

THE LOCOMOTIVE ENGINEER NEWSLETTER • JULY 2001

Members to vote on merger

BLE, UTU to send merger proposal to membership

Leaders of the two unions representing railroad operating and other transportation employees in the U.S. and Canada — the Brotherhood of Locomotive Engineers (BLE) and the United Transportation Union (UTU) — announced on July 23 that agreement has been reached to merge their unions, subject to ratification by each union's membership. In a telephone conference call Sunday afternoon, the BLE's Advisory Board authorized the union to submit the proposal to the membership.

In announcing the proposed merger, BLE International President Edward Dubroski and UTU Interna-

tional President Byron A. Boyd, Jr., issued the following joint statement:

"After 3 1/2 years of on-again, off-again discussions, it's time for the members of both unions to decide on the question of merger. We are asking our members to approve the creation of the largest combined rail, bus and air union in North America. It joins the best of the proud, historic and democratic principles embodied in both the BLE and the UTU, and has as its goal the protection and advancement of each of the autonomous crafts in which our members work.

"The merged union would produce substantial financial savings by ending

hostilities that have distracted both of us from doing what we are paid to do — represent our members' interests with railroads and other transportation companies — and by providing for streamlined operations. Most importantly, the new union would vastly enhance our power and influence at the bargaining table, in state legislatures and provincial parliaments, and in the halls of national legislatures in Washington and Ottawa."

The merged union would be named the United Transportation Union - Brotherhood of Locomotive Engineers (UTU-BLE), and the logos of both unions would be retained. The Unifica-

tion Agreement, Constitution and a ratification ballot are being prepared for mailing to the active members of each union.

If approved, the merger would become effective on January 1, 2002. UTU-BLE would have approximately 185,000 members, and would be the bargaining representative for all unionized rail operating employees in the U.S. and Canada, yardmasters, Canadian rail traffic controllers and thousands of other railroad, bus, air and mass transit workers in both countries.

Members will receive more details via U.S. mail, and timely updates will be provided on the BLE website. •

Get out the vote on H.R. 1140!

As this issue of the *Newsletter* was going to press, it was announced that the U.S. House of Representatives may schedule a floor vote on H.R. 1140 as early as July 30 or 31.

BLE and GIA lobbyists spent the latter part of July urging everyone to contact their members of Congress to ask that action be taken on measure, known as the Railroad Retirement and Survivors' Improvement Act of 2001, before the House of Representatives begins its August recess.

The House will be out of session for a month-long recess from August 4-September 4; therefore, there is little time left for considering this much-needed piece of legislation. After this recess, there is only a month left before the October 5 target for adjournment until after the first of the year.

Contact information for Representatives is available via the Internet at: <<http://www.house.gov>>.

Members can also contact their Representatives through the Capitol switch-

board at (202) 224-3121.

H.R. 1140 was released without consideration by the House Ways & Means Committee on July 12.

The good news is that the Ways & Means Committee released H.R. 1140 without amendments, and a "clean" version of the bill is what rail labor lobbyists wanted all along.

As of July 27, H.R. 1140 had 371 co-sponsors. In the Senate, S. 697 has 72 co-sponsors. The 65 Representatives and 28 Senators who are not co-sponsoring the measure are listed on the BLE website.

H.R. 1140 would reduce the vesting requirement under the Railroad Retirement system from 10 years to five, eliminate the actuarial reduction for those who retire prior to age 62, increase surviving spouses' annuities, and eliminate the Railroad Retirement maximum.

A letter written by the

daughter of a Railroad Retirement widow appears on Page 6 of this issue. It explains first-

hand the need for H.R. 1140 and the importance of increasing the surviving spouses' annuities.

On July 25, House Budget Committee Chairman Jim Nussle (R-IA) removed H.R. 1140 from the House calendar, announcing he was opposed to the bill for budgetary reasons.

A quick grassroots effort by BLE & GIA members, and the rest of rail labor, forced Nussle to put the bill back on the calendar. A vote is now tentatively scheduled, under suspension of the rules, for July 30 or 31.

For late-breaking information on this of important piece of legislation, BLE and GIA members are encouraged to visit the BLE website at: www.ble.org.



Committee revises nomination process

A committee appointed by BLE President Edward Dubroski has issued recommendations to reform the process by which candidates are nominated for International office, as required by Section 14.3 — Ritual of the BLE Constitution & Bylaws.

In essence, the two-page recommendation reforms and standardizes the caucus process that takes place every five years during the union's International conventions.

The call for this reform came from delegates attending the Sixth Quinquennial International Convention in 1996. They passed a resolution, which was adopted as Section 14.3 — Ritual (page 210) of the BLE Constitution & Bylaws.

Section 14.3 — Ritual states: "Whereas the submitters of this resolution feel that the present system and procedures used outside the governing body of the BLE to draft candidates for office within the Brotherhood are inefficient and do not serve us well; therefore, let it be resolved that the International

President appoint a committee of 12 to resolve this problem and write a formal policy to be adopted and used at future conventions."

The recommended policy is still just a recommendation — it must be adopted by delegates attending the Seventh Quinquennial International Convention in September in order to take effect.

