

THE LOCOMOTIVE ENGINEER NEWSLETTER • APRIL 2001

BLE, UTU safety summit with BNSF set for April 30

The Brotherhood of Locomotive Engineers (BLE) and the United Transportation Union (UTU) will hold a joint safety summit with management of the Burlington Northern Santa Fe Railway (BNSF) on April 30 in Kansas City, Mo.

The original call for the summit came from UTU International President Byron A. Boyd Jr., on March 14. After BLE International President Edward Dubroski applauded the initiative, stating that "safe working conditions for operating employees, and indeed for all railroad workers, is an issue that must transcend rivalries between unions," Boyd proposed that both unions participate in the summit together.

"The very fact that we are working side-by-side at this safety summit says that the issue of safety for all locomotive engineers, conductors and trainmen bonds us all deeply together," said Dubroski. "I think BNSF knows how serious this is because they will be sitting across from both the BLE and UTU together."

"By working together we can accomplish twice as much for our members when it comes to safety," said Boyd. "We intend to begin setting things straight on the BNSF."

In a joint letter to BNSF President & CEO Matthew K. Rose, the leaders of both unions expressed concern over the unusually high number of accidents, injuries and fatalities suffered by train crew members on BNSF property in recent months.

"We are in agreement that focusing first on safety and an effective safety process will create a safer workplace for our members and your employees," wrote Dubroski and Boyd. "We are also in agreement that centering on past individual incidents would be unproductive in addressing our mutual interests. Past incidents

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Retirement legislation rolls in Congress

H.R. 1140 has 280 co-sponsors, S. 697 has 40; Bush statements loom

Rail labor lobbyists made great strides in securing support for the Railroad Retirement and Survivors' Improvement Act of 2001 in both the House and Senate during March, but negative statements from the White House threaten to derail timely passage of the legislation.

H.R. 1140 was introduced on March 21 and replaced H.R. 180, which was introduced by Congressman Bud Shuster. Shuster's sudden retirement in January left H.R. 180 without a major sponsor in Congress, and the rail labor coalition supporting the measure felt it would improve the legislation's chances for passage if it were re-introduced.

H.R. 1140 quickly gained momentum and received 72 co-sponsors in less than 24 hours. As members of the House left Capitol Hill for the Easter Recess in early April, H.R. 1140 had 280 co-sponsors (see list on Page 9).

The bipartisan leadership of the House Transportation & Infrastructure Committee re-introduced H.R. 1140, including Committee Chairman Don Young (R-AK); ranking member James Oberstar (D-MN); Jack Quinn (R-NY),

chairman of the Subcommittee on Railroads; and ranking member Bob Clement (D-TN).

Representative Quinn emphasized the importance of H.R.1140.

"This legislation is critical to the hundreds of thousands of retired rail employees and their families across the country," said Quinn. "Coming from a railroad family, I have seen first-hand the amount of hard work and long hours that goes into working on a railroad."

Action on the Railroad Retirement legislation moved to the Senate on April 4. A companion bill to H.R. 1140 — S. 697 —

was introduced by Senators Orrin Hatch (R-UT) and Max Baucus (D-MT), who are the authors of S. 697. Including Senators Hatch and Baucus, S.697 had 34 original co-sponsors. As Senators went to their home districts for the Easter Recess, S. 697 had 41 Senate co-sponsors.

BLE and GIA members are encouraged to view the list of co-sponsors on Page 9 of this issue. If their Congressperson's name is not on the list, then BLE and GIA members should act. The Senator or Representative

should be contacted at his/her home office during the Easter Recess (see page 9 for details) and encouraged to support the Railroad Retirement and Survivors' Improvement Act of 2001.

Unfortunately, statements made by President George W. Bush in his budget proposal, "A Blueprint for New Beginnings," give the distinct impression that the White House may stand opposed to the Railroad Retirement package.

"The railroad retirement system's pension program is not fully funded like other private industry pension plans; indeed, there is a \$39.7 billion unfunded liability," Bush states in his budget proposal. "Any examination of the program should set as first priorities ending taxpayer subsidies to the program and ensuring the industry funds its workers' pensions."

Regardless of the dubious validity of these statements, it's clear that supporters of H.R. 1140 and S. 697 will face an uphill battle.

In a strongly worded letter to the House Budget Committee, however, members of the House Transportation and Infrastructure Committee defended the Railroad Retirement legislation and questioned the accuracy of

See H.R. 1140, Page 8

BMW, BLE derail BNSF genetic testing

In a major victory for organized labor and workers' rights, the Burlington Northern Santa Fe Railway Company has settled a lawsuit filed by the Brotherhood of Maintenance of Way Employees in February to stop the coercive genetic testing of its employees by BNSF, the BMW and the Brotherhood of Locomotive Engineers announced on April 9.

