

THE LOCOMOTIVE ENGINEER NEWSLETTER • JULY 2003

Advisory Board approves Teamster documents

In one of the most historic moments in the 140-year history of the Brotherhood of Locomotive Engineers, the union's Advisory Board on July 10 unanimously approved documents that govern a merger with the International Brotherhood of Teamsters (IBT).

If the documents are approved by a membership vote, then the Brotherhood of Locomotive Engineers will become the Brotherhood of Locomotive Engineers and Trainmen (BLET), a division of the IBT Rail Conference.

"The groundwork for consolidation of these two great unions has been laid and Thursday's vote by the BLE's Advisory Board signifies an emerging partnership between our two unions," said IBT General President Jim Hoffa. "We believe the BLE's membership, as well as Teamster members, will benefit greatly from this partnership now and in the future."

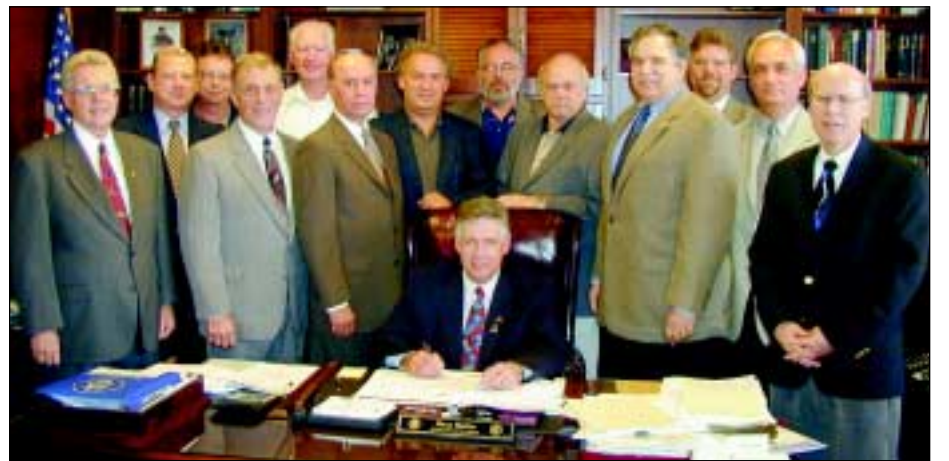
"This is the right move at the right

time for our organization," said BLE International President Don Hahs. "A merger with the Teamsters will boost our collective bargaining and lobbying strength while benefiting the memberships of both organizations."

A merger would give BLE members a voice in part of North America's largest transportation union.

"In our new partnership we're going to have the docks, the trucks and the trains," Hoffa said. "And it really can't be stated any simpler than that."

According to Section 1(e)(2) of the BLE's Constitution & Bylaws, the merger documents must be mailed to the union's leadership for review (union leadership includes the Advisory Board, general chairmen, state and provincial legislative board chairmen, and the president of each division). Section 1(e)(2) also requires that the documents be posted on the BLE website on the day they are mailed. •



Members of the BLE Advisory Board sign a resolution on July 10 after unanimously voting in favor of documents that govern a merger with the International Brotherhood of Teamsters. Seated: International President Don Hahs. Standing, from left: Vice-President Stephen Speagle; Vice-President Rick Radek; Vice-President Merle Geiger; Vice-President Paul Sorrow; Vice-President & U.S. National Legislative Representative Raymond Holmes; First Vice-President Ed Rodzwick; Vice-President & Canadian Director Gilles Halle; Vice-President Lee Pruitt; Vice-President & National Legislative Representative-Canada George Hucker; General Secretary-Treasurer Bill Walpert; Vice-President Dale McPherson; Vice-President Paul Wingo Jr.; and Leo McCann, President of the American Train Dispatchers Department of the BLE.

RESOLUTION OF THE BLE ADVISORY BOARD, JULY 10, 2003

WHEREAS, the International Brotherhood of Locomotive Engineers exists to promote and protect the rights, interests and safety of our members through solidarity, aggressive representation and education; and

WHEREAS, at 140 years, the International Brotherhood of Locomotive Engineers is the senior rail labor organization in the Western Hemisphere, founded on May 8, 1863; and

WHEREAS, our union and rail workers are under attack; and

WHEREAS, the BLE has no illusions that railroad carriers take advantage of any division in the solidarity of railroad employees in an effort to dominate their work forces; and

WHEREAS, rail labor's ability to negotiate fair and equitable contracts has been limited by "divide and conquer" techniques employed by the growing strength of rail management; and

NOW THEREFORE, be it **RESOLVED** that we the undersigned do hereby unanimously pledge to fight to preserve the goals of our forefathers, to protect our union's ideals of brotherhood and unity, to move the organization forward, and to be the caretakers of our rich tradition by approving documents that would create the Brotherhood of Locomotive Engineers and Trainmen, a division of the Rail Conference in the U.S., and the Teamsters Canada Rail Conference of the International Brotherhood of Teamsters; and

BE IT FURTHER RESOLVED, that we encourage our members to review these documents closely and to exercise their democratic right to vote on this document, and that they vote in favor of creating the Brotherhood of Locomotive Engineers and Trainmen, a division of the Rail Conference, and the Teamsters Canada Rail Conference of the IBT; and

BE IT FURTHER RESOLVED, that we also unanimously approve the creation of the International Brotherhood of Teamsters' Rail Conferences in both the U.S. and Canada and we encourage Rail Labor to unify under this umbrella for the betterment of all rail workers.

BLE NEWS

Strength in solidarity

Keegel: BLE members would benefit by merging with Teamsters

SPARKS, Nev. — BLE members would benefit from one of North America's largest political action funds and organizing budgets if they decide to merge with the International Brotherhood of Teamsters (IBT).

That's according to IBT Secretary-Treasurer C. Thomas Keegel, who described the structure of the IBT and explained how it can help the BLE in a speech delivered during opening ceremonies at the BLE's 63rd annual International Western Convention in Sparks, Nevada, on June 3.