In essence, the recommended policy lends itself to the most efficient caucus process possible, while providing a level and equitable playing field for all candidates seeking office, consistent with the BLE's governing principles.

The caucuses are grouped by regions — Canadian, Western, Eastern and Southeastern — and serve an extremely important delegate function. The caucuses interview candidates for office and attempt to come to a consensus on supporting those candidates whom delegates believe are best qualified. The caucuses also con-

See Ritual, Page 3



LEGISLATIVE UPDATE

DC Feedback: Efficiency testing

Do you have a question about federal laws, Federal Railroad Administration rules that impact your job, or about pending legislation governing our industry? Send it to:

D.C. Feedback, Brotherhood of Locomotive Engineers
 10 G. Street N.E., Suite 480
 Washington, DC 20002

Or you can fax your questions to (202) 347-5237; or via e-mail to: bledc@aol.com.

If the BLE's National Leg-

islative Office does not have the answer on hand (such as a federal interpretation), they'll get back to you as soon as possible. Select questions and answers will be published regularly in the pages of the *Locomotive Engineer Newsletter*.

This month's installment deals with the question of efficiency tests.

• • •

Questions regarding "efficiency tests" have been raised

by several BLE members with comments regarding their necessity and the manner in which they are conducted.

"Efficiency testing" by the railroads has been conducted throughout history with the intent of maintaining the vigilance of operating personnel, determining their knowledge of the rules, and fulfilling requirements of federal law. In some cases, these tests are conducted to evaluate conformance to rules associated

with serious failures or identified problems in the industry.

For example, on June 12, 2001, the National Transportation Safety Board (NTSB), as a result of the fatal collision of Conrail freight trains on double main track near Bryan, Ohio, while operating in dense fog, issued the following recommendation to all Class I railroads:

"Include, in your operational (efficiency) testing program, specific signal

tests designed to ensure that your train crews consistently follow uniform operating procedures when they encounter reduced-visibility conditions en route. (R-01-7)"

The NTSB also issued the following to the Brotherhood of Locomotive Engineers and the United Transportation Union:

"Advise your members of the findings of the National Transportation Safety Board's investigation of the January 17, 1999, railroad accident in Bryan, Ohio, and of the criticality of complying with operating rules when operating under reduced-visibility conditions. (R-01-8 and R-01-9)"

In addition to the NTSB, the Federal Railroad Administration (FRA) proscribes requirements for efficiency testing in 49 CFR §217.9 (a). It states:

"Each railroad to which this part applies shall periodically conduct operational tests and inspections to determine the extent of compliance with its code of operating rules, timetables, and timetable special instructions in accordance with a written program retained at its system headquarters and at the division headquarters for each division where the tests are conducted."

The railroads' operational testing and inspection programs are to:

- reflect the various operating conditions on the railroad, describing each type of operational test and inspection adopted, including the means and procedures used to carry it out;
- state the purpose of each type of operational test and inspection; and
- state, according to operating divisions where applicable, the frequency with which each type of operational test and inspection is conducted.

The railroad also must retain records of individual tests and inspections, which include the date, time, place, and result of each operational test and inspection. Also, the record must identify the officer administering the test and inspection and each employee tested. These records are to be retained by the railroad for a specified period and are to be made available to representatives of the FRA for inspection and copying.

Non-Delegate Hotel Registration Form BLE Seventh Quinquennial Convention

Three Ways to Register

1. Online: <http://www.ble.org/convention/visitor>
2. Fax this completed form to: (216) 937-2781
3. Mail this completed form to:
 Non-Delegate Convention Registration
 Brotherhood of Locomotive Engineers
 Standard Bldg., Mezzanine
 1370 Ontario St.
 Cleveland, OH 44113-1702



Information

An asterisk (*) denotes required information. Application will be returned if required information is not supplied.

Last name* _____ First name* _____ MI _____
 BLE Division No.* _____
 Address* _____ City* _____ State/Province* _____ Zip/Postal Code* _____
 Phone Number* _____ Fax Number _____ E-mail Address _____
 Airline and Flight No. _____ Arrival Date/Time _____ Departure Date _____

(\$50 free for departure prior to departure date unless hotel is advised upon check-in.)

Hotel Accommodations

Deadline For Reservations: All hotel reservations must be received by August 16, 2001. Requests received after this date may incur a higher room charge. After August 23rd, all changes must be made directly with the hotel.

Hotel Reservation*

- Yes, housing is required. Please make the following reservation.
 I will be sharing a room, and the reservation is being made by
 (\$30 per night for each additional person over two)

Room Type*

- Single (\$135.00/night)
 Double/Twin (\$145.00/night)
 Towers (Bay-\$220.00/night; Ocean-\$260/night)
 Suite-Parlor +1 bdrm (\$410.00/night)
 Suite-Parlor +2 bdrms (\$525.00/night)

Smoking Preference

- Non-smoking Smoking

Payment

Room Guarantee (a personal check or credit card information must be submitted to guarantee your hotel reservation)*

- Personal Check (minimum deposit of one night's stay required — make check payable to BLE)

or Credit Card

- American Express Visa MasterCard Diners Club Carte Blanche

Credit Card No. _____ Exp. Date _____ Signature _____

Hotel Check-in is 3 p.m.

