contact Arrangements Chairman Ken Kertesz
at: (570) 675-2417 or <kkertesz@adelphia.net>**

Mail this form to:

Ken Kertesz
30 Harford Ave.
Shavertown, PA 18708-1243

Make checks payable to: EUMA 2002



EUMA 2002 Golf Outing Wednesday, August 21



Buses will depart for the annual EUMA golf outing at 8 a.m. on Wednesday, August 21. The cost is \$65 per person, which includes green fees, lunch, transportation, commemorative hat, and various per-hole prizes.

Please list names of golfers in your party:

Make checks or money orders payable to "EUMA 2002" and mail to:
Sonny Kertesz
EUMA 2002 Golf Tournament Chairman
2 Debbie Dr.
Brick, NJ 08724

BLE NEWS

Amtrak needs emergency funds to continue operation

While a movement is underway in Congress to save Amtrak, BLE members are asked to contact their Representatives to make sure the passenger railroad receives the necessary funding to stay in business.

Amtrak President David Gunn warned that the railroad will have to shut down if it does not receive \$200 million in the next three weeks. In addition, Gunn said the railroad needs \$55 million to repair damaged and out-of-service equipment.

Already, 162 members of the U.S. House of Representatives have signed a "Dear Colleague" letter in favor of Amtrak funding. The Dear Colleague letter asks members of the House to support H.R. 4545, which would provide a \$1.975 billion reauthorization of Amtrak.

The legislation authorizes for Fiscal Year 2003 \$1.2 billion in federal funding for capital and operating expenditures, as well as \$375 million for much needed rail security projects

across the system and \$400 million for life-safety improvements in Amtrak tunnels along the northeast corridor.

"This \$1.975 billion appropriation request will prevent the elimination of services and hold the current network together while Congress determines the future of Amtrak," the Dear Colleague letter states. "As such, we urge you to provide the necessary funding for Amtrak in Fiscal Year 2003 to ensure that we maintain a national passenger rail system."

The letter was written by Congressmen Jack Quinn, Bob Clement, Earl Blumenauer and Sherwood Boehlert.

BLE members should review the list below. If their member of Congress is supporting the Dear Colleague letter, then they should be thanked. If their member of Congress is not on this list, then they should be contacted immediately and urged to support funding for Amtrak.

A list of the 162 co-signers of the Amtrak request letter is available here:

Signatories of Letter (not listed in order signed)

1. Jack Quinn
2. Bob Clement
3. Sherwood Boehlert
4. Earl Blumenauer
5. Spencer Bachus
6. Jim Oberstar
7. Mike Ferguson
8. Nick Rahall
9. Diane Watson
10. Amo Houghton
11. E.B. Johnson
12. Bill Shuster
13. Dale E. Kildee
14. George W. Gekas
15. Michael Honda
16. Bernard Sanders
17. Nancy Pelosi
18. Todd R. Platts
19. Julia Carson
20. James Leach
21. Maurice D. Hinchey
22. Marcy Kaptur
23. John McHugh
24. L. Roybal-Allard
25. B.A. Gilman
26. Rosa DeLauro
27. Peter T. King
28. Robert Menendez
29. Johnny Isakson
30. Ellen Tauscher
31. Felix Grucci
32. Peter DeFazio
33. S. C. LaTourette
34. Chip Pickering
35. Ronnie Shows
36. Michael N. Castle
37. Carolyn Maloney
38. T.V. Johnson
39. Lane Evans
40. Jo Ann Davis
41. Bob Borski
42. Donald A. Manzullo
43. Bill Lipinski
44. Steve Horn
45. Wayne Gilchrest
46. Corrine Brown
47. Tom Davis
48. Nick Lampson
49. Marge Roukema
50. Max Sandlin
51. S. Moore Capito
52. Jerrold Nadler
53. Vernon Ehlers
54. Anna Eshoo
55. Phil English
56. Vic Snyder
57. Sue Kelly
58. Eva M. Clayton
59. Ken Calvert
60. Robert C. Scott
61. Connie Morella
62. John J. LaFalce
63. Jerry Moran
64. Rick Larsen
65. Curt Weldon
66. Jay Inslee
67. J.C. Greenwood
68. Rush Holt
69. Rob Simmons
70. Ed Towns
71. Patrick J. Kennedy
72. Bob Filner
73. David D. Phelps
74. Jerry F. Costello
75. Lois Capps
76. Anthony Weiner
77. Eliot L. Engel
78. Luis V. Gutierrez
79. Mike Ross
80. Chakah Fattah
81. Danny K. Davis

