

# THE LOCOMOTIVE ENGINEER NEWSLETTER • JULY 2002

## Procedures set for remote control arbitration

The Brotherhood of Locomotive Engineers announced on June 25 that it has negotiated a set of procedures to be followed in upcoming arbitration hearings, which will determine whether Locomotive Engineers or trainmen have the right to operate remote control technology.

The tripartite arbitration decision — between the BLE, United Transportation Union and six railroad companies (BNSF, Conrail, CSX, KCS, NS and UP) — was reached after months of negotiations. The UTU is a party to the hearing because its collective bargaining agreements, as well as BLE's, are involved

in the dispute. UTU was also a part of the January court ruling issued by the U.S. District Court in Chicago.

"The BLE is going to work hard and fight aggressively to keep Locomotive Engineers from losing their jobs," BLE International President Don M. Hahs said.

The three parties could not agree on a single question to pose to the arbitrators, so each party submitted its own question. The merits arbitration panel will render a decision on the questions posed on page 6 of the arbitration agreement.

The BLE question states, "The assignment of

other than locomotive engineers to operate locomotives via remote control in connection with the movement of cars, trains and/or engines in terminal operations is a violation of the exclusive rights of locomotive engineers to perform such service pursuant to existing BLE Agreements and established practice."

Due to the timelines established in the agreement, it is expected that the dispute will be resolved around the end of the year.

A copy of the six-page arbitration agreement is available on the BLE website. •

## BLE scores Tex Mex victory

A majority of workers on the Texas-Mexican Railway selected the Brotherhood of Locomotive Engineers as their designated collective bargaining representative in a National Mediation Board certified election on July 15.

One-hundred and nine of 115 eligible voters cast ballots, and a 60-49 majority voted for the BLE over the United Transportation Union.

BLE International President Don Hahs recog-

nized the many Tex Mex employees who spent time campaigning for the BLE. He also thanked Special Representative Tom Miller for helping guide the representation election to a successful conclusion. He also thanked the AFL-CIO and the International Brotherhood of Teamsters for assisting in the BLE's organizing campaign.

Following the victory, President Hahs revealed portions of the BLE's organizing strategy that made the campaign a success. He said the

BLE's affiliation with the AFL-CIO and its pending merger/affiliation with the Teamsters swayed many votes in favor of the BLE.

The AFL-CIO and IBT participated in the BLE's letter writing campaign, and letters from AFL-CIO President John Sweeney and Teamster President James Hoffa were delivered to all Tex Mex employees.

These letters explained why the Tex Mex workers should support the BLE over an organization not affiliated with the AFL-CIO, and stated

that a fight against the BLE is a fight against all of labor.

"I thank Presidents Sweeney and Hoffa for their participation in our organizing drive," President Hahs said. "Their letters had a tremendous effect."

President Hahs also thanked AFL-CIO President Sweeney for dispatching organizer Ed Tynes to the property to assist the BLE. He spent a great deal of time in the field with Tex Mex

See Tex Mex, Page 7

## Hahs testifies at Senate hearing on rail safety, fatigue

BLE President Don M. Hahs told the Senate's Surface Transportation Subcommittee that the Brotherhood of Locomotive Engineers has created a fatigue counter-measure plan that would greatly improve safety in the railroad industry.

Drawing a link between safety of employees and the economic health of railroad companies, President Hahs spoke at length about worker fatigue at a hearing on July 10. Citing unreliable work schedules, under-staffing, and Hours of Service loopholes, the BLE President noted that there are many causes of fatigue, but said that each employee has an individual threshold for tolerating it.

The three-pronged BLE approach to eliminating fatigue would focus on education, information and empowerment. It would empower rail operating employees with the right to call off work if they are fatigued after completing a set amount of work each month.

The BLE President asked that Congress serve as a mediator and facilitator to bring the essential parties together to address fatigue as a way of improving rail safety. He also noted that the Hours of Service Act covers rail workers but not workers employed by outside contractors, who often perform the same work as railroad em-

See Senate, Page 8

## BLE, Rail Labor fighting to save Amtrak

Bankruptcy threatens 23,000 Amtrak jobs; Members asked to contact Congress, White House

BLE International President Don M. Hahs is working steadily to secure funding for Amtrak that will keep the national passenger railroad on track now and in the future.

In mid-June, Amtrak President David Gunn announced that the railroad would discontinue service nationwide if it did not receive \$100 million in emergency funding. Following the announcement, President Hahs and other rail and transportation union leaders scrambled to help save the national passenger railroad from bankruptcy.

During the last week of June in Washington, D.C., President Hahs and key BLE



BLE legislative and political leaders were joined on Capitol Hill by Teamster General President James Hoffa in a lobbying effort to save Amtrak. Front row, from left: Dale McPherson, BLE Vice-President; John Mullen, BNSF General Chairman; James Hoffa, IBT General President; Don Hahs, BLE International President; Ken Kertesz, Pennsylvania State Legislative Board Chairman; and Brian Gallaher, Secretary of the New York State Legislative Board. Back row, from left: John Tolman, assistant to the International President; Darrell Blake, West Virginia State Legislative Board Chairman; J.T. Norris, Virginia State Legislative Board Chairman; Raymond Holmes, BLE Vice-President & U.S. National Legislative Rep.; and Tommy Roberts, Conrail General Chairman.

(Not all BLE participants are pictured; Photo courtesy Steven K. Ostrowski, Secretary-Treasurer, BLE Division 127.)

See Amtrak, Page 2

# BLE NEWS

## CN reaches another ground-breaking agreement with BLE

Canadian National (CN) and the Brotherhood of Locomotive Engineers (BLE) announced the signing of a progressive labor agreement covering 415 locomotive engineers who work on CN's former Illinois Central properties in the United States.

The tentative agreement — modeled on one ratified by BLE members on CN's Wisconsin Central Division earlier this year — would eliminate all prior work rules and agreements in exchange for guaranteed time off and

job security for all BLE members currently qualified as locomotive engineers. The new agreement would also see engineers paid an hourly wage, a modernization of the mileage- and rule-based compensation system that dates from the era of the steam locomotive but remains standard in the rail industry.

The three-year agreement, which is subject to BLE ratification, would take effect Aug. 1, 2002.

Rick Radek, BLE international

vice-president, said: "This agreement mirrors the success we had in negotiating a new compensation model for our members on CN's Wisconsin Central Division. This innovative approach to rail industry wage and working conditions will improve labor relations on the railroad and secure a better balance between work and home life for our members."