Fontainebleau Hilton Resort • September 24-29, 2001

See DC Feedback, Page 7

Committee revises nomination process for ID

Ritual

Continued from Page 1

sider support for resolutions that are before the convention.

The recommendation proposes specific dates and times for the caucuses to meet jointly and hear from candidates. In addition, the policy suggests that candidates for the BLE's Executive Committee — International President, First Vice-President & Alternate President, and General Secretary-Treasurer — be given 45 minutes per office for their presentations. Each can-

didate would be allotted five minutes to make an opening statement, and the remaining time will be used for a panel-type question-and-answer session.

The committee also recommended that all other offices be allocated a 15-minute interview session each, with three-minute presentations by each candidate followed by a question-and-answer session for the remaining time.

The recommended policy also suggests that a moderator and timekeeper be elected from each regional caucus to preside over the interview sessions.

The 12 BLE members appointed by President Dubroski to develop the rec-

ommended policy include: P.L. Wingo, Chairman, Section 14.3 Ritual Committee and Member, Constitution & Bylaws Committee, Seventh Quinquennial Convention; C.E. Anderson, I.D. Staff; D.J. Anderson, Vice Chairman, Canadian National Legislative Board; S.J. Bruno, Chairman, Eastern General Chairmen's Assoc.; G.L. Gore, Chairman, Constitution & Bylaws Committee, Seventh Quinquennial Conv.; R.A. Holmes, Chairman, U.S. National Association of State Legislative Board Chairmen; G.C. Howe, Member, Constitution & Bylaws Committee, Seventh Quinquennial Conv.; M.B. Kenny, Mem-

ber, Constitution & Bylaws Committee, Seventh Quinquennial Conv.; J.D. Mullen, Chairman, Western General Chairmen's Assoc.; E.L. Pruitt, Member, Constitution & Bylaws Committee, Seventh Quinquennial Conv.; D.J. Shewchuk, Chairmen, Canadian General Chairmen's Assoc.; and R.C. Wallace, Chairman, Southeastern General Chairmen's Assoc.

The resolution was amended by delegates at the 1996 convention to require publication of the Committee's recommendation in the *Locomotive Engineer Newsletter*. The full text of the resolution is reproduced below. •

Section 14.3 Ritual reads,

"WHEREAS the submitters of this resolution feel that the present system and procedures used outside the governing body of the BLE to draft candidates for office within the Brotherhood are inefficient and do not serve us well; therefore, let it be RESOLVED that the International President appoint a committee of twelve to resolve this problem and write a formal policy to be adopted and used at future conventions."

The Committee appointed per Section 14.3 — Ritual met on Monday, July 9, 2001. This committee was mandated when the delegates adopted the above resolution at the Sixth Quinquennial Convention in 1996. Its purpose is to recommend a policy that lends itself to the most efficient caucus process possible. We believe our recommendation should provide a level and equitable playing field for all candidates seeking office, consistent with the intent of our governing principles.

It should be understood that caucuses are essentially an ad hoc process. The process itself does not have a constitutional requirement for delegates to attend. However, clearly, all delegates are obligated to apprise themselves of all information available to them through the caucus process in order to make an educated decision when casting a vote on behalf of their division. As such, all delegates are strongly encouraged to attend both the joint caucus sessions and their own regional caucuses.

- Nominations for offices shall be on the first day (Monday) of convention week.
- Election of officers shall be no earlier than the third day (Wednesday) of convention week.

Caucuses

- Caucuses shall be limited to the Canadian, Eastern, Southeastern and Western Caucuses.
- Regional caucuses shall meet at 8 PM on the day prior to the convention (Sunday). Delegates are encouraged to make travel arrangements to arrive in time to attend this session.
- Delegates shall meet in joint session on the first and second days during convention week, between 7 p.m. and 10 p.m., to hear from candidates. From 10 p.m. to 11 p.m. on the first day, an additional question and answer session may be held for candidates, as necessary.

- First day joint caucus: (All US and Canadian Delegates) (See Rule 4(b))
Executive Committee — Each position shall be allotted 45 minutes. Candidates for respective positions shall each be limited to a five-minute presentation. Remainder of 45-minute period shall be devoted to a panel-type question and answer session.
Alt. GST — Position shall be allotted 15 minutes. Candidates shall each be limited to a three-minute presentation. Remainder of 15-minute period shall be devoted to a panel-type question and answer session.
- Second day joint caucus: (All US Delegates. Canadian delegates meeting separately) (See Rule 4(b))
Vice President — Each position shall be allotted 15 minutes. Candidates for respective positions shall each be limited to a three-minute presentation. Remainder of 15-minute period shall be devoted to a panel-type question and answer session.
Board of Appeals and remaining Alternate positions — Candidates shall be limited to a three-minute presentation.

- Regional caucuses may meet at times other than during joint sessions.

Rules for Joint Caucus Meeting

- 1) Moderator and timekeeper shall be elected from the regional caucus chairmen. Moderator may not be a candidate for office.
- 2) Joint caucus meeting shall be open to all BLE members, but only delegates are allowed to participate in the question and answer session.
- 3) Questions must alternate between candidates. Answers are limited to one minute.