The BMW filed suit on February 9 against BNSF and Athena Diagnostics in Sioux City, Iowa (Western Di-

vision of the U.S. District Court for the Northern District of Iowa) and was soon joined by the BLE, seeking "to remedy the illegal, compulsory regime of genetic testing of injured employees" by the BNSF.

On February 12 Judge Mark C. Bennett, by consent of the parties, issued a temporary restraining order and BNSF agreed to halt its coercive genetic testing program which BNSF said it had begun in March 2000. "This order should be a real relief

for those who believe individuals still have some rights of privacy in the United States," said lead counsel Harry Zanville, at that time.

In the April 6 settlement agreement, BNSF agreed to terminate all genetic testing of employees represented by BMW and BLE. The railroad also agreed to destroy all blood samples and records of testing previously

done (when authorized by the affected individuals), confirming the status of the destruction to the BMW and BLE, and agreed not to discipline any employee for failure to comply with requests for medical

information in connection with previously conducted tests.

BNSF, acknowledging

See Genetic Testing, Page 12



BLE divisions announce ID convention delegates

Here is the list of official international delegates to the Seventh Quinquennial Convention of the Brotherhood of Locomotive Engineers, as reported by BLE divisions at press time.

The convention is scheduled for September 24-28 at the Fontainebleau Hotel in Miami, Fla.

Information packets will be going out to all delegates around May 1, and delegates also will have their own area on the website shortly.

This list is published in the *Locomotive Engineer Newsletter* as required by Section 18, Paragraph (g) of the BLE's Constitution & Bylaws.

Names of delegates representing the ATDD were not available at press time.

All BLE divisions are listed below in numerical order, followed by the delegate's name.