82. Rod Blagojevich
83. George Miller
84. A. Russell Wynn
85. James R. Langevin
86. Juanita Millender-McDonald
87. John Conyers Jr.
88. Louise McIntosh Slaughter
89. John D. Dingell
90. Rick Boucher
91. Brian Baird
92. Earl Pomeroy
93. W. D. Delahunt
94. Lynn N. Rivers
95. C.A. Gonzalez
96. John E. Baldacci
97. John F. Tierney
98. Barney Frank
99. S.D. Bishop Jr.
100. Gary L. Ackerman
101. James Barcia
102. Elijah Cummings
103. James McDermott
104. Bill Pascrell Jr.
105. Tim Holden
106. Mark Udall
107. Joseph Crowley
108. Richard E. Neal
109. William J. Coyne
110. William Lacy Clay
111. Shelley Berkley
112. Marion Berry
113. David Wu
114. David E. Bonior
115. Brad Carson
116. Tom Allen
117. Ben Cardin
118. Melvin L. Watts
119. Leonard Boswell
120. Baron Hill
121. Mike McIntyre
122. Frank Mascara
123. Grace Napolitano
124. Mike Capuano
125. Darlene Hooley
126. Zoe Lofgren
127. Martin Meehan
128. Joe Baca
129. Xavier Becerra
130. Tom Lantos
131. Barbara Lee
132. Robert Matsui
133. Hilda L. Solis
134. Henry Waxman
135. Diana DeGette
136. E. Holmes Norton
137. John Lewis
138. C. McKinney
139. William Jefferson
140. Stephen Lynch
141. Karen McCarthy
142. Tom Udall
143. Frank Pallone
144. Donald M. Payne
145. Gregory Meeks
146. Major Owens
147. Bob Etheridge
148. Robert Brady
149. Joe Hoeffel
150. Harold E. Ford Jr.
151. Martin Frost
152. Sylvestre Reyes
153. Bob Andrews
154. Alcee L. Hastings
155. M.R. McNulty
156. Tammy Baldwin
157. Sherrod Brown
158. Betty McCollum
159. S. Tubbs Jones
160. Bart Gordon
161. A. Acevedo-Vilá
162. John B. Larson

JUNE 2002 CALENDAR & EVENTS

JULY 21-25... 62nd Annual International Western Convention, Kennewick, Wash.

Hosted by Chairman William Amaya in the Tri-Cities area of Washington State, the 2002 IWC is a convention you will not want to miss. Guests will stay at the Westcoast Tri-Cities Hotel at: 1101 N. Columbia Center Blvd., Kennewick, WA 99336, and reservations can be made by calling (509) 783-0611. Mention the BLE convention to receive discounted room rates of \$85 per night (U.S. and Canadian currency). For more details, contact Chairman Amaya by calling (509) 628-8844. IWC 2002, the "Unlimited Convention," will coincide with the "Unlimited Hydroplane" race series. Guests can extend their stays a few days to enjoy the Columbia Cup hydroplane race, one of the fastest sports on the planet.

AUGUST 4-7... National Association of State Legislative Board Chairmen Annual Meeting

To be held at the Thunderbird Hotel and Convention Center, 2201 East 78th St., Bloomington, Minn. A room rate of \$85 per night has been secured, and reservations can be made by calling (800) 328-1931. The hotel provides a 24-hour shuttle service from the Minneapolis/St. Paul Airport. For more details, please contact NASLBC Secretary-Treasurer Perry Renfro at: <perryrble@alltel.net>.

AUGUST 18-22... 64th Annual Eastern Union Meeting Association, Wilkes-Barre, Pa.