4a) Candidates for each office shall speak in order of their nomination.

4b) Agenda

First day: (All U.S. and Canadian Delegates)

Candidates for International President 7 p.m.
Candidates for First Vice President 7:45 p.m.
Candidates for General Secretary-Treasurer 8:30 p.m.
Candidates for Alt. General Secretary-Treasurer 9:15 p.m.
Additional questions and answers, if necessary 10 p.m.

Second day: (All U.S. Delegates)

Candidates for Vice President 7 p.m.
Candidates for Board of Appeals and all other alternates Following VPs

Second day: (All Canadian Delegates)

Candidates for Vice President 7 p.m.
Candidates for Board of Appeals and all other alternates Following VPs

In order to maintain the integrity and fairness of this process, it is the recommendation of this committee that regional caucuses prohibit campaign speeches.

Submitted by:

- P.L. Wingo — Chairman, Section 14.3 Ritual Committee; and Member, Constitution and Bylaws Committee — 7th Quinquennial Convention
- C.E. Anderson — ID Staff
- D.J. Anderson — Vice Chairman — National Legislative Board Canada
- S.J. Bruno — Chairman - Eastern General Chairmen's Assoc.
- G.L. Gore — Chairman, Constitution and Bylaws Committee — 7th Quinquennial Convention
- R.A. Holmes — Chairman - National Assoc. of Legislative Board Chairmen
- G.C. Howe — Member, Constitution and Bylaws Committee — 7th Quinquennial Convention
- M.B. Kenny — Member, Constitution and Bylaws Committee — 7th Quinquennial Convention
- J.D. Mullen — Chairman — Western General Chairmen's Assoc.
- E.L. Pruitt — Member, Constitution and Bylaws Committee — 7th Quinquennial Convention
- D.J. Shewchuk — Chairman Canadian General Chairman's Assoc. (excused for negotiations)
- R.C. Wallace — Chairman — Southeastern General Chairmen's Assoc.

SOUTHEASTERN MEETING ASSOCIATION



From left: International Vice-President Paul Sorrow and BLE International President Edward Dubroski during the closed meeting on June 26.



F.D. "Danny" Buck, left, local chairman of BLE Division 301 (Roanoke, Va.), tends to his children while Mrs. Buck speaks with Brother T.C. Emory, local chairman of BLE Division 456 (Norfolk, Va.). Brother Emory is chairman of the 2002 Southeastern Meeting Association, which will be in Virginia Beach, Va. (see page 8 for details).



From left: International Vice-President Dale McPherson; International Vice-President William C. Walpert; and President Dubroski.



From left: C.H. Cunningham, a retired member and former local chairman of BLE Division 456 (Norfolk, Va.); Brent Boggs, Political Affairs Coordinator of the BLE's National Legislative Office; and Jean Boggs.



BLE members during Tuesday's closed meeting.



Conducting a workshop for delegates to September's International Convention is International Division Staff Attorney Tom Brennan.



President Dubroski gives his report during Tuesday's closed meeting.



LEFT: GIA officers during the GIA's closed meeting on Tuesday. From left: Teresa Johnson, SMA Secretary-Treasurer for the GIA; GIA Sentinel Mary Lee Kennedy; and GIA Guide Janie Wallace.

PINE MOUNTAIN, GEORGIA



Chairman of the 74th annual SMA, W.J. "Bubba" Spriggs.



From left: BLE President Dubroski; First Vice-President & Alternate President Jim McCoy; International Vice-President Richard K. Radek (partially obscured); International Vice-President & U.S. National Legislative Representative Leroy D. Jones; and General Secretary-Treasurer Russell W. Bennett.



From left: Brother Landon Hinkle, President of BLE Division 463 (Corbin, Ky.); Linda Hinkle; Sondra Mayne; and Brother Tommy Mayne, Chairman of the Kentucky State Legislative Board, during the banquet on Thursday evening.



BLE members during Tuesday's closed session.



Updating GIA members on the status of the Railroad Retirement & Survivors' Improvement Act of 2001 is GIA 2nd Vice-President & National Legislative Representative Becky B. Schneider. Seated to her right is GIA International President Ruth E. Pillman-Windham.



President Dubroski presents a 50-year membership pin to C.C. Griggers of BLE Division 779 (Manchester, Ga.). Brother Griggers joined the BLE on June 17, 1951 and retired on June 22, 1989.



General Chairman Lee Pruitt, Union Pacific-Western Lines, examines antique railroad pocket watches at one of the booths during the convention.

Widow's story

The daughter of a railroad widow tells us why H.R. 1140, S. 697 are so important and need to become law

BLE Editor's Note: The following letter was written by the daughter of a railroad widow, who wished to remain anonymous. The intent is to explain the need for improved widows' benefits under the railroad retirement system and to encourage support for H.R. 1140 and S. 697.

These are not nameless faces. These are real widow's stories.

As a retired widow's daughter, I was asked what my mother and her friends feared most in their current financial situation. Their response was, "not having enough to eat!" After interviewing them, this is what they had to say, along with my own personal experiences.

They all ran out of money about a week to a week and a half before the next check arrived. Can you imagine? This does not include other necessities such as clothing, doctor visits, and medicine. My mother spends an average of \$300 out-of-pocket per month on medicine alone and that is with Medicare and a supplemental insurance policy.

