

# THE LOCOMOTIVE ENGINEER NEWSLETTER • DECEMBER 2002



## Detroit bans remote control

Under the leadership of City Council President Mary Ann Mahaffey, the City Council of Detroit, Mich., adopted a resolution on November 6 that banned the use of remote control locomotives within the city limits and called on the Federal Railroad Administration to adopt comprehensive regulations governing use of the technology.

Detroit is the second U.S. city to pass a resolution banning remote control locomotives, joining Baton Rouge, La., which passed similar legislation on September 25.

The Detroit resolution cites City Council's "duty to provide for the public safety of its Citizens" and "terrorist threats against railroads" as two reasons why it was adopted. On October 24, the Federal Bureau of Investigation warned that al Qaeda had threatened to attack American railroads — attempting to destroy key rail bridges and sections of track to cause derailments or targeting hazardous material containers.

The resolution also calls upon railroads to "cease and desist" from remote control operations in the city until the "Detroit agency responsible for Emergency Preparedness implements a plan to provide for evacuation and emergency response..."

The November 6 resolution noted that the Federal Railroad Administration has only passed recommended "guidelines" to govern the use of remote control trains, and formally requested that the FRA issue enforceable regulations that "ensure the highest level of skill and qualification of persons operating remote control locomotives..."

The resolution resolved that remote control locomotives cannot be used to transport materials on or near tracks occupied by hazardous materials. It also resolved that remote control locomotives cannot be operated over a public or private highway-rail grade crossing without "a person occupying the cab of the locomotive who has the required skills to stop the locomotive and its attached equipment."

The City Council's resolution requested that railroads equip remote control locomotives with "devices to secure the operating cab and its controls against terrorists, vandals and other unauthorized persons."

Greg Powell, Chairman of the Michigan State Legislative Board, worked to get the resolution adopted. He credited the Metro Detroit Central Labor Council, AFL-CIO, for their assistance in contacting City Council, and singled out Donald Boggs and Shawn Ellis for their efforts. BLE Division 920 in Pontiac, Mich., recently affiliated with the Metro Detroit CLC.

He also thanked all BLE members in Michigan for their assistance, and singled out Legislative Representatives who took photos and documented the hazards posed by railroad companies allowing lesser-qualified employees to operate trains by remote control.

He recognized the efforts of: Frank Battaglia, Leg-

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## Remote control hearings conclude

The three-way arbitration hearing regarding the carriers' assignment of remote control operations to non-engineers took place in Chicago on November 18 and 19.

The Brotherhood of Locomotive Engineers began the hearing by presenting oral arguments and was followed by the rail carriers and the United Transportation Union, respectively. The hearing concluded on November 19 after each party presented its rebuttals.

BLE President Don Hahs said the BLE team did an excellent job of presenting the BLE's position. President Hahs served as the BLE's Board Member at the hearing, while Robert Allen represented the rail carriers and Byron Boyd represented the UTU.

The three parties could not agree on a single question to pose to the arbitrators, so each party submitted its own.

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## BLE to poll membership

The Brotherhood of Locomotive Engineers is preparing to survey all of its members in the next 60-90 days regarding the proposed merger with the International Brotherhood of Teamsters.

The purpose of the survey is to assist BLE leadership in structuring the best possible merger agreement.

"This is your chance to let us know how you feel regarding issues facing the BLE and the proposed Teamster merger," BLE President Don Hahs said. "It's very important

that you answer the poll. Each member's survey will be kept confidential."

All BLE members will receive survey information through the mail while approximately 1,000 will also be contacted by phone.

In related news, the joint BLE-IBT Subcommittees have continued their meetings throughout November and early December. The Finance Committee has meeting sched-

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Canadian Pacific Railway's Holiday Train lights up New York as it crosses the Hell's Gate Bridge during its yearly run through New York in December of 2001. The CPR train, decorated with nearly 8,000 Christmas lights, will stop in more than 75 communities this month to help collect food bank donations, raise awareness of hunger and entertain crowds with a live program of holiday music. (Photo courtesy CPR)

## Judge rules RCOs can access locomotive cabs to sound whistles/horns or bells

U.S. District Judge Joan Gottschall ruled on November 12 that Remote Control Operators (RCOs) are allowed to access locomotive cabs for the purposes of sounding whistles/bells or horns.

The parties agreed to an order, which Judge Gottschall entered on October 16, which

basically stated that RCOs were not allowed to effectuate train movements via remote control while in the cab of the locomotive. Part of the order mandated that the rail carriers issue written instructions to RCOs to that effect.

However, it was these written instructions that brought

the BLE and Carriers to court again on November 12.

BLE took exception to a portion of the carriers' written instructions, which read, "[t]his means that while an RCO is in a locomotive cab, he or she may not use the speed,

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# BLE offers contract van safety tips

## BLE member hurt, UTU member killed in New Jersey van wreck

In the wake of a fatal contract van collision in New Jersey on November 6, the Brotherhood of Locomotive Engineers is calling for stricter regulations governing the off-duty transportation of railroad workers.

Investigators are still trying to piece together what happened on November 6, when UTU conductor J.P. McMahon was killed and BLE engineer John Moore was injured after their contract van was involved in an accident. The northbound van was transporting them to their on-duty location in North Bergen, N.J., and was in the process of making a left-hand turn into the yard when it was struck broadside by a vehicle heading south. Brother Moore, 51, is Secretary-Treasurer of BLE Division 46 (Albany, N.Y.).

Legislation introduced in the U.S. House of Representatives earlier this year would provide for increased safety inspections of contract carrier motor vehicles. Section 604 of the Railroad Safety Reform Act of 2002 (H.R. 4761) reads:

"A railroad carrier shall not require or allow a transport motor vehicle to be used to transport employees to or from a work site, whether that transport motor vehicle is owned or operated by the railroad carrier or by an independent contractor to the railroad carrier, unless the transport motor vehicle has been tested and inspected at appropriate intervals, in accordance with regulations promulgated by the Secre-

tary, to ensure that it has been properly maintained and can safely transport railroad employees."

While this legislation would only go so far in protecting railroad workers, there are precautions BLE members can take to ensure their safety.

Because the accident happened in his state, New Jersey State Legislative Board Chairman Ken Michel issued a reminder regarding contract van safety. "While not written down in any collective bargaining agreement as one of your responsibilities, these habits may ultimately save your life," Brother Michel said.

Chairman Michel suggests that members take the following precautions when riding in a contract van:

- Make sure you use your seat belt and position yourself in a seat that is least likely to sustain contact during an accident.

- If you are a member of a crew that is frequently transported by contract vans, then get to know the drivers. You will be better able to determine if they are adequately rested to perform service. Getting to know the drivers will also allow you to ask them how many trips they have made since their tour began.

- Make a cursory inspection of the van before getting in. Are all the lens covers of lights intact? Do the tires appear safe? Are there any broken windows? Does the exhaust system sound tight?

- Inside, are the seats secure? Are there any loose objects such as tire irons which may become flying objects during an accident?

- Most importantly, you can decline to ride with anyone who you feel is an unsafe driver. You can also refuse to ride in a vehicle which has mechanical deficiencies.

"While this is not to confirm or imply that the accident in North Bergen on November 6 was the fault of the van driver, it does serve as a reminder that safe habits may be the only thing that will save your life," Chairman Michel said.

Two BLE members have been killed in contract van collisions since 1998. On March 21, 2001, BLE member R.J. St. Marie, 48, along with a conductor and a van driver, was killed in a deadhead accident near Alexandria, La. Their van was rear-ended by an 18-wheeler in a construction zone on Interstate 10 as it traveled to their off-duty point.

BLE Engineer David Butler, 51, was killed in an off-duty collision in Small, Texas, on May 13, 1998. Brother Butler and Conductor A.E. Carbajal had just left their Union Pacific train to be relieved under the Hours of Service Act when the tragedy occurred. Their taxi entered a crossing at the west end of the siding and was struck by a westbound train. Both men were killed, as was the van's driver. •

## NTSB report finds 15-passenger vans unsafe, prone to rollover

A safety report released by the National Transportation Safety Board finds that 15-passenger vans are involved in a higher rate of single-vehicle accidents involving a rollover than other passenger vehicles. The report details the Board's findings from an analysis of data from the National Highway Traffic Safety Administration's Fatal Analysis Reporting System (FARS) on 15-passenger vans.

The report notes that the National Highway Traffic Safety Administration's (NHTSA) current rulemaking and testing concerning vehicle rollovers do not include 15-passenger vans. As a result of its examination, the Board recommended that NHTSA include the vans in its dynamic testing program as well as in its New Car Assessment Program (NCAP) rollover resistance program.

A copy of the report is available on the NTSB's website, [www.ntsb.gov](http://www.ntsb.gov). Printed copies of the report may be purchased from the National Technical Information Service (NTIS), (800) 553-NTIS. •

## RRB offers new Internet service

The U.S. Railroad Retirement Board (RRB) announced a new Internet service to the railroad community via its website, <http://www.rrb.gov>. This service is called the "Service and Compensation History."

With the use of a Personal Computer, railroad workers will be able to view and print their record of railroad service months and compensation 24 hours a day, seven days a week.

This new service is available on the RRB's Web Site's Mainline Services: <http://www.rrb.gov/mainline/default.asp>.

1. To establish an Internet account and set up your PIN and Password, simply click on "Create" to the left of "PIN/Password" and follow the instructions.

2. After you receive your Password Request Code (PRC) in the mail, simply:

- Go back to the RRB web site to set up your PIN and Password.

- Click on "CREATE" again and follow the instructions.