Keegel said the IBT has budgeted \$14 million for organizing in 2003, and that number more than doubles to nearly \$30 million when factoring in money from the IBT's Joint Councils.

"We plan to organize anything and everything that moves," Keegel said.

The BLE has successfully organized several shortline railroads in the past few months, such as the Tex Mex, IC&E, and Utah Railway. Assistance from the IBT could help the BLE continue and expand its shortline organizing campaign.

Keegel also pointed out that the IBT had the nation's largest union PAC fund during the 1999-2000 election cycle, which was more than \$9.1 million.

In addition to the PAC fund and Organizing Department, BLE members would receive assistance from the IBT's Strategic Campaign, Government Affairs, Communications, Education, Research, Safety & Health, and Legal Departments.

"This is an exciting time and I am excited about the future," Keegel said. "I see the merger as a win-win. It's a win for the IBT and a win for the BLE."

Keegel predicted that the next several years will be a time of great change for organized labor, and credited BLE leaders for staying ahead of the game by preparing for the future.

"If you don't change tactics in the 21st century, you'll be left behind," Keegel said. "The BLE has done well with the resources you have, but members have come to realize that 55,000 members won't cut it in today's economy."

Merging with the IBT would create a "kick ass union," Keegel said, that would allow the BLE to keep its autonomy and dues structure.



Teamsters Secretary-Treasurer Tom Keegel

"It's the right thing to do," Keegel said. "There are people out there watching this (merger process) and they don't like what they see. Your employers don't like it and your enemies who tried to raid you don't like it."

"(Railroads) are scared to death that we'll band together and get into the board room and change the way they do business. They're also afraid we'll band together and change things on Capitol Hill."

Keegel said the BLE is the front-runner in gathering all rail unions together under the Rail Conference of the IBT, noting that other rail unions have already contacted the IBT regarding a merger similar to BLE's.

"A total transportation union is a good idea — one that will be in the forefront and deliver for the members. A total transportation union will allow us to best leverage our strength." •

Hahs discusses Teamsters at IWC opening

SPARKS, Nev. — More than 200 BLE members and their families gathered in Sparks, Nevada, on June 3 and heard opening remarks by BLE International President Don Hahs at the 63rd annual International Western Convention.

President Hahs received a standing ovation when introduced by GIA President Onita Wayland.

The BLE President gave a brief update on national contract negotiations and spoke about the BLE's proposed merger with the International Brotherhood of Teamsters (IBT).

"We plan to get an agreement by any means necessary, but remain hope-

ful we can get a negotiated agreement," Hahs said.

One of the sticking points remains pay increases. Of the pattern settlements already reached, President Hahs said the TCU agreement was the most attractive in regard to wage increases. The National Carriers Conference Committee (NCCC), however, is pushing for a lower pay package it negotiated with another rail labor organization.

In discussing the Teamsters, President Hahs spoke briefly about the negotiations and acknowledged the power that the combined organization might display.

"All ground transportation under

one umbrella, including truck, rail, ports, waterways and Longshoremens, would make a very powerful union," he said.

Hahs told the crowd that members of the BLE's Advisory Board will meet in Cleveland during early July to review and vote on the IBT merger documents. The documents will go to the membership for approval if first ratified by a two-thirds majority of the Advisory Board.

Also during the June 3 opening ceremonies, GIA President Onita Wayland addressed the crowd and gave a brief history of Sparks. Members of the Nevada Army National Guard presented

the display of U.S. colors. Members of the Native American Pudumunu 4-H Drum Group presented a special "good luck" greeting and ceremonial dance.

Hotel owner and host John Ascuaga welcomed the locomotive engineers to Sparks and complimented the BLE on remaining strong throughout its 140 year history.

Sparks City Council member Gino Martini provided a welcome address. BLE Nevada State Legislative Board Chairman Joseph Carter also addressed the audience.

The 2003 IWC was organized by Chairman J.L. Valentine and members of BLE Division 158 in Sparks. •

30th community enacts remote control safety resolution

As this issue of the Locomotive Engineer Newsletter goes to press, a total of 30 different communities — 21 cities and nine counties — have enacted safety resolutions that call for improved safety of remote control train operations.

Since the last Newsletter was published, the city councils of Flat Rock, Woodhaven and Flint all recently voted for resolutions against current remote control operations. All of the resolutions cite the danger to the residents of each city and ask the Federal Railroad Administration to conduct a review of the use of the technology.

In addition, the city council of Reno, Nevada, passed a remote control safety resolution on June 9th, becoming the 30th city to enact such a resolution.

Greg Powell, Chairman of the BLE's Michigan State Legislative Board, credited the BLE Divisions involved for their work on securing the passage of these resolutions.

Chairman Powell recognized BLE Division

850 (Flat Rock) Legislative Representative Dennis Prater, Division 850 member Fred Abar and the rest of Division 850 for their work on the Flat Rock resolution. He also thanked Flat Rock Councilman David Karoly and Mayor Richard C. Jones and the rest of the Flat Rock City Council for their efforts.

Powell credited the members of BLE Division 650 (Durand, Mich.) for their work on the Flint resolution, especially Division 650 Legislative Representative Bernard Cox. Chairman Powell also thanked the entire Flint City Council and City Clerk Inez M. Brown.

Also, Chairman Powell thanked the Mayor of Woodhaven, Karen M. Mazo, and the City Council, who were "really helpful."

Despite heavy opposition from Union Pacific Railroad, the city of Sparks, Nevada, unanimously passed a remote control resolution on June 9. The Reno measure cites the possible danger to its citizens due to remote control and bans the use of remote controlled locomotives in the city until the Federal Railroad Administration takes action to improve

the safety of the operations. The resolution was passed a few days after the BLE held its International Western Convention in the city.