E. Hunter Harrison, CN's executive vice-president and chief operating officer, said: "The fresh and innovative

thinking displayed by both the BLE and CN labor relations officers is relegating age-old labor-management practices to the past. This is an important step in an industry whose traditionally complex labor agreements for train and engine employees have for years generated misunderstanding and confrontation. With this agreement, CN achieves greatly enhanced employee productivity while BLE members obtain job security and significant lifestyle improvements." •

## BLE, BNSF sign agreement to create new era in employee safety

The Brotherhood of Locomotive Engineers (BLE) and The Burlington Northern and Santa Fe Railway Company (BNSF) announced an agreement in June that will launch a new era in railroad employee safety programs.

Through the agreement, which has been ratified by BLE members, a new safety culture will be introduced that focuses on the active participation of employees and BLE and BNSF leadership working as a team to create a safer workplace. The agreement also establishes an approach to discipline that further stresses training and counseling instead of punitive discipline.

"The BLE is happy to be a full partner with BNSF when it comes to safety," BLE International Vice-President Stephen Speagle said. "Accidents cost BNSF millions of dollars each year, but they cost our members their lives. The joint agreement — ratified

by BLE members and negotiated by the four BLE general chairmen, with the assistance of the International Division of the BLE — will allow our members to fully participate in creating a safer working environment."

The agreement provides for BLE-represented safety people to assure that the agreement's procedures are being implemented and interpreted uniformly across BNSF's 33,000-route-mile system. Safety forums at different BNSF locations will address conditions that have to be corrected to improve safe production, replacing the previous reporting, cataloging and investigative process.

Workplace coaching, counseling and retraining will replace the existing discipline process for non-repetitive and non-serious rules violations.

"This agreement represents a fundamental change in our approach to safety for operating em-

ployees," said M. David Dealy, BNSF's vice president, Transportation. "Both BLE and BNSF will focus on root cause analysis and corrective action to prevent injuries caused by behavior as well as injuries caused by environmental conditions."

Brother Speagle concluded, "The BLE believes that the new approach to discipline, which places a higher emphasis on training and counseling, will also contribute to a better and safer work place.

"The overwhelming ratification of the agreement by the BLE membership is further evidence of the need for change. We are hoping the appointment of BLE Safety Coordinators and the implementation of the new agreement will provide for the change that everyone agrees is necessary.

"We are proud to work with BNSF to make the work place safer for not just our members, but for everybody working at BNSF." •

### Amtrak

Continued from Page 1

legislative leaders met with dozens of congressional leaders to lobby for Amtrak funding. Key political figures, such as Secretary of Transportation Norman Y. Mineta and Amtrak CEO David Gunn, held private meetings with the BLE President.

First Vice-President & Alternate President Ed Rodziewicz and Vice-President & U.S. National Legislative Representative Raymond Holmes also participated in these high-level meetings.

In addition, more than 25 members, including several BLE State Legislative Board Chairmen and Amtrak General Chairman Mark Kenny, were called in to Capitol Hill. They assisted in the lobbying campaign, which was held in conjunction with other AFL-CIO affiliated unions under the direction of the Transportation Trades Department.

President George W. Bush ad-

ressed a special BLE-Teamster coalition of legislative and political leaders during a meeting at the White House. BLE President Hahs attended the meeting with James P. Hoffa, General President of the International Brotherhood of Teamsters. In addition to Hoffa and Hahs, other Teamster and BLE International Officers, BLE State Legislative Board Chairmen, the BLE national negotiating team, and more than 150 Teamster legislative leaders attended the Bush address. Labor Secretary Elaine Chao also spoke to the BLE-Teamster group, as did Senior Adviser to President Bush Karl Rove.

Following this meeting, the Bush Administration and Amtrak reached an agreement to keep the railroad running through September. However, many congressional supporters of Amtrak are skeptical of this plan, believing it merely delays the railroad's inevitable shutdown.

On July 10, President Hahs testified in favor of Amtrak funding at a hearing before the Senate's Commerce

Committee. He urged Congress to support short-term funding for Amtrak while endorsing its long-term survival. Congress should fund passenger rail to the same extent that it funds America's highways and airports, he said. Properly funded, Amtrak would make the promise of high-speed rail a reality.

"Make rail passenger service a viable alternative," he urged.

As this issue of the Newsletter went to press, President Hahs and all BLE leaders were still working diligently to save Amtrak.

The AFL-CIO's Transportation Trades Department is asking BLE members to contact Congress and the President to ask that they fund at least \$205 million for Amtrak to continue national service through the end of the fiscal year on September 30, and then vote at least \$1.2 billion for Amtrak in the next fiscal year 2003.

Calls to Congress can be made to the Capitol Switchboard at: (202) 224-3121. Calls to President Bush can be made at: (202) 456-1414. •

### Be On Alert!

## FRA to increase efficiency testing

The Brotherhood of Locomotive Engineers has been informed by the Federal Railroad Administration that, due to the recent increase in accidents, efficiency testing by the FRA will significantly increase immediately.

The majority of these increased efficiency tests will occur on the Burlington Northern-Santa Fe and Amtrak. However, crews on all railroads need to maintain increased vigilance to rules compliance.

The BLE International Division encourages all of its members to continue their long-standing tradition of strict rules compliance while on the job.

## Upcoming Railroad Retirement Board informational conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected BLE officials throughout the 2002 calendar year.

Registration for all informational conferences begins at 8 a.m.. The program will begin promptly at 8:30 a.m. and will end at 12:30 p.m. No meetings are scheduled for August.

**September 6 • Harrisburg, Pa.**  
Harrisburg East Holiday Inn  
4751 Lindle Road

**September 20 • Decatur, Ill.**  
Best Value Inn & Suites, 450 E. Pershing Rd.

**September 20 • Tampa, Fla.**  
Hilton Tampa Airport Westshore  
2225 N. Lois Ave.

**September 27 • Louisville, Ky.**  
Executive Inn, 978 Phillips Lane

**October 4 • Philadelphia, Pa.**  
Wyndham Philadelphia at Franklin Plaza  
17th and Race Streets

**October 11 • Houston, Texas**  
University Hilton Hotel  
4800 Calhoun Rd.

**October 18 • Fort Worth, Texas**  
Holiday Inn South, 100 Alta Mesa East Blvd.

**October 25 • Albany, N.Y.**  
Quality Inn of Albany  
3 Watervliet Ave. Extension, AV Room

**November 8 • Metairie, La.**  
Holiday Inn Metairie  
3400 S. I-10 & Causeway Blvd.

**November 15 • Charlotte, N.C.**  
Sheraton Hotel Airport  
3315 S. I-85 & Billy Graham Parkway

## New fatigue countermeasures established in Canada

In a major step to eliminate fatigue-related accidents in the railway industry, the Canadian government has approved new work/rest guidelines for rail operating employees.