God forbid they should need a plumber. Maintenance and repairs on their cars and home are not done because there is no money for such "luxuries." Almost all of the elderly people I know wear glasses — what happens when they need new ones or a new prescription? At the end of the year when property taxes are due, those that still have their own homes have difficulty paying those taxes. They cannot set money aside when they don't have enough for monthly expenses! Many other widows are in the same situation as my mother — not because they didn't save for their retirement — but because nursing home expenses and expenses of final care ate up their savings.

Some folks ask why they don't move into an assisted living environment? The answer is because their retirement checks are too small. While assisted living does give you a roof over your head, meals, and utilities, it does not pay for the supplemental

health insurance policy, medication, clothes, toiletries or other of the necessities. Some of my mother's friends chose assisted living and were able to get by the first year. Unfortunately, they didn't count on the terms changing and now they don't have enough money to pay their expenses.

These widows are not indigent or homeless, but they are very close to the edge. They have a constant, nagging worry of where the money will come from for their every day necessities. No wonder they all suffer from high blood pressure!

In my mother's case, she will never go hungry or be without a place to live as long as I am alive, but she does have a great deal of pride and treasures her independence. I try to help when and where I can, but I have to be careful and sensitive of my mother's feelings.

How can such a system be so cruel as to put these ladies in such a position? They are still at the stage in life where they should not have to depend on their families to make ends meet.

I could go on and on, but I won't. Suffice it to say it is a crying shame what these elderly women have to endure. I think those who are opposed to this bill (H.R. 1140, S. 697) should try to go about their daily activities without a single penny in their pocket or checking account for an entire week. Make it so they can buy nothing and cannot stock up for the trial. They should also say a little prayer that nothing goes wrong with their health, their home or their car.

For our Congressmen, Senators and those of us still in the workforce, we have the comfort of knowing such a trial is only temporary and there is a light at the end of the tunnel. For these widows, it's a way of life. Not only is there no relief in sight, but they have endured this situation far too long.

These women don't want charity — they want what should be rightfully theirs through the Railroad Retirement pension fund.

Support H.R. 1140 and S. 697!

Divisions must be 'square on the books' to seat delegates

With the upcoming Seventh Quinquennial BLE International Convention, all BLE divisions are reminded of the importance of their secretary-treasurers filing their monthly dues reports in a timely fashion.

Section 22, page 25, of the BLE Constitution & Bylaws states: "Any delegate whose division is not square on the books and any division that has not paid its pro rata assessments, as provided in the Constitution and Bylaws, also its indebtedness to other divisions, shall not be allowed a seat in the I.D."

The convention begins September

24. It is essential that each division ensure that its July 2001 International Dues Remittance report is received by the International Division prior to September 24.

All BLE division presidents and secretary-treasurers were formally reminded of this constitutional requirement in a letter dated July 3 from General Secretary-Treasurer R.W. Bennett.

The International Convention, held once every five years, will take place at the Fontainebleau Hotel in Miami, Fla., from September 24-28, 2001. •



Official logo for the BLE's Seventh Quinquennial International Convention

NEWS BRIEFS

Canada OKs CN merger with Wisconsin Central

MONTREAL — Canada's antitrust regulator has approved Canadian National Railway's \$800 million merger with Wisconsin Central Transportation Corp., leaving U.S. approval as the final big hurdle to the takeover deal, the railway said on July 10.

CN, which is Canada's largest railway and the fifth largest in North America, said the Competition Bureau in Ottawa had approved the merger. The U.S. Surface Transportation Board (STB) has deemed the deal as a "minor" transaction and is expected to make a final decision by Sept. 7, if no environmental assessment is required and there is no oral argument, CN said.

The STB's designation of the CN-WC merger as minor is key to CN's chances of gaining U.S. approval, as the regulatory agency has imposed tough new rules on major rail mergers. •

Amtrak looks for additional revenue

WASHINGTON — Amtrak is branching out in pursuit of new income to stay in business, from souvenirs to cell phone service, real estate development to express package delivery.

In fact, the national railway now gets 43 percent of its revenue from non-passenger business, up from 29 percent in 1990.

Congress has given Amtrak until 2003 to wean itself from annual government subsidies, something the railway has failed to do in its 30-year history.

Amtrak's revenue from passenger trains grew by 10 percent last year, to \$1.2 billion, while revenue from other ventures grew by 15 percent, to \$886 million, according to Transportation Department Inspector General Kenneth Mead.

The outside ventures also include operating or maintaining commuter railroads for state or regional authorities. But the railroad's expenses are growing fast, fueled largely by interest from debt to buy new equipment. Amtrak's 2000 operating loss of \$944 million was the largest in its history. •

Railroad CEOs vow to improve service

WASHINGTON — Tough new U.S. rules on railroad mergers have stalled further consolidation for now and the industry is set to focus on improving service and winning back customer and investor confidence, two top North American railroad executives told a Senate panel.