The BLE's Nevada State Legislative Board Chairman Joe Carter was instrumental in gaining passage of the resolution. He said that several representatives of Union Pacific attended the meeting to oppose the resolution. Ted Lewis, Regional Safety Director, and Wayne Horiuchi, Union Pacific Lobbyist, voiced their opposition to the resolution, and Horiuchi presented a video and chart alleging the safety of the technology.

Chairman Carter extended thanks to BLE Division 158 (Sparks, Nev.) Local Chairman Lindy Klock for updating the remote control operations audio-video presentation. He would also like to thank BLE Division 236 (Portland, Ore.) member and mobilizer Jeff Cheney for his work in getting the resolution passed. Chairman Carter also

Long-range plans for Amtrak unveiled

Amtrak releases five-year plan; Bush Administration plan relies heavily on state funding

In recent months, both Amtrak and the Bush Administration have unveiled long-range plans for the passenger railroad.

The Amtrak Plan

Amtrak's five-year strategic capital investment and operating plan would try to restore its physical plant and train equipment to a state of good repair and improve the railroad's operational reliability. The plan is based on prudent investments in existing infrastructure and equipment, and proposes no new significant passenger services — focusing instead on improving the reliability and cost-efficiency of the passenger railroad's existing services.

To support the strategic plan, Amtrak proposes that annual federal funding range from \$1.8 billion in FY '04 to under \$1.5 billion in FY '08 for the combined capital investment and operating needs. More than half of this funding would be invested in two major capital categories: the 1,959 track miles of infrastructure that Amtrak owns and maintains and the passenger fleet, which would be better standardized to increase reliability and availability. The passenger fleet would be reduced by about 10 percent (from 2,278 passenger cars and locomotives today to 2,057 in FY '08).

Over the course of the five-year strategic plan, Amtrak estimates that its operating cash loss will decrease from \$744 million to about \$650 million, as a result of a combination of management initiatives and revenue growth, based in part on improved op-

erational reliability. The management initiatives include the rationalization of the mail and express service presently underway, improved schedules, better crew utilization and negotiated work rule changes with its agreement-covered employees.

Taken altogether, these initiatives are expected to result in \$120 million in annual savings by FY '08. While the current annual baseline passenger revenue growth is one percent, with improved equipment, greater reliability, some individual trip time reductions, and an improved travel economy by FY '05, an annual revenue growth of four percent, or \$222 million by FY '08, is estimated.

Amtrak will not undertake new train services unless any operating loss is fully covered by the state or states it serves. Additionally, beginning in FY '04, Amtrak plans to seek full state funding for any incremental operating loss associated with existing state-supported services.

The White House Plan

Under the Bush administration's six-year plan, the federal government would pay about half the capital costs for passenger routes (mainly new short-distance corridors between urban areas) and states would assume liability for operating costs nationwide.

Under the administration's plan, which was unveiled in late April, the badly deteriorated rail infrastructure between Washington and Boston would be leased for 99 years to a federal-state compact that could apply for capital-improvement grants and could

also finance improvements through private debt markets.

The plan is not in final legislative form, and several key questions remain unanswered, including how much money the administration would be willing to commit. If the federal government funds half the capital costs of only a moderate number of the urban corridors that states already have in the planning stages, it will spend many billions of dollars more per year on passenger service than it does now in subsidizing Amtrak.

States are likely to view the program in sharply different ways. For California and Oregon, which are already paying most of the capital and operating costs of their expanding passenger rail systems, the plan could provide a windfall of new capital funds.

But the states of the Northeast Corridor, which now pay for a minor portion of capital improvements, would be expected to pay for 50 percent of such improvements, potentially a new multibillion-dollar liability. Some estimates put the cost of making the deferred capital improvements as high as \$12 billion. Almost 90 percent of trains in the corridor are commuter trains serving Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut and Massachusetts.

The plan faces an uphill battle in Congress, which has repeatedly voted to keep Amtrak running in its present form but has provided far less money than needed to keep the system in good repair. •

PASSENGER NEWS BRIEFS

TTD tells Senate to support, not weaken, Amtrak

Calling on Congress and the Bush Administration to make a long-term investment in Amtrak rather than dismantle it through "bureaucratic shell games" and flawed privatization schemes, Sonny Hall, President of the AFL-CIO's Transportation Trades Department (TTD), told a Senate panel that Amtrak should receive at least \$1.8 billion in federal funding for Fiscal Year 2004.

Testifying before the Senate Commerce Subcommittee on Surface Transportation, Hall said, "our nation must make a serious and long-term financial commitment to Amtrak. We must recognize that Amtrak is a public service — just like highways, transit, and other infrastructure — that should serve the public's transportation needs and not be driven by profit motives." He stated that federal highway spending is 43 times greater than rail, aviation 20 times higher, and transit 8 times as much.

Hall, who as International President of the Transport Workers Union represents thousands of Amtrak's 23,000

workers, said employees have sacrificed for years to keep the trains running, to the point where their wages have fallen approximately 20 percent below those in freight and commuter rail. Hall said that "transportation labor will insist that the jobs and livelihoods of Amtrak employees are not ignored or cast aside and that new collective bargaining agreements are completed without further delay." He said the labor movement would oppose any Amtrak financing legislation that "turns its back on Amtrak workers."

In his testimony, Hall strongly supported a study released in early June by the Economic Policy Institute, *Amtrak Privatization: The Route to Failure*, which rejects proposals — similar to those advanced by the Bush Administration — to restructure and privatize Amtrak. Instead, it calls for substantially greater public investment in Amtrak to improve the quality and breadth of service.

The study — available at www.epinet.org — examines the 1994-1996 privatization of British rail which led to rampant delays, increased accident rates, and higher fares. Hall said that not only has the British government reversed course and re-nationalized passenger rail, but that the

leaders of the political party responsible for privatizing the trains have promised that, if it were to get back into power, it would not do it again.