After establishing your account, you may then use RRB Internet Services to obtain a record of service months and compensation.

## NTSB blames sleep apnea for fatal wreck

### Calls upon FRA to develop standard sleep apnea medical exam form

A Michigan train wreck that killed two train crew members last year — including a BLE member — was caused because both crew members of the oncoming train were suffering from severe sleep apnea and dozed off, the National Transportation Safety Board said in a report approved on November 19.

Engineer Allen Yash and conductor Jesse Enriquez, who were operating a Canadian National freight train southbound toward Detroit, were diagnosed before the accident with obstructive sleep apnea by their private physicians. Neither had been successfully treated and their conditions were not listed in company medical reports, NTSB's investigation found.

The two men fell asleep while traveling in a wooded area near Clarkston, Mich., just before 6 a.m. on Nov. 15, 2001, and did not see a stop signal or the lights of an oncoming train, the report said.

Their train struck another

Canadian National train northbound for Flint, killing its 49-year-old engineer, Thomas Landris, and 58-year-old conductor, Gary Chase. Yash and Enriquez were hospitalized with serious injuries.



Brother Landris was a 27-year member of BLE Division 650 (Durand, Mich.). A fiery blaze ensued, forcing the evacuation of 100 homes in the area.

Obstructive sleep apnea, or OSA, causes a person to periodically stop breathing while asleep. Dr. Mitch Garber, a physician on the NTSB's investigation team, said people with the condition will feel extremely sleepy during the day and they can drift off after a few minutes in a quiet or monotonous environment.

The NTSB recommended that Canadian National requires "fatigue awareness training" for its employees.

It also made the following safety recommendations to the Federal Railroad Administration:

- Develop a standard medical examination form that includes questions regarding sleep problems and require that the form be used, pursuant to 49 Code of Federal Regulations Part 240, to determine the medical fitness of locomotive engineers; the form should also be available for use to determine the medical fitness of other employees in safety-sensitive positions. (R-02-24)

- Require that any medical condition that could incapacitate, or seriously impair the performance of, an employee in a safety-sensitive position be reported to the railroad in a timely manner. (R-02-25)

- Require that, when a railroad becomes aware that an employee in a safety-sensitive position has a potentially incapacitating or performance-impairing medical condition, the railroad prohibit that employee from performing any safety-sensitive duties until the railroad's designated physician determines that the employee can continue to work safely in a safety-sensitive position. (R-02-26) •

## Teamsters

Continued from Page 1

uled for December 16 and 17; the Constitution & Bylaws has meetings scheduled for December 21-23; and the Legislative Committee has meetings scheduled for Jan. 14-15, 2003.

The Chairmen of all Subcommittees were impressed with the level of output they were able to achieve in such a short period of time. President

Hahs said the meetings have been characterized by a great deal of respect between the BLE and IBT Brothers.

As the meetings are still in the drafting stage, the Chairmen of the Subcommittees agreed that all content of discussion should remain confidential. Once final documents are approved in accordance with Section 1 (e) of the BLE Constitution & Bylaws, they will be distributed to BLE members for ratification. •

# BLE, Teamsters seek to organize IC&E

The Brotherhood of Locomotive Engineers and the International Brotherhood of Teamsters are pooling their organizing power in an effort to bring union representation to more than 250 workers employed by the Iowa, Chicago & Eastern Railroad (IC&E).

On November 18, the joint IBT/IBLE Rail Operating Employees' Council held its first-ever rally in Davenport, Iowa. The rally kicked off the National Mediation Board's distribution of ballots in the month-long representation election. Votes will be tabulated on December 17.

At the Davenport rally, two large Teamster trucks — one from Chicago and one from Indianapolis — served as rally headquarters for BLE and Team-

ster representatives. The trucks were parked at two separate locations in the Quad Cities area where IC&E employees report for work.

"Employees were free to stop by, talk to BLE and Teamster members, and learn that we are all about," said Chuck Hintz, Chairman of the BLE's Iowa State Legislative Board.

Most of the rail employees, however, are already familiar with the BLE. Most of the IC&E employees who are seeking union representation are former BLE members. In July, the Dakota, Minnesota & Eastern Railroad (DM&E) purchased the I&M Rail Link (also known as IMRL) and changed its name to Iowa, Chicago & Eastern. In doing so, the company also abolished



BLE and Teamster members at a joint rally to organize the IC&E Railroad.



From left: BLE Special Rep Jim Bradford and Bill McCabe, President of Teamsters Local 371.

union representation.

"We are working to reorganize the property and the Teamsters have shown a tremendous amount of support," BLE President Don Hahs said.

The DM&E, which owns 1,100 miles of track, purchased the IMRL, which owned 1,400 miles of track, for a reported \$150 million. The former IMRL tracks connect the Twin Cities, Chicago and Kansas City. DM&E is in the process of upgrading its system to carry coal from Wyoming's Powder River Basin across South Dakota and southern Minnesota.

The BLE and IBT agreed to begin merger discussions in February, and

the talks have proceeded throughout the year. While the two organizations are not merged, the joint IBT/BLE Rail Operating Employees' Council allows them to work together in organizing efforts.

BLE Special Representatives Tom Miller and Jim Bradford helped organize the campaign, along with Bill McCabe, President of Teamsters Local 371.

In addition to Brother Bradford and Brother Hintz, Union Pacific (CNW Lines) Vice General Chairman Mike Elsberry and BLE Division 125 Legislative Rep. Pat Johnson helped with the event. •

## BLE memorial honors victims, families of 9-11



Members of the Brotherhood of Locomotive Engineers who work in Boston hung this banner in the main concourse of Boston's South Station on the one-year anniversary of the September 11 terrorist attacks. The banner served as a memorial to the victims and families of the attacks, and was displayed in a place of prominence for several weeks after the anniversary. George Newman, Chairman of the Massachusetts State Legislative Board, credits Division 312 (Boston) Local Chairman Richie Prone for coming up with the idea. Brother Newman noted that Mike O'Bryan, Local Chairman of Division 57 (Boston), assisted in funding the project, which was split evenly between Division 57, Division 312 and the Massachusetts State Legislative Board. Brother Newman, who submitted this photo, also thanked the Northeast Division of Amtrak's management for cooperating with the BLE on the project.

## Dates, locations set for 2003 BLE regional meetings

BLE and GIA members planning ahead for summer vacation in 2003 are encouraged to consider attending one of the BLE's four regional meetings.

Many BLE members sharpen their skills at one of the various educational opportunities offered at the regional meetings, while others attend to rekindle old friendships. Either way, the BLE's 2003 regional meetings offer something for everyone.

The following dates and locations are final. However, certain activities and events listed are subject to change due to unforeseeable circumstances.

- June 1-5, 2003: 63rd Annual International Western Convention in Sparks, Nevada.

Jeffrey Valentine welcomes BLE and GIA members to Sparks, Nevada, for the 2003 International Western Convention. The 63rd annual IWC will be held at John Ascuaga's Nugget Hotel & Casino in Sparks. For reservations, call (800) 648-1177 and ask for the IWC room rate, or identify yourself as a BLE member. A room rate of \$89 per night has been secured from May 30 through June 7. Activities include a golf tournament at The Resort at Squaw Creek, a Robert Trent Jones designed course in the High Sierras, a bus trip to Vir-

ginia City, America's largest historical landmark, and a dinner/dance sunset cruise on Lake Tahoe. Those wishing to contact Chairman Valentine may do so by phone by calling (775) 857-2013, or by e-mail: <jval@accutek.com>.

- June 15-20, 2003: 76th Annual Southeastern Meeting Association in Pigeon Forge, Tenn.

Chairman W.M. "Bill" Overton and the members of BLE Division 239 (Knoxville, Tenn.) will host the 2003 SMA at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn. (hotel website: [www.grandresorthotel.com](http://www.grandresorthotel.com)). Members can make early-bird reservations by calling: (800) 251-9752. Room rates are \$69.77 per night (plus tax). Attractions include the Great Smokey Mountains national park, Dollywood, and the annual golf tournament. Registration is on June 15; the banquet is on June 19. For details, contact Brother Overton at: Fax (865) 945-3715, or by e-mail, [wmo4719@hotmail.com](mailto:wmo4719@hotmail.com).

- June 29-July 3, 2003: 65th Annual Eastern Union Meeting Association in Baltimore.

Arrangements Chairman Fred Cox and the members of BLE Division 52 will host the 2003 EUMA at the Baltimore

Hyatt Regency in the inner harbor area of Baltimore. Early bird reservations can be made by calling (410) 528-1234. Arrangements Chairman Fred Cox reports that tentative activities include a tour of the Baltimore & Ohio Railroad museum, a harbor dinner cruise, golf tournament, and a Baltimore Orioles baseball game. For more details, contact Brother Cox at (717) 244-4855 or e-mail: [euma03@aol.com](mailto:euma03@aol.com).

- September 28-October 2, 2003: 68th Annual Southwestern Convention Meeting.

General Chairman Rick Gibbons, BNSF (SLSF) and 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 and 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 entertainment options for the whole family. Members planning to attend the SWCM are encouraged to visit Branson's website, <[www.branson.com](http://www.branson.com)>, to learn more about its diverse entertainment opportunities.