Chief executives John Snow of CSX Corp. and Paul Tellier of Canadian National Railway Co. told the Senate Surface Transportation Subcommittee that the industry is poised to enter into alliances that provide many of the benefits of mergers without the regulatory hassle and disruptions in service. •

Constant vigilance required for unannounced efficiency tests

DC Feedback

Continued from Page 2

The Code of Federal Regulations (49 CFR Part 240, Qualification and Certification of Locomotive Engineers) also includes requirements for "efficiency testing," under §240.129 (criteria for monitoring operational performance of certified engineers) and §240.303 (operational monitor-

ing requirements).

According to these sections, each railroad shall have procedures for monitoring the operational performance of a locomotive engineer in either train or locomotive service and conducting unannounced operating rules compliance tests. The procedures shall be designed to determine that the person possesses and routinely employs the skills to safely operate locomotives

and/or trains, including the proper application of the railroad's rules and practices.

The monitoring program is to be designed so that each engineer shall be annually monitored by a Designated Supervisor of Locomotive Engineers.

The program is to be designed so that the locomotive engineer either is accompanied by the designated supervisor for a reasonable length of

time or has his or her train handling activities electronically recorded by a train operations event recorder.

The designated supervisor may ride with the locomotive engineer, or the test can be conducted while at the controls of a Type I or Type II simulator programmed to replicate the responsive behavior of the type of train normally operated on that railroad or segment of railroad.

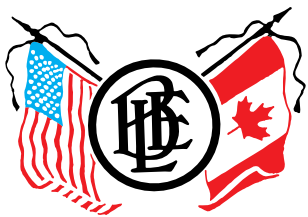
The testing and examination procedures selected by the railroad for the conduct of a monitoring program shall be designed so that each locomotive engineer shall be given at least one unannounced test each calendar year. These tests are designed to test engineer compliance with provisions of the railroad's operating rules that require response to signals that display less than a "clear" aspect, if the railroad operates with a signal system that must comply with 49 CFR Part 236 (most signal systems).

In addition, the monitoring is to be designed to test engineer compliance with provisions of the railroad's operating rules, timetable or other mandatory directives that require affirmative response by the locomotive engineer to less favorable conditions than that which existed prior to initiation of the test. They are designed to test engineer compliance with provisions of the railroad's operating rules, timetable or other mandatory directives, violation of which by engineers were cited by the railroad as the cause of train accidents or train incidents in accident reports filed as required by FRA that occurred in the preceding calendar year.

The administration of these tests is to be distributed throughout whatever portion of a 24-hour day that the railroad conducts its operations; and designed so that individual tests are administered without prior notice to the engineer being tested.

FRA considers the failure of an engineer to pass a properly conducted operational test as subject to 49 CFR §240.117 and may result in decertification. FRA does not consider improper operational tests (those that would be impossible to comply with) to be legitimate tests of operational skills or knowledge of the rules.

Efficiency tests, based on tradition or current legal requirements, are a part of our workplace. Locomotive engineers and other operating personnel must be vigilant to observe all rules and comply with each of them as if our lives and jobs depend on it — because they do. •



2001 Brotherhood of Locomotive Engineers 66th Annual Southwestern Meeting Association Pre-Registration Form

September 9-13, 2001

Name: _____ BLE Div.: _____ Title: _____

Spouse: _____ BLE Div.: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Convention Fee: \$70.00 per person. Number of persons: _____

Make checks payable to: 66th S.W.C.M. Total: _____

Mail pre-registration form to: **R.T. Windsor, Regional Treasurer**
202 Maple
Frontenac, KS 66763

Pre-registration is due by September 1, 2001. Registrations postmarked after date and on site at the convention will have an additional \$25.00 per person charge for a total of \$95.00 per person convention fee.

There will be a golf outing/tournament on Monday, September 10. The fee for golf is \$110.00 (non-refundable) per person. Direct questions to: R.T. Windsor, (620) 232-2755.

For those not interested in golf, the following activities will be offered on Monday:

- | | |
|------------------------------------|---|
| _____ Argosy Casino | _____ Visit the Plaza (shopping) |
| _____ Union Station (Science City) | _____ Designated Counsel Reception and Social Gathering |

Tuesday:

Wednesday:

- | | | | |
|---------------------|-------------------|-----------------------------------|-----------------------|
| _____ BRCF Luncheon | _____ New Theater | _____ Designated Counsel Luncheon | _____ Banquet & Dance |
|---------------------|-------------------|-----------------------------------|-----------------------|

Thursday:

- | | |
|---------------------|-------------------------|
| _____ L.E.&C.M.P.A. | _____ Closing Reception |
|---------------------|-------------------------|
- (Please indicate number who wish to attend in spaces provided above.)

All hotel reservations must be made directly through:

DoubleTree Hotel at Corporate Woods
10100 College Blvd.
Overland Park, KS 66210

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Ask for Special BLE rates:

Single: \$89.00 — Double: \$89.00
Triple: \$99.00 — Quad: \$109.00

(Rates do not include city and state taxes)

Any questions regarding the 66th Annual SWCM can be directed to:

Randy Schneider, Chairman: (913) 681-3771

— or —

John Zawacki, Division Coordinator

Phone: (913) 287-9876; E-mail: SWC2001JZ@msn.com

2937 N. 52nd Street

Kansas City, KS 66104-2108

BLE NEWS

New documentary seeks input from retired engineers

Steam/diesel engineers preferred

An upcoming documentary film will record the experiences of veteran locomotive engineers around the country during the last 50 years, and BLE members are asked to share theirs.