Arrangements Chairman Ken Kertesz and members of BLE Division 263 will host the 2002 EUMA in Wilkes-Barre, Pa., at the Woodlands Inn & Resort. Nestled in the Northeastern Poconos, members will enjoy a discounted room rate of \$95 per night (plus tax) for a single or double. Room rates include a fully cooked breakfast each morning and a shuttle service to and from the Wilkes Barre-Scranton International Airport. Reservations can be made by calling (570) 824-9831 or (800) 762-2222. Be sure to mention the EUMA in order to receive the discounted room rate. Tentative activities include golf tournament, formal banquet and a tour of the Poconos. For details, contact Brother Kertesz by phone at (570) 675-2417 or by e-mail at: <kkertesz@adelphia.net>. (Registration forms provided on Page 7 of this issue.)

SEPTEMBER 23-26... 67th Annual Southwestern Convention Meeting, Ft. Worth, TX

Chairman Mark Banton and members of BLE Division 500 host the 2002 SWCM, to be held at the Radisson Hotel, 815 Main Street Fort Worth, TX 76102. Reservations can be made by calling (817) 870-2100. The tentative agenda is as follows: Monday, September 23: convention registration and golf tournament (8 a.m.); September 24: opening ceremony and barbecue dinner; September 25: workshops and formal banquet; and September 26: closed meeting and SWCM business meeting. For more details, contact Chairman Banton at (817) 641-4606.

Advisory Board May 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; Teamsters special convention & affiliation mtgs., Las Vegas; Missouri State Legislative Board mtg., National Wage/Rule mtgs., Fort Worth; NMB mtgs., Pittsburgh; TTD mtgs., Washington D.C.; Mtgs. w/ special counsel, re: NMB case; Various conference calls w/ General Chairman, re: remote control issues, NMB issue.

First Vice-President & Alternate President Edward W. Rodzwick—Assisted President in general operation of ID office; General office duties; IBT Special Convention; Mtg. w/ IBT President James Hoffa & IBT General Counsel; Mtgs. w/ NCCC, national handling; Two vacation days; Telephone and correspondence; Holiday; Phone conference w/ various engineers & trainmen on Tex Mex RR; Publications mtg.

General Secretary-Treasurer William C. Walpert—General supervision of BLE financial and record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; Mtgs. w/ vendors and financial institutions; Teamsters special convention, Las Vegas; Teamster affiliation mtgs., Las Vegas; Local Chairman training classes, George Meany Center.

Vice-President Paul T. Sorrow—Attended mtgs. w/ Norfolk Southern-Northern Lines GCofA; Assisted CSX-Eastern Lines GCofA, assisted in preparing cases for PLB 6470, SBA 1063; Executive session for PLB 6199; National wage/rules committee; Second session of SBA 1063; GTW contract negotiations; Executive session regarding Personal Leave Day award rendered in private arbitration, CSX-Eastern Lines; Assisted CSX, NS and GTW committees with various work; General office duties.

Vice-President Joseph A. Cassidy Jr.—Study & paperwork; General office duties; Conference w/ board members, PLB 6320; Mtg. w/ General Chairman Hall; Mtg. w/ management, EJ&E; Mtg. w/ GCofA, EJ&E; Public Law Board hearing; Prepare for CN (GTW) memorial service; Conference w/ President Hahs; Conference w/ 1st VP Rodzwick; Mtg. w/ LC Div. 630; Attend parade & memorial service, deliver eulogy, Flint, Mich.; Conference w/ NYS&W.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes—Washington D.C. office; IBT special convention; Missouri State Legislative Board mtg.; Amtrak Lobby Day, Washington, D.C.; Rail Labor chiefs mtg., D.C.; Texas State Legislative Board; FRA PTC mtgs., Denver; Railroad Crafts Scholarship fund raiser, Ft. Worth, Texas; Vacation.

Vice-President Merle W. Geiger Jr.—Assigned to following properties: KCS; Midsouth; South Rail; Gateway Western; Springfield Terminal; Mtgs. at Vicksburg and Meridian, MS, Midsouth Rail (Divs. 326, 593) and Southrail Corp. (Div. 450) regarding status of UTU petition on KCS currently before NMB; Mtgs. at Collinsville, Ill., Mexico, Mo., and Kansas City, Gateway Western (Div. 8 and 109) regarding status of UTU petition on KCS currently before NMB; Mtgs. in Cleveland regarding contract negotiations on Indiana & Ohio Railroad; Review of Awards from latest session of PLB 6145 (Springfield Terminal); General office duties and paperwork.