More details and registration forms will follow. •

# RATE TABLES

These rate tables, effective January 1, 2003, reflect a cost-of-living increase of 11 cents per hour or \$0.88 per basic day (\$0.0088 per mile). Not reflected in these tables is the fact that BLE members contribute 4 cents per hour or 32 cents per basic day toward Health and Welfare premiums. It also

should be noted that these figures are derived from the BLE National Agreement. The rates in effect on some properties differ slightly from the published rates, because of the effect of different system agreements. Your general chairman's office should have the rates in effect on your property. •

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly
	Daily	Regular	Under Art. VIII	Straight Time
less than 80,000	\$142.69	\$1.0854	\$1.0942	\$17.8363
80,000 and less than 100,000	\$142.69	\$1.0854	\$1.0942	\$17.8363
100,000 and less than 140,000	\$142.78	\$1.0863	\$1.0951	\$17.8475
140,000 and less than 170,000	\$142.86	\$1.0871	\$1.0959	\$17.8575
170,000 and less than 200,000	\$142.95	\$1.0880	\$1.0968	\$17.8688
200,000 and less than 250,000	\$143.04	\$1.0889	\$1.0977	\$17.8800
250,000 and less than 300,000	\$143.12	\$1.0897	\$1.0985	\$17.8900
300,000 and less than 350,000	\$143.21	\$1.0906	\$1.0994	\$17.9013
350,000 and less than 400,000	\$143.29	\$1.0914	\$1.1002	\$17.9113
400,000 and less than 450,000	\$143.38	\$1.0923	\$1.1011	\$17.9225
450,000 and less than 500,000	\$143.47	\$1.0932	\$1.1020	\$17.9338
500,000 and less than 550,000	\$143.55	\$1.0940	\$1.1028	\$17.9438
550,000 and less than 600,000	\$143.64	\$1.0949	\$1.1037	\$17.9550
600,000 and less than 650,000	\$143.72	\$1.0957	\$1.1045	\$17.9650
650,000 and less than 700,000	\$143.81	\$1.0966	\$1.1054	\$17.9763
700,000 and less than 750,000	\$143.89	\$1.0974	\$1.1062	\$17.9863
750,000 and less than 800,000	\$143.98	\$1.0983	\$1.1071	\$17.9975
800,000 and less than 850,000	\$144.06	\$1.0991	\$1.1079	\$18.0075
850,000 and less than 900,000	\$144.15	\$1.1000	\$1.1088	\$18.0188
900,000 and less than 950,000	\$144.23	\$1.1008	\$1.1096	\$18.0288
950,000 and less than 1,000,000	\$144.32	\$1.1017	\$1.1105	\$18.0400
1,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.08 and \$.09 Alternately		\$.08 and \$.09 Alternately	
MOTOR AND ELECTRIC CARS In multiple or single unit Daily Earnings Minimum	\$142.95 \$144.21	\$1.0880	\$1.1775	

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$157.37	\$1.2013	\$1.2979	\$19.6713	\$29.5069
140,000 and less than 200,000	\$157.80	\$1.2056	\$1.3022	\$19.7250	\$29.5875
200,000 and less than 250,000	\$157.97	\$1.2073	\$1.3039	\$19.7463	\$29.6194
250,000 and less than 300,000	\$158.12	\$1.2088	\$1.3054	\$19.7650	\$29.6475
300,000 and less than 350,000	\$158.27	\$1.2103	\$1.3069	\$19.7838	\$29.6756
350,000 and less than 400,000	\$158.48	\$1.2124	\$1.3090	\$19.8100	\$29.7150
400,000 and less than 450,000	\$158.69	\$1.2145	\$1.3111	\$19.8363	\$29.7544
450,000 and less than 500,000	\$158.90	\$1.2166	\$1.3132	\$19.8625	\$29.7938
500,000 and less than 550,000	\$159.11	\$1.2187	\$1.3153	\$19.8888	\$29.8331
550,000 and less than 600,000	\$159.29	\$1.2205	\$1.3171	\$19.9113	\$29.8669
600,000 and less than 650,000	\$159.47	\$1.2223	\$1.3189	\$19.9338	\$29.9006
650,000 and less than 700,000	\$159.65	\$1.2241	\$1.3207	\$19.9563	\$29.9344
700,000 and less than 750,000	\$159.83	\$1.2259	\$1.3225	\$19.9788	\$29.9681
750,000 and less than 800,000	\$160.01	\$1.2277	\$1.3243	\$20.0013	\$30.0019
800,000 and less than 850,000	\$160.19	\$1.2295	\$1.3261	\$20.0238	\$30.0356
850,000 and less than 900,000	\$160.37	\$1.2313	\$1.3279	\$20.0463	\$30.0694
900,000 and less than 950,000	\$160.55	\$1.2331	\$1.3297	\$20.0688	\$30.1031
950,000 and less than 1,000,000	\$160.73	\$1.2349	\$1.3315	\$20.0913	\$30.1369
1,000,000 and less than 1,050,000	\$160.91	\$1.2367	\$1.3333	\$20.1138	\$30.1706
1,050,000 and less than 1,100,000	\$161.09	\$1.2385	\$1.3351	\$20.1363	\$30.2044
1,100,000 and less than 1,150,000	\$161.27	\$1.2403	\$1.3369	\$20.1588	\$30.2381
1,150,000 and less than 1,200,000	\$161.45	\$1.2421	\$1.3387	\$20.1813	\$30.2719
1,200,000 and less than 1,250,000	\$161.63	\$1.2439	\$1.3405	\$20.2038	\$30.3056
1,250,000 and less than 1,300,000	\$161.81	\$1.2457	\$1.3423	\$20.2263	\$30.3394
1,300,000 and less than 1,350,000	\$161.99	\$1.2475	\$1.3441	\$20.2488	\$30.3731
1,350,000 and less than 1,400,000	\$162.17	\$1.2493	\$1.3459	\$20.2713	\$30.4069
1,400,000 and less than 1,450,000	\$162.35	\$1.2511	\$1.3477	\$20.2938	\$30.4406
1,450,000 and less than 1,500,000	\$162.53	\$1.2529	\$1.3495	\$20.3163	\$30.4744
1,500,000 and less than 1,550,000	\$162.71	\$1.2547	\$1.3513	\$20.3388	\$30.5081
1,550,000 and less than 1,600,000	\$162.89	\$1.2565	\$1.3531	\$20.3613	\$30.5419
1,600,000 and less than 1,650,000	\$163.07	\$1.2583	\$1.3549	\$20.3838	\$30.5756
1,650,000 and less than 1,700,000	\$163.25	\$1.2601	\$1.3567	\$20.4063	\$30.6094
1,700,000 and less than 1,750,000	\$163.43	\$1.2619	\$1.3585	\$20.4288	\$30.6431
1,750,000 and less than 1,800,000	\$163.61	\$1.2637	\$1.3603	\$20.4513	\$30.6769
1,800,000 and less than 1,850,000	\$163.79	\$1.2655	\$1.3621	\$20.4738	\$30.7106
1,850,000 and less than 1,900,000	\$163.97	\$1.2673	\$1.3639	\$20.4963	\$30.7444
1,900,000 and less than 1,950,000	\$164.15	\$1.2691	\$1.3657	\$20.5188	\$30.7781
1,950,000 and less than 2,000,000	\$164.33	\$1.2709	\$1.3675	\$20.5413	\$30.8119
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$153.37	\$1.1613	\$1.1829	\$19.1713	\$28.7569
140,000 and less than 200,000	\$153.80	\$1.1656	\$1.1872	\$19.2250	\$28.8375
200,000 and less than 250,000	\$153.97	\$1.1673	\$1.1889	\$19.2463	\$28.8694
250,000 and less than 300,000	\$154.12	\$1.1688	\$1.1904	\$19.2650	\$28.8975
300,000 and less than 350,000	\$154.27	\$1.1703	\$1.1919	\$19.2838	\$28.9256
350,000 and less than 400,000	\$154.48	\$1.1724	\$1.1940	\$19.3100	\$28.9650
400,000 and less than 450,000	\$154.69	\$1.1745	\$1.1961	\$19.3363	\$29.0044
450,000 and less than 500,000	\$154.90	\$1.1766	\$1.1982	\$19.3625	\$29.0438
500,000 and less than 550,000	\$155.11	\$1.1787	\$1.2003	\$19.3888	\$29.0831
550,000 and less than 600,000	\$155.29	\$1.1805	\$1.2021	\$19.4113	\$29.1169
600,000 and less than 650,000	\$155.47	\$1.1823	\$1.2039	\$19.4338	\$29.1506
650,000 and less than 700,000	\$155.65	\$1.1841	\$1.2057	\$19.4563	\$29.1844
700,000 and less than 750,000	\$155.83	\$1.1859	\$1.2075	\$19.4788	\$29.2181
750,000 and less than 800,000	\$156.01	\$1.1877	\$1.2093	\$19.5013	\$29.2519
800,000 and less than 850,000	\$156.19	\$1.1895	\$1.2111	\$19.5238	\$29.2856
850,000 and less than 900,000	\$156.37	\$1.1913	\$1.2129	\$19.5463	\$29.3194
900,000 and less than 950,000	\$156.55	\$1.1931	\$1.2147	\$19.5688	\$29.3531
950,000 and less than 1,000,000	\$156.73	\$1.1949	\$1.2165	\$19.5913	\$29.3869
1,000,000 and less than 1,050,000	\$156.91	\$1.1967	\$1.2183	\$19.6138	\$29.4206
1,050,000 and less than 1,100,000	\$157.09	\$1.1985	\$1.2201	\$19.6363	\$29.4544
1,100,000 and less than 1,150,000	\$157.27	\$1.2003	\$1.2219	\$19.6588	\$29.4881
1,150,000 and less than 1,200,000	\$157.45	\$1.2021	\$1.2237	\$19.6813	\$29.5219
1,200,000 and less than 1,250,000	\$157.63	\$1.2039	\$1.2255	\$19.7038	\$29.5556
1,250,000 and less than 1,300,000	\$157.81	\$1.2057	\$1.2273	\$19.7263	\$29.5894
1,300,000 and less than 1,350,000	\$157.99	\$1.2075	\$1.2291	\$19.7488	\$29.6231
1,350,000 and less than 1,400,000	\$158.17	\$1.2093	\$1.2309	\$19.7713	\$29.6569
1,400,000 and less than 1,450,000	\$158.35	\$1.2111	\$1.2327	\$19.7938	\$29.6906
1,450,000 and less than 1,500,000	\$158.53	\$1.2129	\$1.2345	\$19.8163	\$29.7244
1,500,000 and less than 1,550,000	\$158.71	\$1.2147	\$1.2363	\$19.8388	\$29.7581
1,550,000 and less than 1,600,000	\$158.89	\$1.2165	\$1.2381	\$19.8613	\$29.7919
1,600,000 and less than 1,650,000	\$159.07	\$1.2183	\$1.2399	\$19.8838	\$29.8256
1,650,000 and less than 1,700,000	\$159.25	\$1.2201	\$1.2417	\$19.9063	\$29.8594
1,700,000 and less than 1,750,000	\$159.43	\$1.2219	\$1.2435	\$19.9288	\$29.8931
1,750,000 and less than 1,800,000	\$159.61	\$1.2237	\$1.2453	\$19.9513	\$29.9269
1,800,000 and less than 1,850,000	\$159.79	\$1.2255	\$1.2471	\$19.9738	\$29.9606
1,850,000 and less than 1,900,000	\$159.97	\$1.2273	\$1.2489	\$19.9963	\$29.9944
1,900,000 and less than 1,950,000	\$160.15	\$1.2291	\$1.2507	\$20.0188	\$30.0281
1,950,000 and less than 2,000,000	\$160.33	\$1.2309	\$1.2525	\$20.0413	\$30.0619
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