According to Doug Kirkpatrick of Streamliner Productions in New York, work on the film began in 1998 when his production photographer recorded the last day of service of D&H veteran Bernie O'Brien. Known as something of a legend in northeast U.S. railroad circles, O'Brien was finishing up 50 years of continuous service on the D&H. His recollections inspired Kirkpatrick to begin a series of interviews with retired engineers around the country.

"There is something extraordinarily special about the railroad experience that far transcends the operational and historic aspects of the industry and the craft," says Kirkpatrick. "People who haven't even ridden on a train can still appreciate the wonder and awe of what these veterans went through. That's because they had a human experience of life and work and community that is compelling in its uniqueness. People will understand that when they see it. That's what this film is about."

As it happens, O'Brien and Kirkpatrick are volunteer train service colleagues at Steamtown National Historic Site, a unit of the National Park Service in Scranton, Pa. "Over a beer at the end of the day, Bernie and his peers would open up and recall the most hilarious and poignant stories about people they worked with, things that happened to them and the memorable characters they met along the way. These recollections reflect the very human element of the work they did. I was fascinated and felt something should be done to capture this sort of

personal history before Bernie and his generation are gone forever."

"Railroad engineers are enigmatic to most people, creatures unfairly simplified by popular culture whose real work is a mystery. The film we're doing will become an opportunity for audiences to get very related to the gritty experiences railroad engineers have of the work they did, the people around them and the land they saw from the windows of the locomotives they ran," says Kirkpatrick. "People will also get to see themselves through the eyes of the railroaders being interviewed. Railroad experiences serve as powerful metaphors of life in the communities we live in."

The title of the program has proven to be a vexing challenge for the production team. "We began with 'The Last of the Railroaders' because O'Brien's retirement seemed to us like the end of a generational distinction in railroading — he is one of the few remaining locomotive engineers who began during the sunset of steam power in the U.S. and continued on through the industry upheavals in the 70's and 80's until his retirement 50 years later. But we realized that that title is deceptive relative to the thousands of men and women who go to work on the railroad today."

Production is slated to begin in early 2002. BLE members who began their careers on steam locomotives and who are interested in sharing their recollections of life on the road throughout their careers are encouraged to send their contact information via email to Doug Kirkpatrick at:

<stream@bellatlantic.net>.

A brief outline of the documentary is available online at the following:

<www.streamlinervideo.com/pages/PP_LastRailroaders.html>. •

JULY 2001 CALENDAR & EVENTS

AUGUST 20-24, 2001... Eastern Union Meeting Association in Atlantic City, N.J.

At the Tropicana Hotel & Casino, (800) 247-8767. See page 7 of May 2001 Locomotive Engineer Newsletter for registration forms and more details. Hotel registration deadline is August 1; meal package and golf tournament registration deadline is August 12. Be advised that meal packages are available on a first come, first served basis. Contact EUMA Arrangements Chairman Sonny Kertesz at (732) 458-7642 or at <sonny912@aol.com>.

SEPTEMBER 9-14, 2001... 66th Annual BLE-GIA Southwestern Convention Meeting

See page 7 this issue for pre-registration form and other details. Randy Schneider hosts this year's SWCM, which will be held at the Double Tree Hotel at Corporate Woods in Overland Park, Kan. Activities include the annual golf tournament and banquet, plus shopping at The Plaza and a trip to the Argosy Casino. Members interested in attending can contact Brother Schneider at (913) 681-1789. Hotel room rates are \$89 per day. For reservations, contact the Doubletree Hotel at: (913) 451-6100 or (800) 222-TREE.

SEPTEMBER 24-29, 2001... BLE Seventh Quinquennial International Convention

At the Fontainebleau Hotel in Miami, Fla. See April 2001 Newsletter for official list of delegates. See related articles on pages 1 and 2 of this issue.

Plan ahead for 2002....

JUNE 16-20, 2002... 75th Southeastern Meeting Association in Virginia Beach, Va.

Chairman T.C. Emory is hosting the 2002 SMA at the Virginia Beach Resort Hotel & Conference Center from June 16-20, 2002. Discount room rates of \$99 per night have been secured and reservation deadline is May 24, 2002. Reservations can be made by calling (800) 468-2722 (in Virginia please call (800) 422-4747). For pre-registration form, please contact SMA 2002 Chairman T.C. Emory at 4912 Euclid Rd., Virginia Beach, VA 23462.

Advisory Board June Activity

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

International President Edward Dubroski—International Office: General supervision of BLE activities; Publications committee; International Western Convention; BNSF GCofA mtg.; Advisory Board mtg.; Mtg. w/ Amtrak GC Kenny, re: Amtrak financial situation; Southeastern Meeting Association.

First Vice-President & Alternate President James L. McCoy— FVP duties, contacted GCofAs, SLBCs, telephone calls, correspondence, etc.; Publications committee; IWC; SMA.