The Brotherhood of Locomotive Engineers played a leading role in the development of the new fatigue countermeasures, which were approved by Canada's Minister of Transport David Collenette on June 18.

BLE Vice-President & National Legislative Representative-Canada George Hucker said, "The new rule enhances the principles that were provided from the Canalert Project and give us clear guidelines for fatigue management in the railway industry."

The new rules, which will become effective April 1, 2003, will apply to 28 federally regulated railways. The rules generally set a maximum of 12 hours of work for a single shift but allow an employee to work more than one shift per day, up to a maximum of 18 hours in total (for example, the 18 hours cannot be worked continuously, and a rest break must be taken prior to commencing a second shift). A cap of 64 hours per week has also been established, but may be exceeded under certain conditions. Previously, no explicit weekly cap existed.

"It feels good to finally have a new start to work/rest in Canada for the locomotive engineers," Vice-President

Hucker said "Brother Don Anderson was on the drafting committee since its inception and saw the project to its completion. We all owe him a great deal of gratitude."

Brother Anderson, Provincial Legislative Board Chairman for Alberta, was the BLE's representative on the working group that drafted the new rule.

"The new rule closes up the previous rule and gives a much clearer interpretation of some of the areas that have caused us problems in the past," Brother Anderson said.

The rules will effect the U.S.-based locomotive engineers as they come into Canada, Brother Hucker said. If their final destination is a Canadian terminal, then the entire Work/Rest provisions will apply. The new rules also:

- require that general fatigue management plans be filed, as well as specific plans in those exceptional cases when the 64-hour weekly limit will be exceeded, and in emergency situations;
- include railway employees who were not covered under the old rule, namely yard employees and railway management employees who perform operational duties, such as running locomotives or performing switching operations;
- prevent improper practices such as "ticket-splitting," which occurs when employees place themselves off duty

and then immediately back on duty while en route, expressly for the purpose of circumventing the maximum daily on-duty time provisions;

- require that employees being asked to work a second shift be involved in the decision-making process, since they are best able to assess their own condition;

- define important terms like "fit for duty," "tour of duty," (shift) and "emergency conditions," to ensure that rules are interpreted and applied consistently; and

- include hours of rest provisions for employees to be given periods of undisturbed rest prior to being called back to duty. This would require at least eight hours of undisturbed rest at their home terminal, or at least six hours of undisturbed rest when away from their home terminal.

The railways and the unions must formulate fatigue management plans that have to be filed with Transport Canada by Jan. 31, 2003

Specific fatigue management plans must be filed with Transport Canada by Feb. 14, 2003.

The Minister retains the right to require changes to the new rules before they come into effect, should any new information on fatigue in the rail sector indicate the need for such changes.

Transport Canada will begin enforcement of the new rules on April 1,

2003. The department will closely monitor industry compliance with the rules and will make appropriate adjustments based on new research or emerging safety issues.

Since the new rules were filed by the RAC on behalf of its member railways, those other federally regulated railways that are not members of the RAC will be ordered to file similar rules covering their respective operations.

The 28 railway companies party to the work/rest rules are: Agence Métropolitaine de Transport; Algoma Central Railway; Arnaud Railway; Burlington Northern (Manitoba) Ltd.; Canadian National Railways; Canadian Pacific Railway; Chermin de fer de la Matapédia et du Golfe; Devco Railway; CSX Transportation; ECORAIL Inc.; Ferroequus Railway Company Limited; Great Canadian Railtour Co. Ltd.; Norfolk Southern; National Railroad Passenger Corporation; Ontario Northland Transportation Commission; Ottawa Central Railway; Quebec North Shore and Labrador Railway Company; RailLink Canada Limited; St. Lawrence and Atlantic; Sault Ste. Marie Bridge Company; Essex Terminal Railway Company; Greater Toronto Transit Authority; Toronto Terminals Railway Company Limited; VIA Rail Canada Inc.; Wabush Lake Railway Co.; West Coast Express; White Pass & Yukon Route; and Wisconsin Central. •

## Nouvelles mesures de prévention contre la fatigue établies au Canada

Dans un effort majeur pour éliminer les accidents associés à la fatigue dans l'industrie ferroviaire, le Gouvernement Canadien a approuvé de nouvelles règles relatives au temps de travail et de repos du personnel d'exploitation ferroviaire.

La Fraternité des ingénieurs de locomotives a joué un rôle de premier plan dans le développement des nouvelles mesures de prévention contre la fatigue, lesquelles ont été approuvées le 18 juin par le Ministre des Transports du Canada David Collenette.

Le Vice-président et Représentant législatif national-Canada de la FIL, George Hucker a dit : « Les nouvelles règles mettent l'accent sur les principes qui ont découlés du Projet Canalert et nous donnent une directive précise des programmes de gestion de la fatigue dans l'industrie ferroviaire ».

Les nouvelles règles seront en vigueur le 1<sup>er</sup> avril 2003 et s'appliqueront à 28 sociétés ferroviaires réglementées par le gouvernement fédéral. Les règles fixent en général une période maximale de service de 12 heures de travail par quart de travail, mais permettent à un employé de faire plus d'un quart de travail par jour, jusqu'à concurrence de 18 heures au total (par exemple, ces 18 heures ne doivent pas être travaillées de façon consécutive, et une pause doit être prévue avant que l'employé n'entreprenne un second quart de travail). Une limite hebdomadaire de 64 heures a aussi été prévue, mais peut être excédée selon certaines conditions. Il n'existait pas auparavant de limite hebdomadaire explicite.

"C'est bien de finalement avoir un nouveau départ concernant le temps de travail et de repos au Canada pour les ingénieurs de locomotives », a dit Vice-président Hucker. « Confrère Don Anderson était sur le comité d'ébauche depuis le début et a suivi le projet jusqu'à la fin, et nous lui devons tous une grande reconnaissance ».

Le Confrère Anderson, Président du Comité législatif provincial de l'Alberta, était le représentant de la FIL sur le groupe de travail qui a fait l'ébauche des nouvelles règles.

"La nouvelle règle se rapproche de la règle précédente et donne une interprétation plus précise de certaines parties qui nous ont occasionné des problèmes dans le passé », a dit le Confrère Anderson.