Vice-President Stephen D. Speagle—BNSF/ATSF arbitration/PLB; Wabash Hospital Assoc. mtgs., Decatur, Ill.; BNSF on-property negotiations and arbitration/PLB, Ft. Worth; General office duties; Negotiations w/ MRL, re: Early retirement insurance; Mtg. w/ BNSF mobilizers; Mtgs. w/ BNSF GCofAs; Division 155 (NS) retirement dinner.

Vice-President E.L. "Lee" Pruitt—Assisted general chairman & members of the following properties: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; Tacoma Belt; General office duties; PLB 4450, PLB 4451 & PLB 4452, Houston; Assist General Chairmen & members, UPRR/Tacoma Rail; Remote control mtgs, UP-North, Kansas City, assisting GC Rightnowar & members; Remote control mtgs. w/ UP management; Work/rest mtgs. w/ UP management.

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; Various NRAB arbitration, Chicago; Local Chairman's Seminar, NS-E, Roanoke, Va.; Section 3 Subcommittee, NRAB, Chicago; NRAB, UP-various (multiple claim-single issue disputes), Chicago; IHB general assistance, agreement negotiation, Chicago; ORBA, Metra disability insurance mtg.; CN/IC negotiations; L/M committee, CN/WC; IHB general assistance, Joliet (UP interchange dispute); Remote control case research; Nat'l. Academy of Arbitrators mtg., Section 3 committee, Pittsburgh, Pa.; FRA Part 240.409 cases this month: EQAL 01-23 (UP); 01-06 (CSX); 00-51 (UP); 00-67 (UP); 99-15 (CSX).

Vice-President Dale McPherson—UP Eastern Lines; CP/U.S. (Soo); I&MRL; M&NA; LP&N; Longview Sw. Co.; TRRA-St. Louis; General office duties, telephone, correspondence; Mtg. w/ Gen. Chrmn. Browning, B&S RR, Birmingham, Ala.; Contract negotiations, B&S RR; NCCC/BLE negotiations, Ft. Worth; Mtg. w/ GC Priestler, IMRL/DME sale, Kansas City.

Vice-President & Canadian Director Gilles Hallé—Ottawa Office; Senior Advisory Committee, EFAP, Halifax; CN-West GCofA mtg., Edmonton; CCROU mtg., Calgary; CN pension board mtg., Calgary; CN L.T.D. mtg., Calgary; Mtgs. w/ CN Rail, Montreal; Mtg. w/ Division 753 officers, Quebec City; RCTC conciliation, Montreal; Medical exam, Quebec City; Mtg. w/ J. McBain, CN Rail.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; National Legislative Board-Canada; CIRB hearing, re: Ferroquius Railway Co.; CN senior policy health & safety mtgs., Montreal; Railway safety consultative hours of service mtg., Ottawa; Legislative update seminar, Ottawa; Mtg. w/ Division 295, Toronto; BLE LTD trustee mtg., Toronto; CLC health & safety caucus, Ottawa; HRDC/CLC senior health & safety cmte. mtg., Hull; CCROU fatigue management mtgs., Calgary; CCROU/CP Rail fatigue management plan mtg., Calgary.

Decertification Helpline

(800) 393-2716

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Brotherhood of Locomotive Engineers
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 VOLUME 16 • NUMBER 6 • JUNE 2002

THE LOCOMOTIVE ENGINEER NEWSLETTER (ISSN No. 0898-8625)
 is published monthly by the Brotherhood of Locomotive Engineers,
 1370 Ontario Street, Cleveland, OH 44113-1702.
 Periodicals postage paid at Cleveland, OH and additional mailing offices.

POSTMASTER: Send address changes to
 BROTHERHOOD OF LOCOMOTIVE ENGINEERS
 Records Department, 1370 Ontario Street, Mezzanine
 Cleveland, OH 44113-1702.

PERIODICALS POSTAGE PAID AT CLEVELAND, OH and additional mailing offices