(From the TTD) •

Grenade seized in D.C. Union Station

A man who brandished a hand grenade during a robbery attempt at Union Station was arrested on June 9 after an Amtrak police officer grabbed the partially activated device from him.

Amtrak Police Officer Rodney Chambers clasped a safety catch for at least 15 minutes to prevent any explosion.

A homeless man who has a record of drug arrests was charged in the incident, said Terrance W. Gainer, chief of the U.S. Capitol Police. Police accused the man, identified as Juann Tubbs, 38, of assault and attempted robbery while armed. "This man is in need of mental help," Gainer said.

It was later revealed that the grenade, one of two in the man's possession, was not a live weapon. Nevertheless, Officer Chambers was considered a hero for his bravery, as was U.S. Capitol Police Officer Michael DeCarlo.

(From the Washington Post) •

New PATH stations on schedule

Less than two months after the Sept. 11 terrorist attacks destroyed much of the PATH system, the Port Authority announced an ambitious \$544 million plan to rebuild it in 24 months.

Now, the agency is prepared to reopen the Exchange Place station on June 29 — on schedule — and the World Trade Center station in November — ahead of schedule.

"It turns out we make good guesstimates in 2001 but we're making even better progress than we expected," said Steve Coleman, a spokesman for the Port Authority of New York and New Jersey. "As a result, we're going to be able to push the opening (of the World Trade Center station) up by about a month, to November, probably late November, from December."

For commuters from Orange and Rockland counties, the news that the WTC station will reopen ahead of schedule has a special resonance. NJ Transit, which operates Metro-North Railroad's west-of-Hudson trains, has now tied the much-delayed opening of the Secaucus transfer to this restoration of PATH service.

The \$450 million transfer

station, under construction since 1995, will give upstate commuters a choice of destinations for the first time — a choice that has become more critical since 9/11 because so many companies have relocated to Midtown from lower Manhattan.

(From the Bergen Record) •

Woman who lost legs sues Caltrain

A woman has sued Caltrain, claiming the rail line is responsible for a train striking her and severing both her legs last summer.

Helen Coneff is seeking unspecified damages for mental suffering, permanent disability, medical expenses and lost work time in the suit filed in San Mateo County Superior Court on June 4.

The suit also names the County, Caltrain's board of directors and Amtrak, which contracts to operate the rail line.

Coneff was waiting for a southbound train at the San Carlos station last June when the 37-year old was hit by a train as it pulled into the station. Exactly how the accident occurred remains sketchy.

(From the San Mateo County Times) •

2003 INTERNATIONAL WESTERN CONVENTION



BLE International President Don Hahs, podium, receives a standing ovation after his introduction by GIA President Onita Wayland during opening ceremonies on June 3 at the 63rd annual International Western Convention in Sparks, Nevada. From left: International Brotherhood of Teamsters representative Greg Bell; IBT General Counsel Patrick Szymanski; IBT Secretary-Treasurer C. Thomas Keegel; GIA President Wayland; BLE President Hahs; IWC Chairman Jeffrey Valentine; Sparks City Councilman Gino Martini; and BLE Nevada State Legislative Board Chairman T. Joseph Carter.



A member of the Native American Pudumunu Tribe 4-H Drum Group performs the "butterfly dance," which is a good luck dance, as part of the opening ceremony.



From left: Division 28 (Tucson, Ariz.) Local Chairman Jim Booth and Division 228 (Pocatello, Idaho) Local Chairman Jim Lance. Brother Lance is also Secretary-Treasurer of the IWC.



Don Anderson of BLE Division 898 (Jasper, Alberta) played the bagpipes during opening ceremonies. He is the Provincial Legislative Board Chairman of Alberta and serves as Legislative Representative of Division 898.



President Hahs, left, with Ronnie D. Hall and his wife, Sherry. Brother Hall is Local Chairman of BLE Division 566 (Del Rio, Texas), which is President Hahs' home Division.



Candy Valentine, wife of IWC Chairman Jeffrey Valentine, works as a belly-dancing instructor and was gracious enough to perform at the IWC barbecue with several of her students. Mrs. Valentine is third from the left.



Members of the Nevada Army National Guard present the flags during opening ceremonies.