Les règles affecteront les ingénieurs de locomotives des États-Unis qui se rendent au Canada, a dit le Confrère Hucker. Si leur destination finale est une gare Canadienne, alors les dispositions relatives au temps de travail et de repos s'appliqueront.

De plus, les nouvelles règles :

- exigent que les programmes généraux de gestion de la fatigue soient remplis, ainsi que les programmes précis dans les circonstances exceptionnelles ou l'on doit franchir la limite hebdomadaire des 64 heures, ou lors de situations d'urgence;
- s'appliquent à des employés de chemin de fer qui n'étaient pas touchés par l'ancienne règle, en l'occurrence les employés de manœuvre et les employés de la gestion ferroviaire qui exercent des fonctions d'exploitation telles que la condition de locomotives ou les opérations d'aiguillage;

- empêchent des pratiques inappropriées telles que les « affectations fractionnées », lesquelles ont lieu lorsqu'un employé termine le service et le reprend immédiatement lorsqu'il est en route, expressément dans le but de contourner les dispositions sur la période maximale quotidienne de service;

- exigent que l'employé à qui l'on demande d'effectuer un second quart de travail puisse prendre part au processus de décisions, puisqu'il est à même de juger de sa propre condition;

- définissent des termes importants tels que « frais et dispos », « tour de service » (quart de travail) et « conditions d'urgence », afin que les règles soient interprétées et appliquées de façon uniforme; et

- prévoient des dispositions sur les heures de repos afin qu'un employé puisse disposer d'une période ininterrompue de repos avant d'être rappelé au travail. Cela comprendrait une période ininterrompue d'au moins huit heures de repos au terminal d'attache ou une période ininterrompue d'au moins six heures de repos quand l'employé ne se trouve pas au terminal d'attache.

Les Compagnies de chemins de fer et les syndicats doivent formuler des programmes de gestion de fatigue qui doivent être soumis à Transports Canada au plus tard le 31 janvier 2003.

Les programmes de gestion de la fatigue précis doivent être soumis à Transports Canada au plus tard le 14 février 2003.

Le Ministre se réserve le droit d'exiger des modifications aux nouvelles règles avant leur mise en

oeuvre, si de nouveaux renseignements sur la fatigue dans le secteur ferroviaire devaient le justifier.

Transports Canada commencera à appliquer les nouvelles règles à compter du 1<sup>er</sup> avril 2003. Le Ministère surveillera étroitement l'application de ces règles par l'industrie et apportera les ajustements appropriés en fonction des nouvelles recherches ou des préoccupations de sécurité émergentes.

Étant donné que les nouvelles règles ont été soumises par L'ACFC pour le compte de ses sociétés ferroviaires membres, les autres sociétés ferroviaires qui sont réglementées par le gouvernement fédéral mais ne font pas partie de l'ACFC devront soumettre des règles semblables pour leurs opérations respectives.

Les 28 sociétés ferroviaires qui participent au dépôt des règles relatives au temps de travail et de repos sont: Agence Métropolitaine de Transport; Algoma Central; Arnaud Rwy.; Burlington Northern (Manitoba) Ltd.; Canadian National; Canadian Pacific; Chermin de fer de la Matapédia et du Golfe; Devco Railway; CSXT; ECORAIL Inc.; Ferroequus Rwy. Co. Ltd.; Great Canadian Railtour Co. Ltd.; Norfolk Southern; Amtrak; Ontario Northland Transportation Commission; Ottawa Central; Quebec North Shore & Labrador; RailLink Canada Limited; St. Lawrence & Atlantic; Sault Ste. Marie Bridge Co.; Essex Terminal Rwy. Co.; Greater Toronto Transit Authority; Toronto Terminals Railway Co. Ltd.; VIA Rail; Wabush Lake Rwy.; West Coast Express; White Pass & Yukon Route; and Wisconsin Central. •

# SOUTHEASTERN MEETING ASSOCIATION



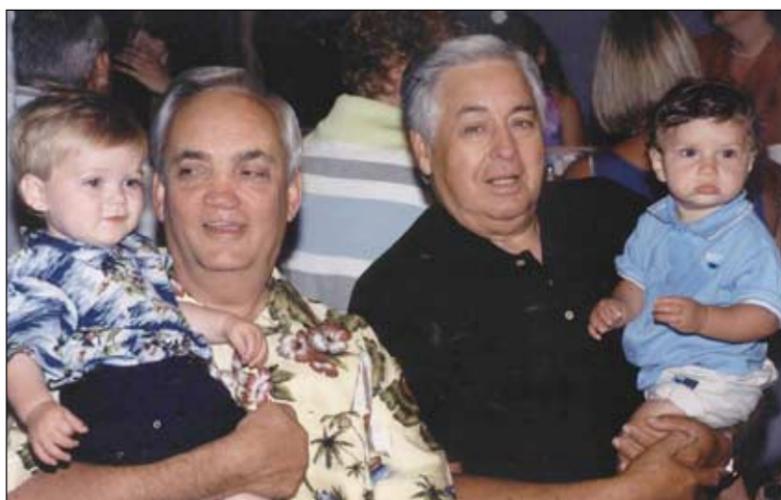
Robert D. Broka, Director of the BLE's Records Department, provides instruction during the Secretary-Treasurer workshop.



Every state belonging to the SMA is represented each year during the annual GIA flag ceremony.



Steve Christian of BLE Division 524 (Van Buren, Ark.), receives assistance from his wife, Trefana, during the Secretary-Treasurer workshop. Brother Christian is Local Chairman and Secretary-Treasurer of Division 524, and is S-T of the Arkansas State Legislative Board.



Two old head engineers and two future engineers at the SMA banquet. From left: Paul Wingo, Secretary-Treasurer of the Norfolk Southern-Southern Lines General Committee of Adjustment, and Ray Wallace, Norfolk Southern-Southern Lines General Chairman.



First Vice-President & Alternate President Ed Rodzwick, right, congratulates SMA Chairman T.C. Emory for the fine job he and his organizing committee members did in planning the 75th annual SMA.



BLE International President Don Hahs (far right, podium) fields questions during the closed meeting. Seated, from left, is Vice-President Paul Sorrow; First Vice-President & Alternate President Ed Rodzwick; Vice-President Merle Geiger; Vice-President Steve Speagle; General Secretary-Treasurer Bill Walpert; Vice-President & U.S. National Legislative Representative Raymond Holmes; and Vice-President Joseph A. Cassidy Jr.



International Vice-President Paul Sorrow, left, takes time for a one-on-one conversation with Brother Herman M. Connell, Local Chairman of BLE Division 291 in Crewe, Va.