1. J. J. Kwiat
2. D. T. Fernald
3. M. W. Fitzgerald
4. C. F. Kopf
5. J. R. Saunders
6. K. T. Christians
7. D. A. Randolph
8. C. W. Lynch
9. D. W. Klaus
10. R. W. Marshall, Jr.
11. M. B. Kenny
12. D. Raptis
13. C. E. Sheets
14. E. J. Scher
15. D. M. Vawter
17. S. J. Tuck
18. R. J. Langhauser
19. R. P. Novasky
20. D. L. O'Connell
21. D. T. McClain
22. A. S. Ortiz, Jr.
23. J. J. Dew
24. M. D. Whitechurch
25. T. B. Dawson
26. J. A. Diehl, Sr.
27. B. J. Lemay
28. J. C. Hurst
29. F. D. Koshak
30. R. J. Love
31. K. L. Liggett
32. B. D. Oliver
33. T. C. Tindol
34. J. T. Claytor
35. D. E. King
36. D. R. Morehead
37. L. M. McGlothlin
38. W. L. Hardbarger
39. F. M. Campbell
40. C. R. Evans, Jr.
41. W. M. Pulley
42. G. B. Rice
44. R. R. Baxter
45. W. D. Stewart
46. W. J. Lyons
47. C. A. McDowell
48. J. P. Watson
49. J. W. Hinely
50. J. E. Howard
51. D. H. Hansen
52. F. M. Cox
53. J. P. Chappelle
54. G. J. Brink
55. D. L. Eckersley
56. D. W. Hannah
57. J. P. Burgess
58. J. R. Clark
59. C. A. Leisey
60. S. P. Holliday
61. R. L. Law, Jr.
62. W. D. Phillips
63. R. E. Bernash
64. L. J. Wall
65. G. E. Welker
66. R. L. Morales
67. D. J. Jackson
68. N. Terentieff
69. J. P. Regan
70. D. E. Corfield
71. S. J. Bruno
72. J. D. Brown
73. S. H. Martin
74. J. C. Rupp
75. S. A. Haynes
76. W. T. Parson
77. J. D. McMahon, Jr.
78. L. S. Whittaker
79. H. H. Proebstl
80. R. T. Holt
81. R. S. Schneider
83. T. J. Buyan
84. M. G. Parks
85. R. S. Cogburn
86. C. W. Davis
87. R. W. Guard
88. W. P. Elliott
89. D. Gollain
90. T. D. Baker
91. A. Picard
92. C. R. Rosenthal
93. L. Q. Kimball
94. L. F. Kemper
95. C. R. Bush
96. D. W. Davidson
97. J. M. Shifflett
98. R. J. Helm
99. J. R. Wood
100. E. L. Dowdy
101. J. D. Worles
102. M. J. Thomas
103. R. A. Turner
104. D. W. May
106. S. D. Martin
107. M. R. Littlejohn
108. L. J. Kline
109. J. W. Jackson
110. M. C. Hester
111. S. J. Szufnarowicz
112. B. E. Cushing
113. R. Blackwood
114. S. D. Ritter
115. J. A. Thompson
116. E. C. Pickell
117. B. D. Halsey
118. R. P. King
119. E. T. Walsh, Sr.
120. J. S. Elmore
121. F. E. Parks
122. J. W. Tibble
123. M. W. Zody
124. T. A. Reed
125. M. L. Elsberry
126. E. L. Pruitt
127. T. F. McGrath
128. E. S. MacKinnon
129. L. R. Sanders
130. R. A. Lyon
131. H. A. Balough
132. R. D. Welter
133. D. L. Geisler
134. C. L. Holland
135. J. C. Edwards
136. D. C. Pearce
137. J. Fillion
138. A. W. MacNaughton
139. R. J. Sikorski
140. D. S. Bailey
141. J. A. Salisbury
142. P. F. Nealon
143. J. M. Underwood, Sr.
144. R. E. Barnes
145. D. G. Miles
146. C. P. Kubovesak
147. M. E. Porter
149. M. J. Saxton
150. D. A. Browning
151. B. D. Haines
152. A. L. Tinney
153. S. D. Bruns
154. B. S. DuBois
155. R. E. Jennings
156. T. E. Hudson
157. P. J. Norton