2004 International Western Convention
August 17-22 • Albuquerque, N.M .

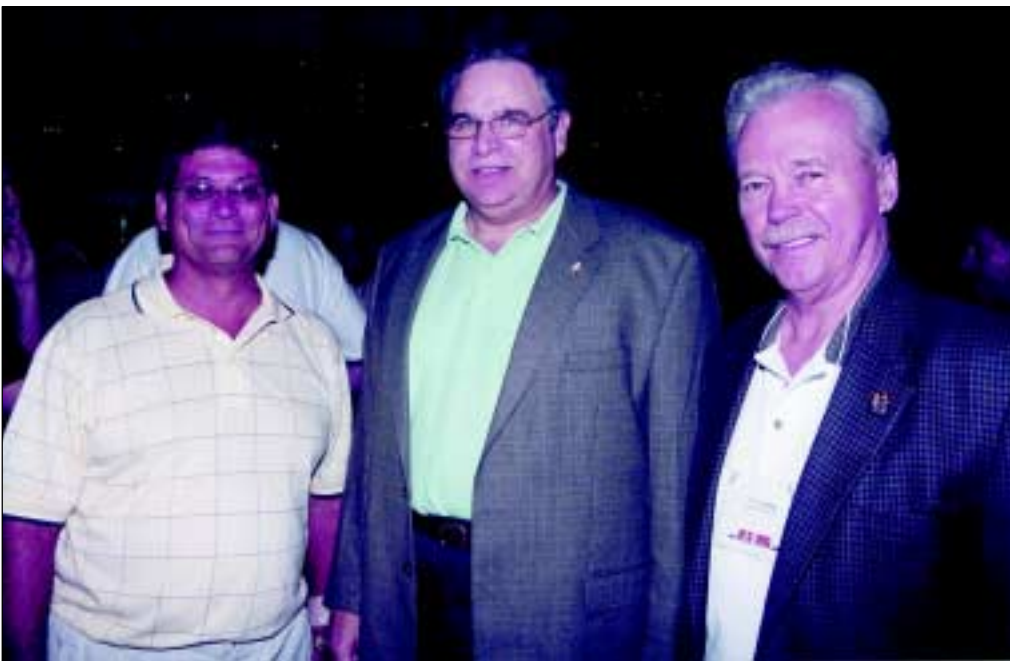
SPARKS, NEVADA



Pat and Barbie Lynch (center, standing and seated) and members of BLE Division 446 will host the 2004 IWC in Albuquerque, N.M., from August 17-22. Seated, from left: Tammie Fuller, Barbie Lynch, and Brenda Butkovich. Standing, from left: Rick G. Fuller, Secretary-Treasurer of Division 446 (Gallup, N.M.); Pat Lynch, Local Chairman of Division 446; and John T. Butkovich, President of Division 446.



Members of the IWC Committee hard at work at the registration table. Seated, from Left: J.L. Valentine, Chairman IWC '03 - Sparks; Steve Barnett, Treasurer; and Steve Rabenstein, President, Division 158; Standing, from left: Lindy Klock, Local Chairman, Division 158; and Dave Horn, Division 158.



From left: John Koonce, CN/IC-CC&P General Chairman; Bill Walpert, BLE General Secretary-Treasurer; and C. Thomas Keegel, International Brotherhood of Teamsters Secretary-Treasurer and keynote speaker at the 63rd annual IWC.



Joe Carter, right, Chairman of the BLE's Nevada State Legislative Board, presents Tom Keegel, IBT Secretary-Treasurer, with a personalized BLE jacket.



Hard at work in the Secretary-Treasurer Workshop. From left: Sellar Nugent, Secretary-Treasurer of the Oregon State Legislative Board; and Harvey Makoski, Secretary-Treasurer of Division 76 (Winnipeg).



From left: Collecting donations on behalf of the Grand International Auxiliary is Brenda Hayes, GIA Canadian Vice-President & Canadian Director; and Anita Caruso, GIA International Secretary.



From left: Timothy L. Smith, Chairman of the California State Legislative Board; and Darrel N. Azarcon, First Vice Chairman of the CSLB.

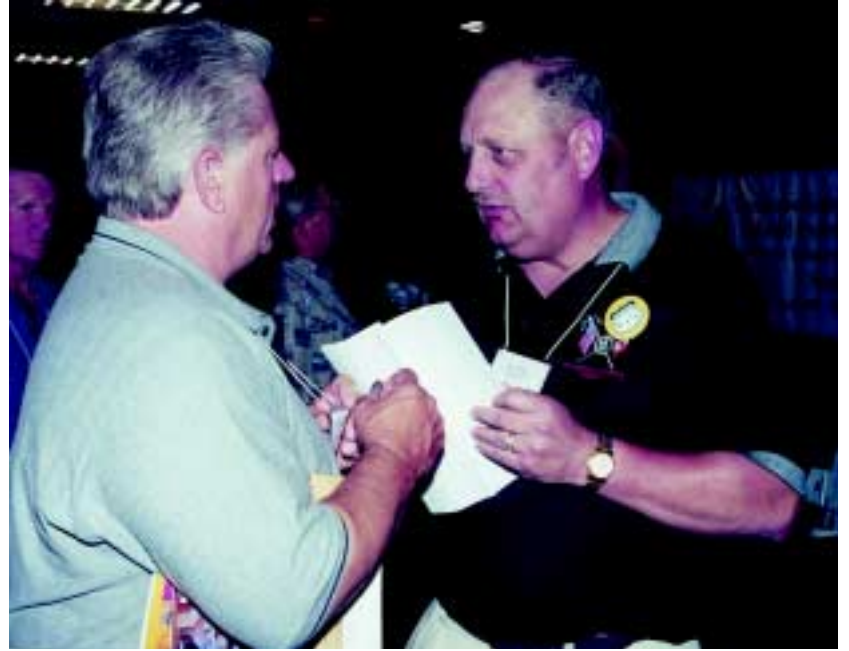


From left: Lew Fraser, Local Chairman and Legislative Representative of BLE Division 215 (Grand Junction, Colo.); George Last, Chairman of the Colorado State Legislative Board; and Carole Fraser.

IWC 2003-SPARKS



At the Legislative Representatives' Workshop, from left: Mike Muscha, North Dakota State Legislative Board Chairman; Mike Weston, Legislative Representative of Division 186 (Denver, Colo.); and George Last, Colorado State Legislative Board Chairman.



From left: General Chairman Rick Gibbons, BNSF-SLSF & M&NA; and General Chairman Pat Williams, BNSF (former AT&SF).



At the welcome reception on June 2, from left: Ron Marney, Legislative Representative of Division 126 (Bakersfield, Calif.); Bobbie Makoski; and Harvey Makoski, Secretary-Treasurer of Division 76 (Winnipeg).



From left: Darrell Grywachski, Local Chairman of BLE Division 583 (Winnipeg, Manitoba); and Tom Handkamer, Legislative Representative of Division 76 (Winnipeg).



From left: Debbie O'Donohue; Frances Srubas; Rick Gibbons; and Janice Hahs, encouraging folks to attend the 68th annual Southwestern Convention Meeting in Branson, Mo., later this year (see page 8 for more details).



From left: Buzz Reeves, Local Chairman of Division 692 (Stockton, Calif.); Bill Hill, Local Chairman of Division 592 (Dalhart, Texas); Craig Carstenson, Local Chairman of Division 415 (Sacramento/Roseville, Calif.) and 1st Vice General Chairman for the UP Western Lines; and Lindy Klock, Local Chairman of Division 158 (Sacramento/Sparks) also on the arrangements committee for the IWC 2003.