From left: Tennessee State Legislative Board Chairman J.L. Brittain and Kentucky State Legislative Board Chairman Tommy Mayne.

# VIRGINIA BEACH, VA.



BLE International President Don M. Hahs, standing, gives his welcome address during opening ceremonies at the 75th annual Southeastern Meeting Association. Seated is SMA Chairman T.C. Emory, who serves as Local Chairman of BLE Division 456 (Norfolk, Va.).



BLE International Officers during the closed session, from left: Vice-President Stephen D. Speagle; First Vice-President & Alternate President Ed Rodzicz; and General Secretary-Treasurer Bill Walpert.



Friendly faces welcome guests at the registration booth.



From left: David T. Fernald, Local Chairman of BLE Division 2 (Jackson, Mich.); and Larry W. Sykes, General Chairman of the Norfolk Southern-Northern Lines and a member of BLE Division 1 (Detroit, Mich.).



First in line to ask questions during the BLE closed meeting is Tony Smith, General Chairman of the CSX Transportation-Eastern Lines.



Brother E.L. McCulloch, former BLE International Vice-President & U.S. National Legislative Representative and a retired member of BLE Division 182 (North Little Rock, Ark.).



BLE State Legislative Board Chairmen and Division Legislative Representatives discuss the November elections during the SMA's legislative workshop.



Tony Wayland is a retired member of BLE Division 620 (Fort Worth, Texas) and Onita Wayland is International President of the Grand International Auxiliary.

# BLE NEWS

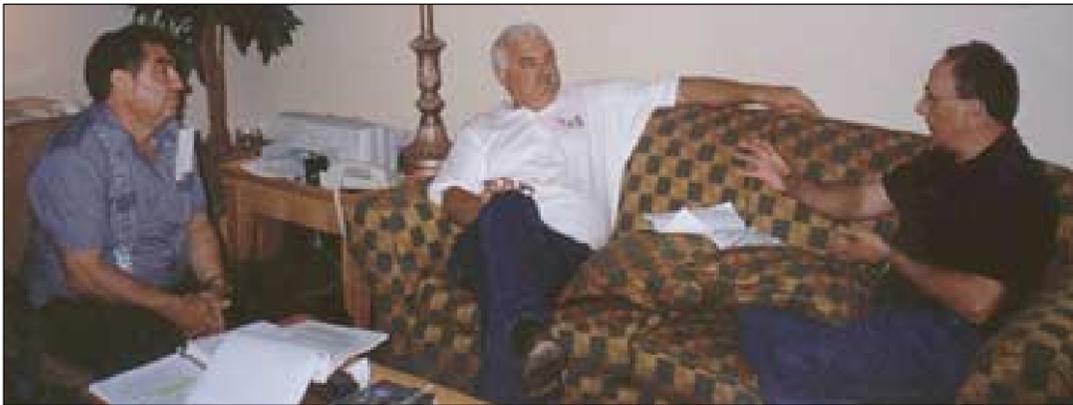
## BLE welcomes Tex Mex members



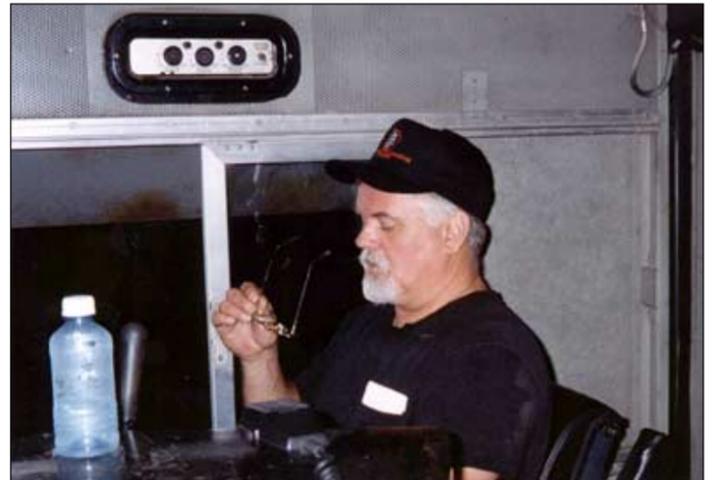
Tex Mex Engineer Steven Vella, a member of BLE Division 244 (Laredo, Texas). He is one of the organizers who assisted in the Tex Mex representation election, in which the BLE won the right to represent the Tex Mex operating employees.



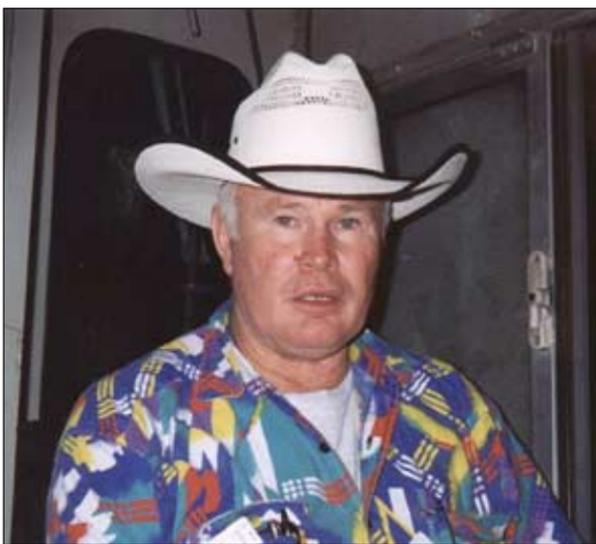
A prominent safety reminder for Tex Mex operating employees.