General Secretary-Treasurer Russ Bennett—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; CP GCofA mtg., Calgary; Div. 88 mtg., North Platte, Neb.; Union Privilege mtg.; Advisory Board mtg.; SMA.

Vice-President Paul T. Sorrow—Assisted GTW, CSX, NS committees in various issues; Mtg. w/ Chief Transportation Officer of CN/IC and GTW General Chairman; SMA; Employee member of PLB No. 7186; Review and finalize cases for SBA 1063 and 6199.

Vice-President Joseph A. Cassidy Jr.—Mtg. w/ management of DM&R; Work on PLB cases; Mtg. w/ DM&R general chairman Delano; Mtg. w/ members of Div. 163; Mtg. w/ GC D. Hall, EJ&E; Mtg. w/ EJ&E management & grievance cmte.; Met w/ members of Div. 520; EJ&E PLB; Mtg. w/ GC Kenny; Amtrak GCA mtg.; Served as parliamentary, Amtrak GCA mtg.; IWC; Mtg. w/ Western General Chairmen.

Vice-President & U.S. Nat'l Legislative Representative Leroy D. Jones—Washington office; Wisconsin State Legislative Board mtgs.; Mtg. w/ staff of Sen. Feingold's office (D-WI); Oregon State Legislative Board mtg.; TTD conference call, re: H.R. 1020; Mtg. w/ Shortline Association & AAR; Railroad Retirement coalition mtg.; Mtg. w/ staff of Senators Conrad (D-ND), Carnahan (D-MO), Clelland (D-GA); Met w/ Majority Staff, Senate Labor Cmte.; Mtg. at Amtrak Gov't Affairs office; Met w/ staff of Senators Baucus (D-MT), Grassley (R-IA), Sarbanes (D-MD), Roberts (R-KS); FRA RSAC mtg.; AFL-CIO political directors subcommittee mtg.; Mtg. Mark Dysart, President, HSGTA; Receptions, Cong. Johnson (D-TX), Oberstar (D-MN), Allen (D-ME), Thompson (D-MS), Gilman (R-NY), Kaptur (D-OH); Mtg. at APTA; Mtg. w/ Tom Dwyer, NARVRE; Railroad Infrastructure mtg.; Met w/ staff of Cong. Clements (D-TN); Mtg. w/ Dr. Mallino Sr.; AFL-CIO political directors mtg.; NARP reception; Mtg. w/ Wash. Reps., NCSL; Mtg. w/ NJ Gubernatorial candidate McGreevey; Mtg. w/ Cong. Rahall (D-WV); Mtg. w/ Louise Lucas, Democrat Candidate for Congress, 4th District, Va.; NASLBC mtg.

Vice-President William C. Walpert—ID Office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; Mtg. w/ KCS GC Parker & LCs; Local chairmen workshop, Phoenix, Ariz.; Local chairmen workshop, Meany Center, Silver Spring, Md.; IWC, Denver.

Vice-President Edward W. Rodziewicz—ALRR section 6 notices, w/ GC J. White; NS-Eastern Region; Mtg. w/ VGC Thompson; Assignment under direction of President Dubroski; Conrail GCofA mtg.; PLB 5527, DH/ST, Boston; General office duties; IWC.

Vice-President Don M. Hahs—BNSF system including MRL, UP South & West, SP East & South, SSW, DLGW, Tacoma Belt, Pac Harbor Belt; General office duties; BNSF (SLSF) GCofA mtg.; UP South, various seniority issues; BNSF PLB, GC. Geiger; BNSF-MRL wage/rule negotiations; BNSF on-property wage/rule negotiations; UP South town hall mtg.; IWC.

Vice-President Richard K. Radek—International 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; Paduca & Louisville; Chicago Central & Pacific; General assistance, IHB/METRA; Local Chairmen's workshop, Phoenix; Metra claims screening conf.; Local Chairmen's workshop, Meany Center, Silver Spring, Md.; WC general assistance; IHB negotiations assistance; IWC; FRA 240.219 dockets, EQAL 98-76, 98-84, 99-15, 00-41.

Vice-President Dale McPherson—I&M Rail Link; CP Rail/SOO, UP East Lines; Indiana Railroad Co.; M&NA; LP&N, Longview Sw. Co. TRRA-St. Louis; Pacific Harbor Line; General office duties; BNSF safety summit, Ft. Worth; BNSF (former SLSF) GCofA mtg.; Contract negotiations, GC C.L. Roy; CP Rail/ US contract negotiations, G.C. M.D. Priestner; IWC.

Vice-President & Canadian Director Gilles Hallé—Ottawa Office; International Western Convention; RCTC mtg.; CP-East GCofA mtg.; CP-West GCofA mtg.; Advisory Board mtg.; CN-Central GCofA mtg.; VIA Rail mediation; CN shortline negotiations.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; Canadian National Legislative Board; Triennial mtg. of Quebec Legislative Board; LTD trustee mtg.; Mtg. w/ Shields, re: Capital Railway; Triennial mtg. of Ontario Legislative Board; Met w/ Divisions 243 and 631; Via Rail safety & health committee mtg.; IWC.

Decertification Helpline

(800) 393-2716

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 VOLUME 15 • NUMBER 7 • JULY 2001

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
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 CLEVELAND, OH
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