LEFT: Members relax and enjoy the beautiful scenery aboard the MS Dixie II as it cruises Lake Tahoe.



IWC attendees who participated in the Local Chairman workshop, seated from left: Lee Woodard, Division 221 (Provo, Utah); Timothy S. Holden, LC of Division 55 (Ogden, Utah); Scott Presley, President of Division 221; Scott Bridgman, Division 158 (Sparks, Nev.); and Wes Taylor, LC of Division 118 (Belleville, Ill.). Standing, from left: Ken Kroeger, Special Representative & Coordinator of the Education & Training Dept.; Rick Radek, BLE Vice-President & Director of Arbitration; Mal Nelson, LC of Division 362 (La Grande, Ore.); Dave Geisler, LC of Division 133 (Denver); Alvin Sykes, LC of Division 214 (Long Beach, Calif.); David Clark, LC of Division 892 (Seattle); Juan Rios, LC of Division 553 (Calwa City, Calif.); and Bill Walpert, General Secretary-Treasurer and Director of the Education & Training Department. Present but not pictured are Pat Lynch, LC of Division 446 (Gallup, N.M.); Ronnie Rhodes, LC of Division 585 (N. Little Rock, Ark.); and Allan Fegley, LC of Division 103 (Cheyenne, Wyo.).

BLE responds to UTU raid at CP Rail

Leadership of BLE Canada strongly condemned an attempted raid of its Canadian Pacific membership by the United Transportation Union, while an elected BLE officer has been relieved of his duties for assisting the UTU raid.

On July 8, BLE International President Don Hahs appointed George Hucker, BLE International Vice-President & National Legislative Representative-Canada, as temporary trustee of the BLE's CP Rail (East) General Committee of Adjustment. Special Representative R.J. Toole was also appointed administrative assistant to Vice President Hucker.

In a letter dated July 8, President Hahs invoked his authority under Section 16 of the BLE Constitution & Bylaws and placed the CP Rail GCofA under trusteeship.

In his letter, President Hahs told the officer in question that: "Specifically, you have violated your duty by using your BLE title and office to promote the election of the United Transportation Union (UTU) to replace the BLE as collective bargaining

representative for Canadian Pacific engineers and may have expended BLE funds to further that campaign.

"You are hereby directed to relinquish to Brother Hucker and Brother Toole possession and control of all the funds, books, papers and other properties of the general committee."

On July 4, UTU representatives approached BLE members at their work terminals and invited them to sign applications in order to join the UTU.

In a letter to Ken Georgetti, President of the Canadian Labour Congress (CLC), BLE Canadian Director Gilles Hallé said that the UTU's actions violate the "no raiding" provisions of the CLC Constitution. He also requested that Georgetti immediately appoint a neutral umpire to investigate the UTU's actions.

In the United States, the UTU was found guilty of violating the "no-raiding" clause of the AFL-CIO constitution on numerous occasions. In fact, UTU withdrew from the AFL-CIO several years ago to

avoid financial penalties for its constant raiding of BLE.

A joint letter from Canadian Director Halle and Vice-President Hucker accuses the UTU of timing its raiding campaign in an attempt to derail the proposed merger of the BLE and the International Brotherhood of Teamsters.

"(T)he UTU recognizes the powerful stranglehold on surface transportation that could result with a BLE-Teamster merger," the letter states. "The size of the membership, the resources and money behind such a merger, if it were to take place, would in itself be a huge threat to the negotiating abilities and long-term survival of the UTU."

Brothers Hallé and Hucker also said the raid will have long-term, negative consequences on the workers and has damaged each union's ability to negotiate with the carriers.

"The UTU, by these actions, has done what the company has been attempting to achieve for countless years — divide and conquer." •

Rail Canada Traffic Controllers strike at CP Rail

More than 200 members of the Brotherhood of Locomotive Engineers' Rail Canada Traffic Controllers went on nationwide strike on June 18 over health care, salary, and pension issues.

"We will continue to support these brothers and sisters until the issues in question are resolved," said BLE International President Don M. Hahs. "We still believe that what these members are asking for is fair and are disappointed that the carrier has allowed things to come to this point."

CP Rail, Canada's No. 2 railroad, is using managers to fill the void left by the striking rail traffic controllers. Striking BLE members have warned the Canadian media that this has created a potentially dangerous situation. They also say their job action has CP operating at no more than 40 percent, and they promise things will get worse.

The negotiations between RCTC and Canadian Pacific began on September 1, 2002 with both the union and the company serving notice to commence collective bargaining as required by the Cana-

dian Labour Code. In March 2003, the union filed for conciliation due to the fact that Canadian Pacific was placing additional demands on the RCTC and the negotiations had stalled. The government appointed a conciliator, and the parties had 60 days to reach an agreement. This period ended on May 27 with no agreement reached. A cooling off period was legally mandated and it ended on June 18.

RCTC members are seeking a pay scale similar to that of rail traffic controllers employed by Canadian National. The BLE-RCTC also opposed Canadian Pacific's attacks on its work rules and the company's demands for changes in the RCTC's benefits package.

"At present, we have Labour Board charges pending against Canadian Pacific Railway for failure to bargain in good faith," said BLE-RCTC General Chairman Jim Ruddick. "In our complaint, we allege that since negotiations began on September 21, 2002, the company has promoted an inordinate number of our members into management posi-



Robert Bouvier, President of Teamsters Canada, joins BLE Canadian Director Gilles Halle, BLE Local Chairman Dan McGiver, and dozens of BLE and Teamsters members as the striking Rail Traffic Controllers rally on the picket lines in front of Windsor Station in Montreal on June 26.

tions in an attempt to undermine our union.

"We also assert that the company is training former Rail Traffic Controllers, who voluntarily left some time ago, (to replace workers on strike)."