WEIGHT ON DRIVERS (Pounds)	Mileage			Hourly	
	Daily	Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$159.37	\$1.2093	\$1.3179	\$19.9213	\$29.8819
140,000 and less than 200,000	\$159.80	\$1.2153	\$1.3222	\$19.9750	\$29.9625
200,000 and less than 250,000	\$159.97	\$1.2168	\$1.3239	\$19.9963	\$29.9944
250,000 and less than 300,000	\$160.12	\$1.2183	\$1.3254	\$20.0150	\$30.0225
300,000 and less than 350,000	\$160.27	\$1.2204	\$1.3269	\$20.0338	\$30.0506
350,000 and less than 400,000	\$160.48	\$1.2225	\$1.3290	\$20.0600	\$30.0900
400,000 and less than 450,000	\$160.69	\$1.2246	\$1.3311	\$20.0863	\$30.1294
450,000 and less than 500,000	\$160.90	\$1.2267	\$1.3332	\$20.1125	\$30.1688
500,000 and less than 550,000	\$161.11	\$1.2285	\$1.3353	\$20.1388	\$30.2081
550,000 and less than 600,000	\$161.29	\$1.2303	\$1.3371	\$20.1613	\$30.2419
600,000 and less than 650,000	\$161.47	\$1.2321	\$1.3389	\$20.1838	\$30.2756
650,000 and less than 700,000	\$161.65	\$1.2339	\$1.3407	\$20.2063	\$30.3094
700,000 and less than 750,000	\$161.83	\$1.2357	\$1.3425	\$20.2288	\$30.3431
750,000 and less than 800,000	\$162.01	\$1.2375	\$1.3443	\$20.2513	\$30.3769
800,000 and less than 850,000	\$162.19	\$1.2393	\$1.3461	\$20.2738	\$30.4106
850,000 and less than 900,000	\$162.37	\$1.2411	\$1.3479	\$20.2963	\$30.4444
900,000 and less than 950,000	\$162.55	\$1.2429	\$1.3497	\$20.3188	\$30.4781
950,000 and less than 1,000,000	\$162.73	\$1.2447	\$1.3515	\$20.3413	\$30.5119
1,000,000 and less than 1,050,000	\$162.91	\$1.2465	\$1.3533	\$20.3638	\$30.5456
1,050,000 and less than 1,100,000	\$163.09	\$1.2483	\$1.3551	\$20.3863	\$30.5794
1,100,000 and less than 1,150,000	\$163.27	\$1.2501	\$1.3569	\$20.4088	\$30.6131
1,150,000 and less than 1,200,000	\$163.45	\$1.2519	\$1.3587	\$20.4313	\$30.6469
1,200,000 and less than 1,250,000	\$163.63	\$1.2537	\$1.3605	\$20.4538	\$30.6806
1,250,000 and less than 1,300,000	\$163.81	\$1.2555	\$1.3623	\$20.4763	\$30.7144
1,300,000 and less than 1,350,000	\$163.99	\$1.2573	\$1.3641	\$20.4988	\$30.7481
1,350,000 and less than 1,400,000	\$164.17	\$1.2591	\$1.3659	\$20.5213	\$30.7819
1,400,000 and less than 1,450,000	\$164.35	\$1.2609	\$1.3677	\$20.5438	\$30.8156
1,450,000 and less than 1,500,000	\$164.53	\$1.2625	\$1.3695	\$20.5663	\$30.8494
1,500,000 and less than 1,550,000	\$164.71	\$1.2645	\$1.3713	\$20.5888	\$30.8831
1,550,000 and less than 1,600,000	\$164.89	\$1.2663	\$1.3731	\$20.6113	\$30.9169
1,600,000 and less than 1,650,000	\$165.07	\$1.2681	\$1.3749	\$20.6338	\$30.9506
1,650,000 and less than 1,700,000	\$165.25	\$1.2699	\$1.3767	\$20.6563	\$30.9844
1,700,000 and less than 1,750,000	\$165.43	\$1.2717			

**RATE TABLES**

**TABLE V — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE - WITH A FIREMAN (HELPER)  
Effective January 1, 2003  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$153.93	\$1.1669	\$1.2635	\$19.2413	\$28.8619
140,000 and less than 200,000	\$154.36	\$1.1712	\$1.2678	\$19.2950	\$28.9425
200,000 and less than 250,000	\$154.53	\$1.1729	\$1.2695	\$19.3163	\$28.9744
250,000 and less than 300,000	\$154.68	\$1.1744	\$1.2710	\$19.3350	\$29.0025
300,000 and less than 350,000	\$154.81	\$1.1759	\$1.2725	\$19.3513	\$29.0269
350,000 and less than 400,000	\$155.04	\$1.1780	\$1.2746	\$19.3800	\$29.0700
400,000 and less than 450,000	\$155.25	\$1.1801	\$1.2767	\$19.4063	\$29.1094
450,000 and less than 500,000	\$155.46	\$1.1822	\$1.2788	\$19.4325	\$29.1488
500,000 and less than 550,000	\$155.67	\$1.1843	\$1.2809	\$19.4588	\$29.1881
550,000 and less than 600,000	\$155.85	\$1.1861	\$1.2827	\$19.4813	\$29.2219
600,000 and less than 650,000	\$156.03	\$1.1879	\$1.2845	\$19.5038	\$29.2556
650,000 and less than 700,000	\$156.21	\$1.1897	\$1.2863	\$19.5263	\$29.2894
700,000 and less than 750,000	\$156.39	\$1.1915	\$1.2881	\$19.5488	\$29.3231
750,000 and less than 800,000	\$156.57	\$1.1933	\$1.2899	\$19.5713	\$29.3569
800,000 and less than 850,000	\$156.75	\$1.1951	\$1.2917	\$19.5938	\$29.3906
850,000 and less than 900,000	\$156.93	\$1.1969	\$1.2935	\$19.6163	\$29.4244
900,000 and less than 950,000	\$157.11	\$1.1987	\$1.2953	\$19.6388	\$29.4581
950,000 and less than 1,000,000	\$157.29	\$1.2005	\$1.2971	\$19.6613	\$29.4919
1,000,000 and less than 1,050,000	\$157.47	\$1.2023	\$1.2989	\$19.6838	\$29.5256
1,050,000 and less than 1,100,000	\$157.65	\$1.2041	\$1.3007	\$19.7063	\$29.5594
1,100,000 and less than 1,150,000	\$157.83	\$1.2059	\$1.3025	\$19.7288	\$29.5931
1,150,000 and less than 1,200,000	\$158.01	\$1.2077	\$1.3043	\$19.7513	\$29.6269
1,200,000 and less than 1,250,000	\$158.19	\$1.2095	\$1.3061	\$19.7738	\$29.6606
1,250,000 and less than 1,300,000	\$158.37	\$1.2113	\$1.3079	\$19.7963	\$29.6944
1,300,000 and less than 1,350,000	\$158.55	\$1.2131	\$1.3097	\$19.8188	\$29.7281
1,350,000 and less than 1,400,000	\$158.73	\$1.2149	\$1.3115	\$19.8413	\$29.7619
1,400,000 and less than 1,450,000	\$158.91	\$1.2167	\$1.3133	\$19.8638	\$29.7956
1,450,000 and less than 1,500,000	\$159.09	\$1.2185	\$1.3151	\$19.8863	\$29.8294
1,500,000 and less than 1,550,000	\$159.27	\$1.2203	\$1.3169	\$19.9088	\$29.8631
1,550,000 and less than 1,600,000	\$159.45	\$1.2221	\$1.3187	\$19.9313	\$29.8969
1,600,000 and less than 1,650,000	\$159.63	\$1.2239	\$1.3205	\$19.9538	\$29.9306
1,650,000 and less than 1,700,000	\$159.81	\$1.2257	\$1.3223	\$19.9763	\$29.9644
1,700,000 and less than 1,750,000	\$159.99	\$1.2275	\$1.3241	\$19.9988	\$29.9981
1,750,000 and less than 1,800,000	\$160.17	\$1.2293	\$1.3259	\$20.0213	\$30.0319
1,800,000 and less than 1,850,000	\$160.35	\$1.2311	\$1.3277	\$20.0438	\$30.0656
1,850,000 and less than 1,900,000	\$160.53	\$1.2329	\$1.3295	\$20.0663	\$30.0994
1,900,000 and less than 1,950,000	\$160.71	\$1.2347	\$1.3313	\$20.0888	\$30.1331
1,950,000 and less than 2,000,000	\$160.89	\$1.2365	\$1.3331	\$20.1113	\$30.1669
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$153.00	\$.18	\$.18		