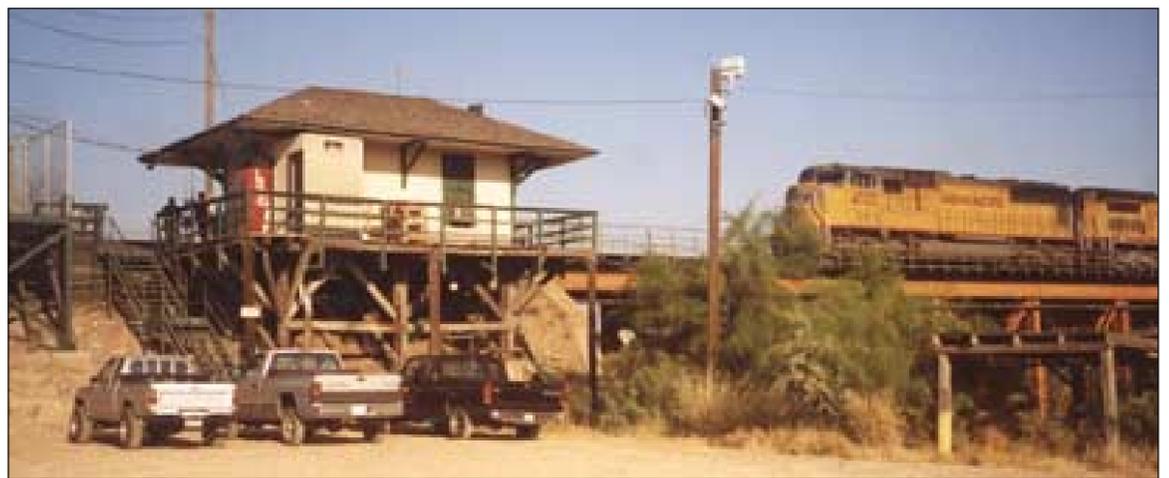
At BLE "campaign headquarters" in Laredo, Texas. From left: Arnold Salinas, Secretary-Treasurer of BLE Division 244; Tom Miller, BLE Special Representative; and Joe Zawada, Local Chairman of BLE Division 232.



Houston Locomotive Engineer Pat McGuire, seated in an engine in the Tex Mex terminal, as he is about to handle a train bound for Laredo.



Carl Stair, Tex Mex Locomotive Engineer, in a locomotive at the Houston Tex Mex terminal.



Shown here is the U.S. Customs inspection building for trains crossing the Rio Grande River at Laredo, Texas. The Union Pacific locomotives shown are completing the crossing of the international bridge from Mexico. Tex Mex and UP utilize the bridge to receive trains that originated in Mexico.



The Tex Mex Brothers visit the BLE's Cleveland headquarters following the representation election. Seated, from left: Caesar Carerra; David Snow; J.J. Vara; and Tavy Villarreal Jr. Standing, from left: Bill Walpert, General Secretary-Treasurer; Don Hahs, International President; and Ed Rodzwick, First Vice-President & Alternate President.



Brother Tavy Villarreal Jr., a member of BLE Division 244 (Laredo, Texas), is one of the Team Captains who assisted in the Tex Mex representation election.

# Tex Mex workers select BLE over UTU

## Tex Mex

Continued from Page 1

workers explaining the benefits of belonging to a union affiliated with the AFL-CIO.

In addition to AFL-CIO and Teamster influence, the BLE was assisted by some of its own. Special Representative Tom Miller played an integral role in the BLE's success. He worked closely with several Tex Mex employees who spent weeks campaigning on BLE's behalf, including Tavy Villarreal Jr., Caesar Carrera, David Snow, J.J. Vara, and George Leyendecker.

"Brother Miller and our new Tex Mex members deserve congratulations for their hard fought victory," President Hahs said. "On behalf of the men and women of the BLE, I thank them."

The BLE victory concludes a nearly three-year battle for representation rights on Tex Mex.

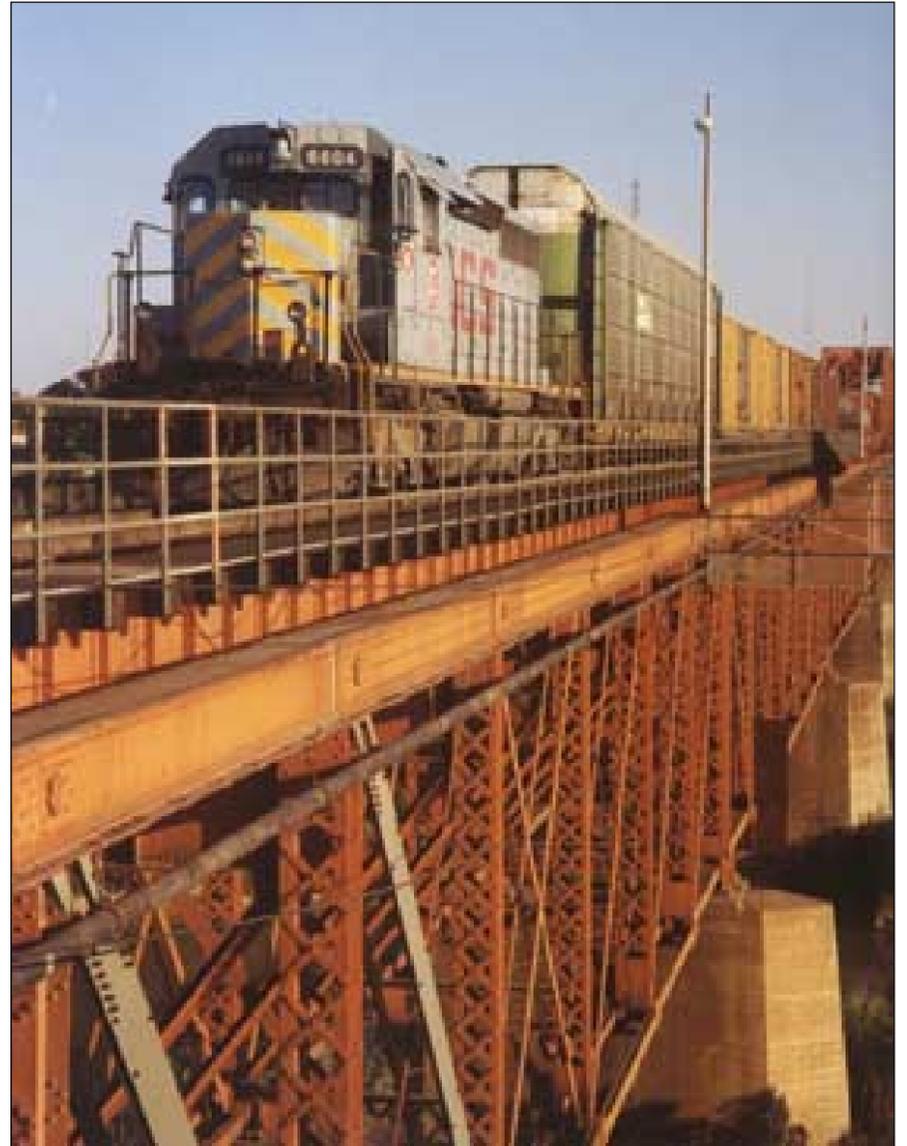
In September of 1999, the BLE petitioned the National Mediation Board to hold a representation election for only the locomotive engineer craft. The

UTU International delayed the election, arguing that, "The proper craft or class on Tex Mex is Train and Engine Service Employees."