The members of RCTC-BLE perform safety critical duties for the railway and are held to a high standard of performance. Rail traffic controllers (RTC) are considered to be

the eyes and ears of the railway system, and have a high level of responsibility and standards that they must adhere to. The RTC work with limited supervision and are responsible for the movement of trains over an assigned territory.

The position has been compared, in terms of responsibility, to that of an air traffic controller. The lives of individuals responsible for the movement of trains, rail inspection equip-

ment and rail repair equipment depend on the controllers.

On June 26, the BLE-RCTC held demonstrations in Calgary and in Montreal at Windsor Station. The striking members received support from the International Brotherhood of Teamsters, the Canadian Union of Public Employees, the Canadian Auto Workers and fellow-CP Rail unions. •



BLE NEWS

BLE appeals CIRB decision on VIA Rail

On June 15, the Brotherhood of Locomotive Engineers filed for a judicial review by the Federal Court of Appeals of a decision made by the Canada Industrial Relations Board.

The decision, number 230, was rendered by Vice Chair Michele A. Pineau. The case involves a long-standing dispute over seniority rights on VIA Rail. The BLE believes that, among other things, the CIRB decision exceeded the Board's jurisdiction.

VIA Rail and the BLE's Canadian National General Committee of Adjust-

ment have also appealed the decision.

BLE International Vice-President and Canadian Director Gilles Halle has issued a letter detailing the BLE's appeal.

For a copy of a letter in English, visit the BLE website at:

<<http://www.ble.org/pr/pdf/judreviewe.pdf>>.

For a copy of the letter in French, visit the BLE website at:

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

Appeals court rules in favor of engineer

The U.S. Court of Appeals for the Eighth Circuit has reversed and remanded to trial an Americans with Disabilities Act decision by a lower court in the case of a locomotive engineer from the Dakota, Minnesota & Eastern Railroad.

The engineer was an on-call locomotive engineer who had limited use of his right hand and arm due to injury. The added length of time that it took him to complete his daily activities, such as bathing, eating and dressing, required him to receive a call to report to work more than two hours in advance. The railroad, under new management, refused to give him more time and imposed a two hour call rule for all on-call locomotive engineers.

The appellate court said that he

had been constructively demoted to a weekend conductor job by reason of the two hour advanced calling time policy. In sending the case back to trial, the Eighth Circuit observed that the engineer faced the choice of either taking a lower-paying conductor job that he could report to on time or risking discharge by showing up late to work on a repeated basis.

This was sufficient in the court's judgment that a reasonable person could conclude that the railroad created an environment in which he had no choice other than to demote himself.

The engineer recently joined the BLE. No trial date has been set. This is case 14 AD Cases 385 (USCA 8th Circuit. April 28, 2003). •

Resolutions

Continued from page 2

wished to thank all of the City Council members.

In addition to Flint, Flat Rock and Woodhaven, Mich., and Sparks, Nevada, 17 other U.S. cities have adopted similar resolutions: Baton Rouge, La.; Detroit, Mich.; Shreveport, La.; Marysville, Mich.; Boston, Mass.; Cleveland, Ohio; Pine Bluff, Ark.; North Little Rock, Ark.; Beardstown, Ill.; Bakersfield, Calif.; Woodbridge, N.J.; Belen, N.M.; Maple Heights, Ohio; Alliance, Neb.; Evansville, Ind.; Dupo, Ill.; and Durand, Mich.

Also, nine counties have passed similar remote control resolutions. They are: Douglas County, Wisc.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron County, Ohio; Erie County, Ohio; Whitley County, Ky.; Unicoi County, Tenn.; and Contra Costa County, Calif.

PDF copies of the resolutions are available on the BLE website:

<<http://www.ble.org/pr/pdf/flatrock.pdf>>

<<http://www.ble.org/pr/pdf/woodhaven.pdf>>

<<http://www.ble.org/pr/pdf/flint.pdf>>

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

JULY 2003 CALENDAR & EVENTS

SEPTEMBER 12, 2003... Railroad Retirement Board Informational Conference, Fort Worth, TX
The U.S. Railroad Retirement Board will offer a free informational conference for elected BLE officers on September 12 in Fort Worth, Texas. Registration for the conference begins at 8 a.m. and will begin promptly at 8:30 a.m., ending at 12:30 p.m. Located at the Holiday Inn South, 100 East Alta Mesa Blvd.

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

OCTOBER 17, 2003... Railroad Retirement Board Informational Conference, Pittsburgh, PA
The U.S. Railroad Retirement Board will offer a free informational conference for elected BLE officers on October 17 in Pittsburgh, Pa. Located at the Radisson Hotel, Pittsburgh Green Tree, 101 Radisson Dr.

JUNE 13-18, 2004... 77th Annual Southeastern Meeting Association, Greenville, S.C.
To be held at the Hyatt Regency Hotel in Greenville Commons, the 77th annual BLE-GIA Southeastern Meeting Association will be hosted by W.R. "Roger" Peace and members of BLE Division 598 in Greenville, S.C. Early bird reservations can be made by calling the hotel at: (800) 233-1234 or (864) 235-1234. Be sure to ask for the Brotherhood of Locomotive Engineers discounted rate.

AUGUST 17-22, 2004... 64th Annual International Western Convention, Albuquerque, N.M.
Hosted by Pat and Barbie Lynch and members of BLE Division 446 (Gallup, N.M.) at the Hyatt Regency Albuquerque, 330 Tijeras NW, Albuquerque, NM 87102, phone: (505) 842-1234.

Advisory Board May Activity

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

International President Don M. Hahs—International Office: General supervision of BLE activities; General office duties; Mtgs. w/ Teamsters, Cleveland; Western General Chairmen's Assoc. mtg., Las Vegas; Mtgs. w/ State Legislative Board Chairmen and Special Reps, Las Vegas; TTD mtg., Washington D.C.; Mtgs. w/ VPs Halle & Hucker, Canadian General Chairmen & Provincial Legislative Board Chairmen, Montreal; Work/rule mtgs. w/ NCCCE; Conference call w/ UP General Chairman Mike Young & members of his committee.