158. L. L. Klock
159. W. M. Copp
160. S. J. Randolph
162. C. I. Smith
163. R. E. DeLano
164. T. L. Forsell
165. R. L. Perkins
166. J. B. Lee
167. M. D. Fleenor
168. D. C. Robilliard
169. M. W. Henry
170. D. L. Greer
171. T. E. Foran, Jr.
172. T. R. Murphy
173. R. M. Chupka, II
174. P. C. Enenbach
175. J. L. White
176. K. C. Luebke
177. L. R. Hall
178. D. R. Fields
179. J. A. Ellsworth
180. S. S. Schmitz
181. G. K. Gordon
182. G. W. Bell
183. R. D. Flom
184. J. L. Fenlaciki
185. R. M. Richards
186. M. L. Weston
187. D. E. Vaughn, Jr.
188. T. A. Dorin
189. G. R. Caldwell
190. P. D. Henry
191. M. D. Twombly
192. C. H. Fleming, III
193. G. L. Gore
194. M. A. Peterson
195. L. R. Fitterer
196. J. L. Dickerson
197. J. W. Zunker
198. P. L. Wingo, Jr.
199. J. A. Miller
200. T. D. Jared
201. M. L. Bonn
202. T. E. Finnegan
203. A. L. Irby
204. J. T. Bowers
205. R. D. Carter
206. R. A. Cook
207. K. E. Kriegh
208. J. B. Sparks
209. J. W. Reynolds
210. W. A. Poe
211. A. J. Allen
212. S. F. Terrazas
213. B. L. Merriman
214. L. E. George
215. L. H. Fraser
216. H. L. Ash, III
217. M. O. Armentrout
218. S. M. Lewis
219. T. G. Coleman
220. S. J. Carney
221. C. T. Hamilton
222. J. P. Benich
223. M. L. Edwards
224. R. E. Sweet
225. J. R. Hughes
226. B. P. Simon
227. A. J. Chick, Jr.
228. J. R. Lance
229. K. H. Sorensen
230. D. W. Mixon
231. W. P. Lulias
232. J. J. Zawada
234. K. A. Miller
235. K. G. Michel
236. J. L. Dayton
237. J. E. Hunter
238. S. J. Golubic
239. W. M. Overton, Jr.
240. P. W. Vickers
241. D. J. Mattson
242. J. W. Hollingsworth
243. R. D. Harding
244. J. J. Vara
245. D. T. Newey
246. R. O. Berry
247. D. J. Doherty
249. M. M. Jarzombek
250. R. L. Smith
251. T. H. Wells
252. M. E. Butcher
253. J. J. Schesny
255. G. R. Murray
256. W. R. Mitchell
257. J. T. Daniels
258. B. Brunet
259. R. J. Praetorius
260. F. E. Lacy
261. R. L. Montgomery, Jr.
262. P. T. Smith, Jr.
263. K. W. Kertesz
264. R. M. Ramos
265. O. K. Creel
267. M. L. Wallace
269. W. F. Duhs, II
271. G. Davidson
272. NOT REPORTED
273. J. D. Reichley
275. O. R. Clark
276. J. A. Sanchez
277. S. S. DeTraci
278. C. R. Gartman
280. J. M. Askew
283. A. G. Ray
284. L. R. James, II
285. J. A. Cargill, Jr.
286. S. J. Hockin
287. R. W. Stainbrook
288. K. N. McDonald
289. C. H. Myers, II
290. W. D. Latuska
291. H. M. Connell
292. R. G. Shaw
294. E. T. Huart, Jr.
295. R. F. Hewitt
298. C. A. Gilchrist
299. H. W. Brantley
301. M. W. Roop
302. W. E. Hook
303. F. Manning
304. D. J. Norman
306. G. A. Rowland
307. R. H. Moore, III
308. J. A. Curran
309. J. H. Rodgers
310. S. A. Kniaz
311. S. M. Vaughan, Sr.
312. R. S. Prone
314. G. P. Mangum
315. K. K. Howry
316. N. G. Roddy
319. R. G. Rioux
320. G. M. Ranson
321. J. L. Saunders, Jr.