The NMB decided the issue in March of 2000, ruling in favor of the UTU's petition to combine operating crafts and dismissing the BLE's petition. The NMB ruled that because of the creation of a single operating craft, a two-year ban on representation elections was necessary to promote "labor stability" on the Tex Mex.

Once the two-year ban was lifted, the BLE petitioned the NMB again, seeking to hold a representation election for the combined "train and engine service employee" craft, which was forced upon the employees by the UTU petition. The results, 60-49 in favor of the BLE, were certified by the NMB on July 15.

"While we don't agree with the concept of combining operating crafts, the craft of train and engine service employee was forced on the workers by the UTU's previous petition, and we were required to work under the confines of the NMB's decision," President Hahs said. •



A northbound KCS train sits on the international railroad bridge over the Rio Grande River in Laredo, Texas. Crews on the Texas-Mexican Railway will handle the train from this point to its destination in Houston.



## 67th Annual Southwestern Convention Meeting Fort Worth, Texas • September 23-26, 2002 Pre-Registration Form

### HOTEL RESERVATIONS

Radisson Hotel, 815 Main St., Fort Worth, Texas  
(800) 333-3333 (BLE room rate is \$97 per night)

### SWCM INFORMATION

Name of Attendee: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

BLE Division: \_\_\_\_\_ Office: \_\_\_\_\_

Spouse: \_\_\_\_\_ GIA Div. & Office: \_\_\_\_\_

### REGISTRATION FEE

\$75.00 per person attending 2002 BLE/GIA SWCM (golf registration separate)

### ACTIVITIES (Please indicate number attending each activity)

**Monday:** Open reception sponsored by DLC ( ) (for those not playing golf, check registration packet for information regarding places to go and things to do in Fort Worth)

**Tuesday:** Luncheon ( ) Bar-B-Q ( ) Transportation Furnished

**Wednesday:** Luncheon ( ) Banquet ( )

**For additional information, contact Chairman Mark Banton at:  
(817) 641-4606 or <markb500@msn.com>**

**This Registration Form must be post marked by Sept. 1, 2002, and mailed to:**

R.T. Windsor, SWCM Treasurer  
202 Maple  
Frontenac, KS 66763

**Make checks payable to: 67th SWCM**



## SWCM 2002 Golf Outing Monday, September 23 Mountain Valley Country Club



The cost is \$40 per person, which includes green fees, lunch, refreshments, transportation, and various prizes.

Name: \_\_\_\_\_

Handicap: \_\_\_\_\_

Make checks or money orders payable to "SWCM golf" and mail to:

Mike Sharber  
SWCM 2002 Golf Chairman  
P.O. Box 1916  
Burleson, TX 76028

## BLE's Franklin P. Greene Fund resumes lending to college-bound

The Franklin P. Greene Fund, which suspended lending in 2001, is now accepting loan applications from college-bound sons of BLE members.

Don M. Hahs, BLE International President and Trustee of the Greene Fund, announced on June 15 that four loans in the amount of \$2,500 each will be available.

The Franklin P. Greene Educational Loan Fund was established in 1956. Its foundation was stipulated in the will of Brother Greene, a member of Division 266 (Gladstone, Mich.). Brother Greene left an estate in trust of the BLE with instructions that the funds be available for loans to sons of U.S. locomotive engineers, living or deceased.

Brother Green was an engineer on

the Soo Line from 1895 to 1940. Before his death at age 86, Brother Greene wrote Grand Chief Engineer Guy L. Brown of his intention to establish the educational loan fund.

"Everything I have I owe to the Brotherhood of Locomotive Engineers," he wrote. "And I want to take this means of showing my appreciation for what the organization has done for me."

Brother Greene's will stipulated that the parent of applicants must be a BLE member in good standing or must of have been in good standing at the time of his or her death.

To request an application, qualified applicants are asked to contact Jenny Berndt in the BLE Accounting Office at: (216) 241-2630, extension 211, or berndt@ble.org. •

# BLE NEWS

## Statement by Teamsters General President Hoffa on UTU's smear of BLE

*BLE Editor's Note: On July 4, the United Transportation Union carried an article on its website falsely accusing BLE of crossing a Teamster picket line in Laredo, Texas.*

*Teamsters General President Jim Hoffa issued the following statement upon reviewing the UTU article:*

"The allegation by the unaffiliated United Transportation Union (UTU) that Locomotive Engineers crossed a Teamster picket line in Laredo July 3 is false and insupportable.

"Contrary to the smear posted by UTU, not a single member of the Brotherhood of Locomotive Engineers

crossed an informational picket established by Teamsters Local 657 to protest the use of a low-wage, nonunion subcontractor by labor scofflaw Union Pacific.



"Our beef is not with the hard-working members of the UTU, many of whom also honored the picket line. Rather, it is with those UTU officers whose bitterness toward, and history of raiding, a fellow union motivates

them to try to co-opt the Teamsters into their misguided rivalry.

"Dividing workers amongst themselves is the most serious violation of trade union principles imaginable. UTU's reckless charge is a slander directed at the BLE and an insult to the Teamsters Union." •

## Hahs testifies on rail safety

### Safety

Continued from Page 1

employees. This loophole often compromises safety.

Speaking on behalf of the BLE as well as the AFL-CIO's Transportation Trades Department, President Hahs discussed staffing issues related to the Signalmen and Maintenance of Way crafts, and the negative impact of inadequate staffing on rail safety. Staffing reductions in these crafts, as well as a cut in the number of track inspectors, has contributed to a significant increase in track-caused derailments nationwide.

President Hahs also testified regarding the need for Positive Train Control (PTC). While costly, PTC should be implemented as a way of saving lives. Hahs said that several recent accidents could have been prevented, and lives saved, if PTC had been in use.

Hahs noted that 27 BLE members have been killed in the line of duty since 1996. Many of these fatal accidents had fatigue-related causes, or could have been prevented by Positive Train Control technology.

President Hahs offered follow-up testimony to rebut the Association of American Railroads' allegation that data from Canada indicates an increase in safety in yards where Remote Control Locomotives (RCL) are used instead of conventional switching operations.

"In so far as RCL in yard service is concerned, we are not yet convinced at this time that accident statistics provided by salesmen are entirely accurate and we will provide additional written documentation on this subject for the record," the BLE President said.

President Hahs concluded by issuing a call for Congress to support short-term funding for Amtrak while endorsing its long-term survival. Congress should fund passenger rail to the same extent that it funds America's highways and airports, he said. Properly funded, Amtrak would make the promise of high-speed rail a reality.