First Vice-President & Alternate President Edward W. Rodzowicz—Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Negotiations on South Buffalo RR; IBT unity meeting; LIRR discipline appeal; Holiday; IBT Teamsters Canada; Mtgs. w/ VPs Hucker and Halle.

General Secretary-Treasurer William C. Walpert—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Attended General Secretary-Treasurers' conference, AFL-CIO, Pittsburgh; International Brotherhood of Teamsters unity conference, Las Vegas; Local Chairman Workshop, George Meany Center, Silver Spring, Md.

Vice-President Paul T. Sorrow—Attended CSX/conrail shared assets GCA interim mtg.; Attended Association of General Chairmen's mtg.; Mtg. w/ CSX, national wage/rules committee; Mtg. in Huntington, W.Va., w/ Divisions 781, 463 & 698; Assisted NS Northern Lines GCofA, CSX GCofAs, and Grand Trunk GCofA with various issues; Finalized awards for SBA 1063; General Office duties.

Vice-President Richard K. Radek—ID Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Elgin, Joliet & Eastern Rwy.; PLB 6603 mtgs. & prep., EJE, Chicago; Remote control mtg., Kansas City; NRAB arbitration, Sacramento; L/M Quarterly mtgs. & prep., CN/WC-Rosemont, Ill. and CN/IC-New Orleans; Special assignment/Division 404 mtg., UP/CNW, Wheaton, Ill.; NRAB/RRRB, general assistance, IHB/UP/CN/WC, Chicago; Memorial service, D. Hoey, BLE designated counsel, Chicago; FRA Part 240.409 dockets: EQAL 98-84, 01-06, 01-18, 00-51, 01-16, 00-84, 02-01.

Vice-President Dale McPherson—CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLE National Bargaining Cmte.; BLE/IBT Constitution & Bylaws Cmte.; PLBs 5604, 5681, 5721, 6040, 6281, 6589; UP work/rest projects; RSAC positive train control cmte.; UP Section 6 mtgs.; Vacation; General office duties, telephone, correspondence; IBT Unity Conference; UP former CNW GCofA mtgs. & triennial mtg., Las Vegas; UP work/rest mtgs. w/ GC M.A. Young.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes—Washington D.C. office; General office duties; NTSB mtg., re: most wanted safety recommendations; Receptions: Cong. Carson (D-OK), Edwards (D-TX), Frost (D-TX), Lowey (D-NY), Pascrell (D-NJ), Sabo (D-MN), Lampson (D-TX), Kaptur (D-OH), Rahall (D-OH), Brown (D-FL), Senator Dorgan (D-ND); Mtg. w/ Amtrak President Gunn; TTD Rail Div. mtg.; Operation Lifesaver reception; USACTION; Harriman Awards luncheon; Mtg. w/ DOT Secretary Mineta; RSAC mtg.

Vice-President Merle W. Geiger Jr.—Assigned to: Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal; Delaware & Hudson; Indiana & Ohio RR; Indiana Southern RR; New York, Susquehanna & Western; Mtg. w/ Indiana & Ohio RR, Cincinnati, Ohio; Contract mtgs. on Tex-Mex w/ GC Leyendecker, Corpus Christi, Texas; Contract mediation on Springfield Terminal w/ GC Tommbly, Portsmouth, N.H.; Holiday; Research, contract preparation and general office duties.

Vice-President Stephen D. Speagle—On-property negotiations w/ BNSF, Fort Worth; Mtg. on seniority, BNSF, Fort Worth; Wabash Hospital mtg., Decatur; Div. 262 mtg., Missoula, Mont.; Mtgs. on bridge insurance for MRL, Missoula; Div. 75 dinner, mtg., Kansas City; Mtg. w/ LC on ID runs; Div. 428 mtg., St. Louis; Div. 672 & 170 mtgs., Memphis; Div. 285 mtg.; Travel; General office duties.

Vice-President E.L. "Lee" Pruitt—Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork, filing; WJPA negotiations, Cajon Pass helpers from UPRR to BNSF; UPWL-Hannah, Dallas-Fort Worth; Advisory Board mtg., Miami; Mtgs. w/ LC Divisions 277, 236 and PTRR division merger and RCO, UPWR-Donnigan, Portland, Ore.; Ebb & flow, reserve board & application bid mtgs., UPWL-Hannah, Phoenix, Ariz.; La. hub ID arbitration, UPWL-Hannah, Phoenix.

Vice-President Paul L. Wingo Jr.—Assisted NS Southern Lines & NS Eastern GCofAs; Iowa, Chicago & Eastern; Meridian Southern; BLE Security Officer; Mtg. w/ Meridian Southern; NS training facility; Special mtgs. of Divisions 165, 393, 200 and 266; General office duties; Western General Chairmen's Assoc. mtgs., Las Vegas.

Vice-President & Canadian Director Gilles Halle—Ottawa Office; TRAQ seminar, Quebec; CN/VIA GCofA mtgs., Montreal; CN east GCofA mtg., Grand-Mere; EFAP, Montreal; Pension Board mtgs., Quebec; Teamster subcommittee mtgs., Montreal; VIA mtgs., Montreal.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; National Legislative Board-Canada; CCROU work/rest, Quebec City; Canadian BLE-Teamster discussions, Calgary; CPR RMP mtg., Ottawa; BMW mtg. w/ VP Ken Depluck, Ottawa; VIA FMP mtg., Montreal; Mtgs. Division 243, re: BeltPack, Thunder Bay; BLE advisory board mtg., Cleveland; NLB mtg., Calgary; Mtg. w/ CPR VP of Human Resources Andrew Shields; WESTAC, Calgary; Div. 843 health & safety, work/rest regulations; Prince George.

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