**TABLE VI — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$4.00  
Effective January 1, 2003  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$157.93	\$1.2069	\$1.2157	\$19.7413	\$29.6119
140,000 and less than 200,000	\$158.36	\$1.2112	\$1.2200	\$19.7950	\$29.6925
200,000 and less than 250,000	\$158.53	\$1.2129	\$1.2217	\$19.8163	\$29.7244
250,000 and less than 300,000	\$158.68	\$1.2144	\$1.2232	\$19.8350	\$29.7525
300,000 and less than 350,000	\$158.83	\$1.2159	\$1.2247	\$19.8538	\$29.7806
350,000 and less than 400,000	\$159.04	\$1.2180	\$1.2268	\$19.8800	\$29.8200
400,000 and less than 450,000	\$159.25	\$1.2201	\$1.2289	\$19.9063	\$29.8594
450,000 and less than 500,000	\$159.46	\$1.2222	\$1.2310	\$19.9325	\$29.8988
500,000 and less than 550,000	\$159.67	\$1.2243	\$1.2331	\$19.9588	\$29.9381
550,000 and less than 600,000	\$159.85	\$1.2261	\$1.2349	\$19.9813	\$29.9719
600,000 and less than 650,000	\$160.03	\$1.2279	\$1.2367	\$20.0038	\$30.0056
650,000 and less than 700,000	\$160.21	\$1.2297	\$1.2385	\$20.0263	\$30.0394
700,000 and less than 750,000	\$160.39	\$1.2315	\$1.2403	\$20.0488	\$30.0731
750,000 and less than 800,000	\$160.57	\$1.2333	\$1.2421	\$20.0713	\$30.1069
800,000 and less than 850,000	\$160.75	\$1.2351	\$1.2439	\$20.0938	\$30.1406
850,000 and less than 900,000	\$160.93	\$1.2369	\$1.2457	\$20.1163	\$30.1744
900,000 and less than 950,000	\$161.11	\$1.2387	\$1.2475	\$20.1388	\$30.2081
950,000 and less than 1,000,000	\$161.29	\$1.2405	\$1.2493	\$20.1613	\$30.2419
1,000,000 and less than 1,050,000	\$161.47	\$1.2423	\$1.2511	\$20.1838	\$30.2756
1,050,000 and less than 1,100,000	\$161.65	\$1.2441	\$1.2529	\$20.2063	\$30.3094
1,100,000 and less than 1,150,000	\$161.83	\$1.2459	\$1.2547	\$20.2288	\$30.3431
1,150,000 and less than 1,200,000	\$162.01	\$1.2477	\$1.2565	\$20.2513	\$30.3769
1,200,000 and less than 1,250,000	\$162.19	\$1.2495	\$1.2583	\$20.2738	\$30.4106
1,250,000 and less than 1,300,000	\$162.37	\$1.2513	\$1.2601	\$20.2963	\$30.4444
1,300,000 and less than 1,350,000	\$162.55	\$1.2531	\$1.2619	\$20.3188	\$30.4781
1,350,000 and less than 1,400,000	\$162.73	\$1.2549	\$1.2637	\$20.3413	\$30.5119
1,400,000 and less than 1,450,000	\$162.91	\$1.2567	\$1.2655	\$20.3638	\$30.5456
1,450,000 and less than 1,500,000	\$163.09	\$1.2585	\$1.2673	\$20.3863	\$30.5794
1,500,000 and less than 1,550,000	\$163.27	\$1.2603	\$1.2691	\$20.4088	\$30.6131
1,550,000 and less than 1,600,000	\$163.45	\$1.2621	\$1.2709	\$20.4313	\$30.6469
1,600,000 and less than 1,650,000	\$163.63	\$1.2639	\$1.2727	\$20.4538	\$30.6806
1,650,000 and less than 1,700,000	\$163.81	\$1.2657	\$1.2745	\$20.4763	\$30.7144
1,700,000 and less than 1,750,000	\$163.99	\$1.2675	\$1.2763	\$20.4988	\$30.7481
1,750,000 and less than 1,800,000	\$164.17	\$1.2693	\$1.2781	\$20.5213	\$30.7819
1,800,000 and less than 1,850,000	\$164.35	\$1.2711	\$1.2799	\$20.5438	\$30.8156
1,850,000 and less than 1,900,000	\$164.53	\$1.2729	\$1.2817	\$20.5663	\$30.8494
1,900,000 and less than 1,950,000	\$164.71	\$1.2747	\$1.2835	\$20.5888	\$30.8831
1,950,000 and less than 2,000,000	\$164.89	\$1.2765	\$1.2853	\$20.6113	\$30.9169
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$158.88	\$.18	\$.18		

**TABLE VII — LOCOMOTIVE ENGINEERS**  
LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$6.00  
Effective January 1, 2003  
STANDARD RATES OF PAY

WEIGHT ON DRIVERS (Pounds)	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over Time
less than 140,000	\$159.93	\$1.2269	\$1.3235	\$19.9913	\$29.9869
140,000 and less than 200,000	\$160.36	\$1.2312	\$1.3278	\$20.0450	\$30.0675
200,000 and less than 250,000	\$160.53	\$1.2329	\$1.3295	\$20.0663	\$30.0994
250,000 and less than 300,000	\$160.68	\$1.2344	\$1.3310	\$20.0850	\$30.1275
300,000 and less than 350,000	\$160.83	\$1.2359	\$1.3325	\$20.1038	\$30.1556
350,000 and less than 400,000	\$161.04	\$1.2380	\$1.3346	\$20.1300	\$30.1950
400,000 and less than 450,000	\$161.25	\$1.2401	\$1.3367	\$20.1563	\$30.2344
450,000 and less than 500,000	\$161.46	\$1.2422	\$1.3388	\$20.1825	\$30.2738
500,000 and less than 550,000	\$161.67	\$1.2443	\$1.3409	\$20.2088	\$30.3131
550,000 and less than 600,000	\$161.85	\$1.2461	\$1.3427	\$20.2313	\$30.3469
600,000 and less than 650,000	\$162.03	\$1.2479	\$1.3445	\$20.2538	\$30.3806
650,000 and less than 700,000	\$162.21	\$1.2497	\$1.3463	\$20.2763	\$30.4144
700,000 and less than 750,000	\$162.39	\$1.2515	\$1.3481	\$20.2988	\$30.4481
750,000 and less than 800,000	\$162.57	\$1.2533	\$1.3499	\$20.3213	\$30.4819
800,000 and less than 850,000	\$162.75	\$1.2551	\$1.3517	\$20.3438	\$30.5156
850,000 and less than 900,000	\$162.93	\$1.2569	\$1.3535	\$20.3663	\$30.5494
900,000 and less than 950,000	\$163.11	\$1.2587	\$1.3553	\$20.3888	\$30.5831
950,000 and less than 1,000,000	\$163.29	\$1.2605	\$1.3571	\$20.4113	\$30.6169
1,000,000 and less than 1,050,000	\$163.47	\$1.2623	\$1.3589	\$20.4338	\$30.6506
1,050,000 and less than 1,100,000	\$163.65	\$1.2641	\$1.3607	\$20.4563	\$30.6844
1,100,000 and less than 1,150,000	\$163.83	\$1.2659	\$1.3625	\$20.4788	\$30.7181
1,150,000 and less than 1,200,000	\$164.01	\$1.2677	\$1.3643	\$20.5013	\$30.7519
1,200,000 and less than 1,250,000	\$164.19	\$1.2695	\$1.3661	\$20.5238	\$30.7856
1,250,000 and less than 1,300,000	\$164.37	\$1.2713	\$1.3679	\$20.5463	\$30.8194
1,300,000 and less than 1,350,000	\$164.55	\$1.2731	\$1.3697	\$20.5688	\$30.8531
1,350,000 and less than 1,400,000	\$164.73	\$1.2749	\$1.3715	\$20.5913	\$30.8869
1,400,000 and less than 1,450,000	\$164.91	\$1.2767	\$1.3733	\$20.6138	\$30.9206
1,450,000 and less than 1,500,000	\$165.09	\$1.2785	\$1.3751	\$20.6363	\$30.9544
1,500,000 and less than 1,550,000	\$165.27	\$1.2803	\$1.3769	\$20.6588	\$30.9881
1,550,000 and less than 1,600,000	\$165.45	\$1.2821	\$1.3787	\$20.6813	\$31.0219
1,600,000 and less than 1,650,000	\$165.63	\$1.2839	\$1.3805	\$20.7038	\$31.0556
1,650,000 and less than 1,700,000	\$165.81	\$1.2857	\$1.3823	\$20.7263	\$31.0894
1,700,000 and less than 1,750,000	\$165.99	\$1.2875	\$1.3841	\$20.7488	\$31.1231
1,750,000 and less than 1,800,000	\$166.17	\$1.2893	\$1.3859	\$20.7713	\$31.1569
1,800,000 and less than 1,850,000	\$166.35	\$1.2911	\$1.3877	\$20.7938	\$31.1906
1,850,000 and less than 1,900,000	\$166.53	\$1.2929	\$1.3895	\$20.8163	\$31.2244
1,900,000 and less than 1,950,000	\$166.71	\$1.2947	\$1.3913	\$20.8388	\$31.2581
1,950,000 and less than 2,000,000	\$166.89	\$1.2965	\$1.3931	\$20.8613	\$31.2919
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$160.88	\$.18	\$.18		