"Make rail passenger service a viable alternative," he urged.

A copy of the BLE President's written testimony is available on the BLE website. •

## JULY 2002 CALENDAR & EVENTS

**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. 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>.

**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. (Registration forms provided on Page 7 of this issue.)

**October 13-18... Local Chairman Workshop, George Meany Center, Silver Spring, Md.**  
Among other assignments, the workshops will include BLE organizational structure and functions, representing members at disciplinary and decertification hearings, union leadership skills, claim and grievance handling, and writing and editing skills. Participants also will learn how to effectively use the BLE arbitration database. A highlight of the workshops is when attendees participate in a simulated disciplinary hearing. These classes are not just for new Local Chairmen, and the BLE encourages all Local Chairmen to attend one of these workshops. Registration is on a first come, first served basis with class size limited to the first 25 who register. To register, please contact Ken Kroeger of the BLE Education & Training Dept. at (216) 272-0986 or kroeger@ble.org.

## 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 Don M. Hahs**—International Office: General supervision of BLE activities; General office duties; Democratic convention, Boston; Mtg. w/ CN officers Paul Teller & Hunter Harrison, Montreal; Mtg. w/ UP CEO Ike Evans & BLE General Chairmen, re: Remote control, Omaha; TTD mtg., D.C.; Rail Labor mtg. at White House w/ Bush's Domestic Policy Adviser & Deputy Political Director, D.C.; SMA, Virginia Beach; NCCC negotiations, D.C.; Mtg. w/ DOT Sec'y. Mineta, re: Amtrak; Fox News Channel interview, national TV broadcast; Mtg. w/ Special Reps; Amtrak lobbying & mtgs. w/ various legislators, Cong. Don Young (R-AK), Cong. Kucinich (D-OH), Cong. Brown (D-OH), Senator Lieberman (D-CT), Senator Specter (R-PA), Cong. Pat Kennedy (D-RI); Mtgs. w/ General President Hoffa & IBT; Amtrak lobbying effort & mtgs. w/ BLE State Legislative Board Chairmen.

**First Vice-President & Alternate President Edward W. Rodzicz**—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.

**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; Local Chairmen training classes, University of California, Berkeley, Calif.; Southeastern Meeting Association, Virginia Beach, Va.

**Vice-President Paul T. Sorrow**—General office duties; Public Law Board 6470 (CSX); Section Six strategy session, Grand Trunk committee; Executive Session w/ Referee Vaughn; Executive Session w/ Arbitrator Ben (PL days, CSX-Eastern Lines); SMA; Nat'l. Wage/Rules committee mtg. w/ NCCC; Attended dinner mtg. of Divisions 246, 742, 154 and 7; Assisted NS, CSX, GTW committees with various issues.

**Vice-President Joseph A. Cassidy Jr.**—Conference w/ FRA, re: security issues; Attended Ridgewood Democratic Club dinner; General office duties; Mtg. w/ EJ&E grievance committee; Mtg. w/ Gen'l. Chairman Hall, EJ&E; Attended Division 520 mtg.; Conference w/ NYS&W General Chairman; LIRR memorial golf outing; Attended Southeastern Meeting Association, Virginia Beach, Va.; Mtg. w/ BLE Executive Committee; Conference w/ legislative representatives, re: Amtrak; Study & paperwork.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—Washington D.C. office; Texas; Reception: Cong. Rodriguez (D-TX); Cong. Baird (D-WA), Edwards (R-TX), Pelosi (D-CA), Jeanne Shaheen (Democratic Candidate, U.S. Senate, N.H.); AFL-CIO admin. mtg.; TTD legis. mtg.; TTD/Rail Div. mtg.; Mtg. w/ staff, House T&I Committee, re: Fatigue; SMA; IBT political/legislative mtgs.; White House briefing; Press conference at Union Station, re: Amtrak; Mtg. w/ DOT Secretary Mineta, re: Amtrak; Labor press conference call; IBT congressional reception; Montana AFL-CIO mtgs.; TTD conference call, re: Amtrak update and S. 1991; Briefing/reception, Senator Max Baucus (D-MT).

**Vice-President Merle W. Geiger Jr.**—Assigned to following properties: KCS; Midsouth; South Rail; Gateway Western; Springfield Terminal; Contract negotiations, Indiana & Ohio; SMA; PLB 6145 (Springfield Terminal); Contract negotiations, Springfield Terminal; Prepare for public law board; General office duties & paperwork.

**Vice-President Stephen D. Speagle**—ARMSF mtgs., Las Vegas; Mtg. w/ BNSF hospital assoc.; Mtg. w/ CSX hospital assoc.; Mtg. w/ BNSF CEO Matt Rose; Mtg. on merging seniority dispute, BNSF; Div. 777 mtg., Kansas City; SMA; Mtg. w/ BNSF safety coordinators; Attended BNSF safety summit; Div. 662 mtg.; Div. 398 mtg.; Mtg. on equity between BNSF & UP helpers.

**Vice-President E.L. "Lee" Pruitt**—Assisted general chairmen & 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; CN/IC contract negotiations, Tampa, Fla., Chicago, Memphis, Tenn.; Div. 173 mtg., CN/WC, Fon du Lac, Wisc.; 2002-2003 Metra operating budget mtg., Chicago; Remote control dispute, Chicago; NRAB arbitration, Chicago; Div. 114 mtgs., CN/IC, Waterloo, Iowa; FRA Part 240.409 dockets this month: EQAL 01-23 (UP), 01-06 (CSX), 00-67 (UP), 00-51 (UP).

**Vice-President Dale McPherson**—UP Eastern Lines; CP/U.S. (So.); 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; CFIL negotiations, Montreal; CN Community Fund, Montreal; Mtgs. w/ CN Rail; Mtg. w/ VIA Rail; CN pension mtg. w/ General Chairmen; CN Senior Officers mtgs.; Div. 885 Grand Mere Div. golf tournament; CNR LTD mtgs.; RCTC national negotiations.

**Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; National Legislative Board-Canada; CPR return to work senior policy cmte. mtg., Calgary; CPR fatigue policy mtg., Calgary; Labour arbitration seminar, Calgary; CALM conference, Vancouver; CP LTD Trustee mtgs., Toronto; Manitoba Labour Relations Board, Ottawa; Work on Hours of Service regulations, Ottawa.

## Decertification Helpline

(800) 393-2716

The railroad industry's first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers.



**THE LOCOMOTIVE ENGINEER NEWSLETTER**  
Brotherhood of Locomotive Engineers  
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