**TABLE VIII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY - WITH A FIREMAN  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$163.42	\$20.43	\$30.6413
500,000 and less than 550,000	\$163.67	\$20.46	\$30.6881
550,000 and less than 600,000	\$163.83	\$20.48	\$30.7181
600,000 and less than 650,000	\$163.99	\$20.50	\$30.7481
650,000 and less than 700,000	\$164.15	\$20.52	\$30.7781
700,000 and less than 750,000	\$164.31	\$20.54	\$30.8081
750,000 and less than 800,000	\$164.47	\$20.56	\$30.8381
800,000 and less than 850,000	\$164.63	\$20.58	\$30.8681
850,000 and less than 900,000	\$164.79	\$20.60	\$30.8981
900,000 and less than 950,000	\$164.95	\$20.62	\$30.9281
950,000 and less than 1,000,000	\$165.11	\$20.64	\$30.9581
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$.16		

**TABLE IX — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY - WITHOUT A FIREMAN - \$4.00  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$167.42	\$20.93	\$31.3913
500,000 and less than 550,000	\$167.67	\$20.96	\$31.4381
550,000 and less than 600,000	\$167.89	\$20.99	\$31.4794
600,000 and less than 650,000	\$168.10	\$21.01	\$31.5188
650,000 and less than 700,000			

# RATE TABLES

**TABLE X — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 5 DAY - WITHOUT A FIREMAN - \$6.00  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$169.42	\$21.18	\$31.7663
500,000 and less than 550,000	\$169.67	\$21.21	\$31.8131
550,000 and less than 600,000	\$169.89	\$21.24	\$31.8544
600,000 and less than 650,000	\$170.10	\$21.26	\$31.8938
650,000 and less than 700,000	\$170.32	\$21.29	\$31.9350
700,000 and less than 750,000	\$170.54	\$21.32	\$31.9763
750,000 and less than 800,000	\$170.75	\$21.34	\$32.0156
800,000 and less than 850,000	\$170.97	\$21.37	\$32.0569
850,000 and less than 900,000	\$171.18	\$21.40	\$32.0963
900,000 and less than 950,000	\$171.40	\$21.43	\$32.1375
950,000 and less than 1,000,000	\$171.62	\$21.45	\$32.1788
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.215		

**TABLE XI — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY - WITH A FIREMAN  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 550,000	\$152.32	\$19.04	\$28.5600
500,000 and less than 550,000	\$152.53	\$19.07	\$28.5994
550,000 and less than 600,000	\$152.71	\$19.09	\$28.6331
600,000 and less than 650,000	\$152.89	\$19.11	\$28.6669
650,000 and less than 700,000	\$153.07	\$19.13	\$28.7006
700,000 and less than 750,000	\$153.25	\$19.16	\$28.7344
750,000 and less than 800,000	\$153.43	\$19.18	\$28.7681
800,000 and less than 850,000	\$153.61	\$19.20	\$28.8019
850,000 and less than 900,000	\$153.79	\$19.22	\$28.8356
900,000 and less than 950,000	\$153.97	\$19.25	\$28.8694
950,000 and less than 1,000,000	\$154.15	\$19.27	\$28.9031
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

**TABLE XII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY - WITHOUT A FIREMAN - \$4.00  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$156.32	\$19.54	\$29.3100
500,000 and less than 550,000	\$156.53	\$19.57	\$29.3494
550,000 and less than 600,000	\$156.71	\$19.59	\$29.3831
600,000 and less than 650,000	\$156.89	\$19.61	\$29.4169
650,000 and less than 700,000	\$157.07	\$19.63	\$29.4506
700,000 and less than 750,000	\$157.25	\$19.66	\$29.4844
750,000 and less than 800,000	\$157.43	\$19.68	\$29.5181
800,000 and less than 850,000	\$157.61	\$19.70	\$29.5519
850,000 and less than 900,000	\$157.79	\$19.72	\$29.5856
900,000 and less than 950,000	\$157.97	\$19.75	\$29.6194
950,000 and less than 1,000,000	\$158.15	\$19.77	\$29.6531
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$ 0.18		

**TABLE XIII — LOCOMOTIVE ENGINEERS**  
YARD SERVICE 6-7 DAY - WITHOUT A FIREMAN - \$6.00  
Effective January 1, 2003

WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$158.32	\$19.79	\$29.6850
500,000 and less than 550,000	\$158.53	\$19.82	\$29.7244
550,000 and less than 600,000	\$158.71	\$19.84	\$29.7581
600,000 and less than 650,000	\$158.89	\$19.86	\$29.7919
650,000 and less than 700,000	\$159.07	\$19.88	\$29.8256
700,000 and less than 750,000	\$159.25	\$19.91	\$29.8594
750,000 and less than 800,000	\$159.43	\$19.93	\$29.8931
800,000 and less than 850,000	\$159.61	\$19.95	\$29.9269
850,000 and less than 900,000	\$159.79	\$19.97	\$29.9606
900,000 and less than 950,000	\$159.97	\$20.00	\$29.9944
950,000 and less than 1,000,000	\$160.15	\$20.02	\$30.0281
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

## Detroit

Continued from Page 1

islative Representative of Division 1 (Detroit), Ray Hernandez, Legislative Representative of Division 831 (Detroit), Ron Roach, Legislative Representative of Division 304 (Saginaw, Mich.), Dan Cook, Legislative Representative of Division 2 (Jackson, Mich.), and Phil Hoskins, Local Chairman of Division 542 (Detroit). He also thanked Jeff Cheney, a member of BLE Division 236 (Portland, Ore.), and Mike O'Brien, Chairman of the Louisiana State Legislative Board, for their assistance.

Detroit's November 6 resolution reads as follows:

**RESOLUTION OF THE CITY OF DETROIT, MICHIGAN ON THE MATTER OF OPERATION OF REMOTE CONTROL LOCOMOTIVES BY RAILROADS WITHIN THE CITY LIMITS OF DETROIT, MICHIGAN.**

Whereas: The city of Detroit has a duty to provide for the public safety of its citizens; and

Whereas: Railroads operate within the geographic boundaries of Detroit, over public and private highway rail crossings and on property accessible to persons of all ages and abilities; and

Whereas: MAC yard at Jefferson Ave, that services Chrysler, reported cases of lost radio signals between the operator and the engine — creating possible "runaway" train situations; and

Whereas: Railroad equipment is known to present significant danger to persons and property from collision, derailment, and possible release of hazardous materials; and

Whereas: A significant amount of rail cargo traveling through and moving within Detroit consists of hazardous materials; and

Whereas: The United States government has issued a safety alert against vandalism and terrorist threats against railroads; and

Whereas: Operation of a railroad is traditionally conducted with the use of locomotives manned by individuals who are rigorously certified and qualified by the standard established in 49 CRF part 240 but have significantly less training, testing, and qualification; and

Whereas: Railroads have requested from the Federal Railroad Administration (FRA), and been granted authority to operate unmanned (remote controlled) locomotives by persons who are certified under the same 49 CFR Part 240 but have significantly less training, testing, and qualification; and

Whereas: These remote controlled locomotives will be operated by railroads in the City of Detroit without limitations, by fewer employees who possess diminished qualifications; and

Whereas: The FRA has issued "guidelines" and not regulations to provide for the implementation of these operations.

THEREFORE: Be it resolved that no railroad shall operate remote controlled locomotives within the boundaries of Detroit until all of the following safety considerations are met:

1. Any railroad operating a remote control locomotive must notify the Office of Mayor before implementing such operations;
2. Remote control locomotives cannot be used to transport hazardous materials on or near tracks occupied by hazardous materials.

3. Remote control locomotives cannot be operated over a public or private highway rail crossing without a person occupying the cab of the locomotive who has the required skills to stop the locomotive and its attached equipment.

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

5. Locomotives within a consist of one or more remote controlled locomotives be provided with devices to secure the operating cab and its controls against terrorists, vandals and other unauthorized persons.

6. Remote control locomotives are equipped with a clearly marked external device outside of the operating compartment, which is capable of stopping the locomotive in the event of a runaway.

7. An effective track related mechanical device to stop a remote control locomotive in the event of a runaway.

Be It Further Resolved: That the City of Detroit requests that in the interest of the safety of the Citizens of Detroit that the FRA develop comprehensive regulations for the use of remote control locomotives, and that those regulations ensure the highest level of skill and qualification of persons operating remote controlled locomotives; and

Be It Further Resolved: That all remote control rail operations in Detroit cease and desist until such time as the Detroit agency responsible for Emergency Preparedness implements a plan to provide for evacuation and emergency response before such remote control operations are implemented. •

## Arbitration

Continued from Page 1

The BLE took the position that, "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."

The BLE position was argued by Attorney Mike Wolly and BLE International Vice-President Rick Radek.

"We don't know the outcome yet but the presentation by Mike Wolly and Rick Radek was outstanding," President Hahs said.

In addition to Brother Radek and Mr. Wolly, four BLE general chairmen and two vice-chairmen participated on the BLE's behalf. They were: Tim Donnigan, UP-Western Region General Chairman; Don Menefee, CSXT-Northern Lines General Chairman; Dennis Pierce, BNSF-North Lines General Chairman; Larry Sykes, Norfolk Southern-Northern Lines General Chairman; Randall Pinson, CSX-Western Lines First Vice-Chairman; and Tom Stotts, Kansas City Southern Vice-General Chairman.

"These Brothers helped demonstrate that the issue of a computer replacing a locomotive engineer couldn't be further from the truth," President Hahs said.

While it is unclear when a final decision will be issued, it is expected before the end of the year. •

# Who manages your Railroad Retirement funds?

## National Railroad Retirement Investment Trust began Wall Street investments in September

The National Railroad Retirement Investment Trust (NRRIT, or "the Trust") was established pursuant to Section 105 of the Railroad Retirement Survivor's Improvement Act of 2001 (the "Act") that was signed into law on December 21, 2001. The Act set February 1, 2002 as the date that the Trust was to become effective.

The sole purpose of the Trust is to manage and invest Railroad Retirement assets. The Act authorizes the Trust to invest the assets of the Railroad Retirement Account in a diversified investment portfolio in the same manner as those of private sector retirement plans. Prior to the Act, investment of Railroad Retirement Account assets was limited to U.S. government securities.

The Trust has no powers or authority over the administration of the benefits under Railroad Retirement. Responsibility for administering the railroad retirement program, including eligibility determinations and the calculation of beneficiary payments, remains with the Railroad Retirement Board (RRB). The Trust is a tax-exempt entity independent from the federal government. It is domiciled in and subject to the laws of the District of Columbia.

The following questions and answers are provided by the U.S. Railroad Retirement Board to further explain the National Railroad Retirement Investment Trust.

### What is the National Railroad Retirement Investment Trust?

The National Railroad Retirement Investment Trust (NRRIT, or "the Trust") was established by the Railroad Retirement and Survivors' Improvement Act of 2001 (the "Act"). The sole purpose of the Trust is to manage and invest Railroad Retirement assets. The Trust is a tax-exempt entity independent from the federal government. It is domiciled in and subject to the laws of the District of Columbia.

### When did the Trust begin operations?

As provided for in the Act, the Trust began its work on February 1, 2002.

### What authority does the Trust have?

The Act authorizes the Trust to invest the assets of the Railroad Retirement Account in a diversified investment portfolio in the same manner as those of private sector retirement plans. Prior to the Act, investment of Railroad Retirement Account assets was limited to U.S. government securities. In addition, to carry out its mandate, the Trust's Board of Trustees ("Board") is authorized to make rules to govern its operations, to employ professional staff, and to contract with outside advisors to provide legal, accounting, investment advisory or other services necessary for the proper administration of the Trust. Administrative expenses of the Trust are paid out of Trust assets.

### What is the relationship between the Railroad Retirement Board ("RRB") and the Trust?

The Trust and the RRB are separate entities. The RRB remains a federal agency and continues to have full responsibility for administering the railroad retirement program, including eligibility determinations and the calculation of beneficiary payments. The Trust has no powers or authority over the administration of benefits under Railroad Retirement. Under the Act, the Trust is required to act solely in the interest of the RRB, and through it, the participants and beneficiaries of the programs funded under the Railroad Retirement Act. The Act does not delegate any authority to the RRB with respect to day-to-day activities of the Trust, but the Act does provide that the RRB may bring a civil action to enjoin any act or practice of the Trust that violates the provisions of the Act or to enforce any provision of the Act.

### How is the Trust's Board of Trustees chosen?

The Board is comprised of seven Trustees, three selected by railroad labor unions and three by railroad companies. The seventh Trustee is an independent Trustee selected by the other six Trustees.

The Trustees' terms are for three years and are staggered. The Act provides that on the initial Board, one each of the Labor and Management members would be selected for three year terms, one each for two year terms, and one each for a one year term. Thereafter, all terms are three years. The independent Trustee's initial and succeeding terms are three years.

### Who are the Trustees?

The rail labor unions selected the following Trustees: Joel Parker, International Vice President, Transportation Communications Union, for the three-year term; Dan Johnson, General Secretary and Treasurer, United Transportation Union, for the two-year term; and George Francisco, Jr., President of the National Conference of Firemen and Oilers - SEIU, for the one-year term.

The railroad carriers selected the following Trustees: Thomas Hund, Executive Vice President and Chief Financial Officer, Burlington Northern Santa Fe, for the three-year term; James Hixon, Senior Vice President-Administration, Norfolk Southern Corporation, for the two-year term; and Bernie Gutschewski, Vice President-Taxes, Union Pacific Corporation, for the one-year term.

The Trustees elected Joel Parker as Chairman and selected John

MacMurray as the independent Trustee. Mr. MacMurray is a pension fund professional with 30 years of experience in the field.

### What obligations do the Trustees have?

Under the Act, the Trustees are required to discharge their duties solely in the interest of the RRB, and through it, the participants and beneficiaries of the programs funded under the Railroad Retirement Act. The Trustees are subject to fiduciary rules similar to those required by ERISA (the Employee Retirement Income Security Act).

### Is the Trust required to make any reports?

Yes. Under the Act, the financial statements of the Trust are required to be audited annually by an independent public accountant. In addition, the Trust must submit an annual report to Congress on its operations, including a statement of financial position, statement of cash flows, a statement on internal accounting and administrative control systems, the independent auditor's report, and any other information necessary to inform Congress about the operations and financial condition of the Trust. A copy of the annual report must also be submitted to the President, the RRB, and the Director of the Office of Management and Budget.

These reports will be posted on this web page as they are submitted.

### What part of the Railroad Retirement program's assets is the Trust responsible for?

The Trust is responsible for investing the assets of the Railroad Retirement Account ("RRA"). The RRA funds Railroad Retirement tier 2 benefits (which are similar to a private pension plan) and certain aspects of tier 1 benefits (which generally are like Social Security) that exceed Social Security. An example of such a benefit is early retirement. The additional cost of retiring at age 60 instead of the normal tier 1/Social Security retirement age (currently transitioning from age 65 to 67) is paid from funds managed by the Trust.

### Would an extended stock market decline affect the ability of Railroad Retirement to pay benefits?

No. Railroad Retirement benefits are a federal entitlement protected by statute. In addition, the Act relies upon a combination of features to ensure that Railroad Retirement would be able to meet its obligation to fund benefits to railroad retirees and their families:

- Fund Reserves: The Act is de-

signed to maintain four to six years' worth of benefits in reserve to ensure a significant safety margin (Over most of the past 40 years, the reserve in the RRA has been less than four years.) Automatic Tax Adjustment: The tier 2 tax rate on employers and employees would be adjusted automatically pursuant to a statutory schedule that is designed to maintain a fund balance sufficient to pay between four and six years of benefits. If any tax increases are necessary, they would be borne entirely by rail employers. Because the tax rate would be adjusted by formula rather than requiring congressional action, retirees would be assured of timely and effective tax adjustments in the event of a period of lower-than-expected investment returns.

- Asset Management: The Trust will manage Railroad Retirement assets in the same way as private pension funds, providing the opportunity to earn a higher rate of return than the six percent annual return that had been projected for the RRA. Higher investment returns would provide additional resources to fund benefit payments.

This combination of measures — ample reserves, automatic tax adjustments to maintain the level of resources, and improved asset management — will strengthen the ability of Railroad Retirement to continue to meet its benefit obligations to both current and future retirees.

### How does the Trust make decisions on the investment of Railroad Retirement assets?

The Trust is in the process of building a staff to direct and oversee the investment of Railroad Retirement assets. On August 1, 2002, the Trust hired Enos T. Throop, Jr. to serve as its Chief Investment Officer. Mr. Throop has more than 25 years of investment management experience, including 13 years with the United Mine Workers of America Health and Retirement Funds, where he served as Director of Investments since 1997. Mr. Throop is assembling a team of in-house professional staff and outside advisors to implement the Investment Guidelines adopted by the Trustees pursuant to the Act. These guidelines address such issues as the diversification of Trust assets into broad asset classes: equity and fixed income, as well as targets for subclasses of assets, such as domestic and international equity; private equity; and investment grade and high yield bonds. Currently, the Trust is in the early implementation stages of diversifying its assets into a multi-asset class investment portfolio in accordance with these guidelines.

### Has the Trust begun to make investments in the stock market?

Yes. The Trust began to make equity investments in September, 2002. •



# BLE NEWS

## Attention families of railroad retirees!

### Surviving family members may be eligible for \$2,000 from MetLife

MetLife Insurance Company has initiated an "outreach" program to identify surviving family members of deceased railroad employees who may be eligible for \$2,000 in unclaimed funds.

Surviving family members of retired railroad employees who died between 1964 and 2001 may be entitled to receive the \$2,000 life insurance benefit.

MetLife has identified the Brotherhood of Locomotive Engineers as one of 20 unions that represent eligible railroad workers.

Certain retired employees of participating railroads may have been covered under group life insurance policies issued to the Health and Welfare Plan of the Nation's Railroads and the Railway Labor Organizations. The amount of the coverage is \$2,000.00 per insured. The intended beneficiary may not have filed a claim for benefits, and thus no claim would have been processed.

If you believe that you may be eligible for benefits or have information regarding individuals who may be eligible, please contact MetLife's Railroad Operations Center at (800) 310-7770. Proof of eligibility (including proof of death) will be necessary to process each claim and MetLife will make all claim determinations. MetLife representatives will answer your questions and, if appropriate, assist you in filing a claim.

**MetLife Railroad Operations Center**  
(800) 310-7770  
P.O. Box 6122  
Utica, NY 13504-6122

Potential individual beneficiaries who contact the toll free MetLife number will be routed to a dedicated service team that will begin a process of verifying the railroad employees' eligibility and expediting the claim adjudication process. The address for submitting claims is as follows:

**MetLife Railroad Operations Center**  
P.O. Box 6122  
Utica, New York 13504-6122

MetLife's "outreach" program is the result of a federal lawsuit brought by the State of Kansas against MetLife Insurance Company, filed in February 2002. As a result of the decision rendered on or about October 9, 2002, MetLife agreed to initiate an Outreach Program to handle claims for railroad retiree survivors who were unaware of a \$2,000.00 death benefit covered under the Railroad Employees National Health and Welfare Plan. •

"This ruling is limited to a construction of the language of the Agreed Order. The court expresses no opinion on the merits of the parties' disputes, which are scheduled to be addressed in arbitration in the immediate future."

The arbitration hearing over the carriers' assignment of remote control operation of locomotives to non-engineers was held on Nov. 18 and 19. •

## Judge

Continued from Page 1

brake, or direction controls on the OCU [but] ... may still enter the locomotive cab for any other purpose, including: ... (4) using the whistle, horn, or bell."

Judge Gottschall decided in the Carriers' favor on this issue, ruling:

"In its motion to enforce the Agreed Order, BLE argues that 'using the whistle, horn or bell is an integral part of effectuating locomotive movements' (Def.'s Mot. at 1-2), and thus contends that plaintiffs' instructions allowing the RCOs to sound the whistle, horn or bell while in the cab violate the Agreed Order. Given the plain, unambiguous language of the Agreed Order, the court disagrees. Under the Agreed Order, RCOs cannot use the remote control units to effectuate locomotive movements from inside the cab. The sounding of a whistle, bell or horn may be a federally-mandated safety prerequisite for any locomotive movement, but the sounding of such warning devices simply does not effectuate the movement of the locomotive.

## DECEMBER 2002 CALENDAR & EVENTS

**FEBRUARY 2-7, 2003... 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 at (216) 272-0986 or kroeger@ble.org.

**May 2-5, 2003... AFL-CIO's Union Industries Trade Show in Pittsburgh, Pa.**  
Produced by the AFL-CIO Union Label and Service Trades Department, the Union Industries Trade Show is the world's largest exhibition of union workers' skills and services, featuring millions of dollars worth of union-made products. It will be held at the David L. Lawrence Convention Center, May 2-5, 2003, in Pittsburgh. Show hours are 11 a.m. to 7 p.m., and admission is free. More than 250,000 visitors turned out for the 2002 show in Minneapolis. For more details, please visit the Union Industries Trade show website at: <<http://www.unionindustriesshow.org>>.

**JUNE 1-5, 2003... 63rd Annual International Western Convention in Sparks, Nevada**  
Hosted by Jeffrey Valentine at John Ascuaga's Nugget Hotel & Casino in Sparks. For reservations, call (800) 648-1177. See Page 3 for more details.

**JUNE 15-20, 2003... 76th Annual Southeastern Meeting Association in Pigeon Forge, Tenn.**  
Hosted by W.M. "Bill" Overton and members of BLE Division 239 (Knoxville, Tenn.) at the Grand Resort Hotel & Convention Center. For reservations, call (800) 251-9752. See Page 3 for more details.

**JUNE 29-JULY 3, 2003... 65th Annual Eastern Union Meeting Association in Baltimore, Md.**  
Hosted by Arrangements Chairman Fred Cox and members of BLE Division 52 at the Baltimore Hyatt Regency in Baltimore's inner harbor area. For reservations, call (410) 528-1234. See Page 3 for more details.

**SEPT. 28-OCT. 2, 2003... 68th Annual Southwestern Convention Meeting in Branson, Mo.**  
Hosted by General Chairman Rick Gibbons (BNSF-SLSF and M&NA) at the Chateau on the Lake Resort Hotel and Convention Center in Branson, Mo. Reservations can be made by calling (888) 333-5253. See page 3 for more details.

## Advisory Board November Activity

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

**International President Don M. Hahs**—International Office: General supervision of BLE activities; General office duties; Mtg. w/ The Lexington Group, California; Annual BLE Division 269 (Long Island Rail Road) retirement dinner/dance, New York; Transportation Trades Dept. mtg., Washington, D.C.; Remote control arbitration preparation; Remote control arbitration hearings, Chicago; Mtg. w/ Divisions 79, 234 and 511, Columbus, Ohio; Holiday.  
**First Vice-President & Alternate President Edward W. Rodzwick**—Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Review of BLE publications; BLE-IBT Constitution & Bylaws merger mtg., Washington D.C.; Long Island RR retirement dinner; Remote control arbitration hearing, Chicago; Path PLB 5210, NYC; Holiday.  
**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; BLE Secretary-Treasurer workshop, George Meany Center, Silver Spring, Md.; Finance Subcommittee meeting, re: proposed Teamsters merger, Washington D.C.  
**Vice-President Paul T. Sorrow**—Assisted Norfolk Southern, Grand Trunk Western and CSX Transportation general committees on various issues; Wheeling & Lake Erie negotiations; Advisory Board mtg.; CSX/Conrail Northern District mtg.; Division 79 mtg., Columbus, Ohio; Attended BLE Division 435 mtg.; 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; Bell Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Elgin, Joliet & Eastern Rwy.; CN labor/management mtg., Chicago; Vacation dispute mtg., Metra; Prep. for remote control arbitration, Washington D.C.; NRAB admin, Chicago; Remote control arbitration hearing & reply briefs, Chicago; BRC general assistance; IHB/CN/WC/BRC general assistance, arbitration prep, grievance handling, attendance control/arbitration prep, VP Docket; FRA Part 240.409 dockets this month: EQAL 98-84 (CP Rail), 01-69 (UP), 01-23 (UP), 01-18 (UP), 01-27 (UP), 01-82 (UP), 02-10 (UP), 01-91 (UP), 00-51 (UP), 00-67 (UP), 01-16 (CSX).  
**Vice-President Dale McPherson**—CP Rail; I&M Rail Link; Port. Term. RR; Lonview Portland & Northern; Longview Switching; Indiana RR; M&NA; Utah RR; UP (Eastern District); UP (former CNW); BLE national bargaining cmt.; Constitution & Bylaws committee, BLE/IBT; UP work-rest projects; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6589; General office duties; Claim/discipline conference, I&MRL; Mtgs. w/ UP GC MacArthur/LC's Comm. Serv.; BNSF (former SLSF) open house; Membership/organizing mtgs., Salt Lake City; Mtgs. w/ CP Rail GC Priester; Mtgs. w/ CP Rail & GC Priester, re: contract neg.; Conference call-GCs, Advisory Board.  
**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—Washington D.C. office; General office duties; Kentucky State Legislative Board, Louisville, Ky.; BLE/IBT Legislative Committee merger meetings, St. Louis, Mo.; Holiday.  
**Vice-President Merle W. Geiger Jr.**—Assigned to following properties: KCS; Midsouth; South Rail; Gateway Western; Springfield Terminal/Delaware & Hudson; Mex RR; New York, Susquehanna & Western; Meridian Southern Rwy.; Contract mtgs. on Springfield Terminal w/ GC Twombly, Boston; Mtg. w/ Meridian Southern owners Syracuse, N.Y.; Assist GC Parker (KCS) and GC Koonce (Midsouth) in dispute w/ Kansas City Southern RR; Prepare for SBA (KCS); General office duties, paperwork, research.  
**Vice-President Stephen D. Speagle**—BNSF/MRL/PHB; Santa Fe GCofA mtg., Las Vegas; General Office duties; Mtg. w/ BNSF & GCs, re: seniority dispute, Topeka, Kan.; Mtgs. w/ GC Gibbons, dinner for Divs. 83, 237, 567, Springfield, Mo.; Remote control arbitration hearing, Chicago; Mtg. on ID run, Fort Worth; Christmas party, Kansas City.  
**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; UP-Tacoma Belt; General office duties, telephone paperwork, filing; Union Central Life mtgs., short term and life insurance policies, UPRR, Cincinnati, Ohio; UPRR on-property negotiations, Omaha; Interdivisional run negotiations, assisting General Chairman Gore, UP-SR GCofA, Houston.  
**Vice-President Paul L. Wingo Jr.**—Assigned to NS Southern Lines; NS Eastern Region; BLE Security Officer; IBT merger/subcommittee on Finance mtgs., Washington D.C.; Division 239 and 899 mtgs.; Special mtgs. of Divisions 165 and 343; Rail security project, Atlanta; General office duties; Preparation for Public Law Board.  
**Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Canadian Industrial Relations Board (CIRB) hearings, re: Via Rail (three weeks), Toronto; Various arbitration (one week), Montreal.  
**Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; National Legislative Board-Canada; Algoma Central Rwy. contract negotiations, Sault Ste marie; Mtg. w/ Jim Winslow, Transport Canada, Ottawa; International Railway Safety Conference, Tokyo; Mtg. w/ CPR Fatigue Management Plan, Vancouver; Mtg. w/ Division 320 LR-LC, Vancouver; WESTAC Innovation in Transportation Conference 2002; Mtg. w/ Warren Edmondson, Deputy Minister, HRDC; Mtg. w/ David Collette, Minister Transport; WESTAC Semi-Annual mtg.; Mtg. w/ Division 945 LC; Mtg. w/ Dennis Apedaile, CPR Gov't Affairs, CTA changes; CCROU negotiations; Mtg. w/ Tim Secord, UTU NLD-CNR work/rest mtgs.



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