BLE divisions announce ID convention delegates

322. D. R. Able
 323. W. S. Mauldin, Jr.
 325. R. T. Woodruff
 326. A. R. Aycock
 327. D. C. McMillan
 328. D. J. Stone, Jr.
 329. R. J. Hellman, Jr.
 332. D. A. Bowen
 333. M. L. Mercier
 336. C. R. Brand
 337. S. W. Birtles
 343. D. M. Beloat
 344. B. S. Goodman
 348. K. L. Patrick
 349. R. B. Jeppson
 353. J. F. Hasener, Jr.
 354. R. F. Bennett, Jr.
 355. A. J. McGunigal
 357. T. J. Perkovich
 362. D. S. Horstman
 364. R. C. Burke
 365. G. L. Terry
 366. L. R. Jean Louis
 369. D. F. Freier
 370. D. M. Caniff
 373. R. J. Darcy
 374. C. S. Gallagher
 375. R. D. Wagner
 381. L. I. Cole
 382. K. F. LeFauve
 383. G. N. Harper
 385. R. K. Cutlip
 386. G. A. Hartley
 387. R. A. Vogt, Jr.
 390. R. C. Scully
 391. K. L. Yocum
 392. R. L. Cote
 393. M. S. Audsley
 394. V. C. Jackson
 398. R. P. Kleinsorge
 400. B. J. Botone
 401. A. G. Scott
 402. S. M. Brandenburg
 404. P. G. Fessenbecker
 405. S. M. McGovern
 409. R. C. Taylor
 411. A. A. Marrara
 415. N. C. Carstenson
 421. J. F. Murphy
 423. A. C. Winchester
 425. D. A. Bednarczyk
 426. T. E. Loebig
 428. L. A. Pessoni
 430. T. R. Williamson
 435. C. D. Driggers
 439. W. J. Munger
 442. B. C. Thompson
 443. M. D. Barkdull
 444. J. E. Russell
 446. P. T. Lynch
 447. D. A. Myers
 448. D. W. Hall, Jr.
 450. B. B. Harry, Jr.
 456. T. C. Emory, Jr.
 457. K. F. Campbell
 458. G. D. Cutright
 459. M. A. Grotzinger
 462. J. R. Hagar
 463. T. G. Mayne
 469. R. Theriault
 473. W. W. Simpson
 474. W. A. Sira
 475. M. T. Rogers
 476. L. G. English
 477. H. J. Hall, Jr.
 480. T. H. Bauer
 481. S. L. Casto
 482. M. E. Shaw
 483. T. K. Stolnis
 484. C. B. Smith Jr.
488. B. A. Bower
 489. J. L. Wyatt
 491. R. L. Martin
 494. T. C. Halonen
 495. J. B. Smith
 496. E. C. Crawford, Jr.
 497. R. J. Nunziato
 498. G. D. Best
 499. D. L. Helander
 500. J. D. Mullen
 502. R. C. Gibbons
 503. J. E. Langley
 504. W. G. Stanich
 505. W. D. Wood
 507. T. L. Stipp
 508. R. F. Smithson
 510. R. P. McNulty
 511. W. E. Knight
 512. J. R. Koonce
 517. J. J. Quam
 518. G. S. Larsen
 520. D. L. Hall
 521. S. L. Baldwin
 523. L. W. Christian
 524. S. L. Christian
 526. D. A. Dalton
 527. R. T. Windsor
 528. T. H. Sonier
 530. T. D. Briggs
 531. B. J. Suir
 532. M. E. Mellott
 535. A. D. Lockhart
 537. S. A. Langston
 542. P. P. Hoskins
 545. J. K. Evans
 547. S. L. Standridge
 548. W. A. Hunter
 549. L. D. Rice
 551. R. S. Avgerinos
 552. R. E. Whiddon
 553. J. J. Rios
 558. R. Poisson
 561. J. L. Stockwell
 562. R. J. Woodruff
 563. G. W. Champness
 565. J. R. Hill
 566. R. D. Hall
 567. R. R. McMillin
 569. I. P. Renfro
 573. P. E. Robinson
 574. B. J. Brown
 575. J. F. Appel
 577. R. D. Johns
 578. J. H. Castleberry
 582. W. R. Kruspe
 583. B. S. Willows
 585. R. E. Rhodes
 587. J. R. Dame
 590. R. B. Salyers, III
 592. W. E. Hill
 593. B. C. Jourdan
 595. R. J. Dumey
 597. H. E. Ring
 598. B. W. Fowler
 599. L. Metcalf
 601. T. E. Roberts
 602. A. G. Rapp
 604. F. G. Weaver
 607. P. T. Maher
 609. H. D. Downing
 610. C. R. Pinson
 612. J. Milam
 613. R. D. Gifford
 620. M. W. Norris
 621. S. J. Sughroue
 622. M. J. Thiellen
 623. K. N. Confer
 624. D. K. Bircher
 629. J. O. Frier
 631. D. T. Markewich
632. G. C. Merritt, Jr.
 636. C. C. Alford
 641. M. R. Price
 642. R. C. Springer
 644. D. Lipsky
 646. L. L. DeLoach
 647. B. W. Staffield
 648. D. Johns
 650. M. J. Tyler
 654. R. A. Favot
 656. D. G. Yackle
 657. R. J. Lewis
 658. D. J. Lemay
 659. D. J. Deubell
 660. D. W. Carroll
 662. M. Castenada
 664. P. A. Doolette
 665. T. L. Crompton
 667. M. G. Weiss
 671. M. R. Muscha
 672. D. G. Stewart
 674. R. K. Smith
 676. R. R. Franks
 678. W. J. Fullerton
 680. R. A. Kopeck
 681. M. R. Carter
 682. R. R. Pasquarella
 683. R. C. Benedict
 684. J. C. Bell
 687. D. B. Ransford
 689. R. R. McCarten
 692. D. R. Reeves
 695. M. D. Sauvageau
 696. A. E. White, Jr.
 698. B. D. Salisbury
 699. L. E. Sass
 700. J. C. Nee
 703. F. W. Blount
 706. J. M. Wilson, Jr.
 708. L. J. Ewing
 713. B. L. Gates
 714. J. R. Farren, II
 715. R. B. McNally
 717. T. D. Davis
 721. P. W. Giberson
 722. R. Sekermestrovich
 723. S. R. O'Donnell
 724. C. R. Jones
 726. D. A. Keuseman
 727. G. E. Rees
 728. G. C. Howe
 730. A. R. Bilka
 735. T. L. Wright
 736. R. W. Greer
 737. R. T. Horn
 739. S. J. Benson
 740. D. B. Johnson
 742. S. E. Utley
 746. R. A. Olson
 747. M. L. Grieve
 749. G. W. Hoskins
 750. B. C. Knowles
 751. C. B. Boggs
 752. J. W. Curley
 753. M. Landry
 754. M. A. Collins
 755. R. H. Prejean
 756. R. L. Taylor
 757. R. J. Holden
 758. R. E. Etienne
 762. J. M. Hunt, Sr.
 764. D. G. Poulin
 765. D. R. Willard
 766. R. J. McIntyre, Jr.
 768. J. E. Perkovich
 769. M. L. Tanner
 775. C. L. Alexander
 776. R. Pope
 777. J. P. Atchison
778. E. M. McManus
 779. W. J. Spriggs, Jr.
 780. L. Tremblay
 781. J. M. Gibson
 782. W. R. Skidmore
 786. R. C. Lance
 790. P. M. Semenek
 791. B. H. Baker
 793. J. D. Flegel
 794. M. P. Kessler
 796. R. D. Ballantyne
 800. M. G. Holt
 803. R. M. Powell
 804. S. W. Hammons
 811. B. G. Williams
 812. J. M. Karakian
 815. R. J. Tague
 821. H. R. Gallaher
 825. E. J. Gazdewich
 827. O. L. Smith
 829. W. E. Singleton
 830. J. R. Pollard
 831. A. L. Cain
 832. J. W. Nichol
 834. R. A. Holmes
 839. M. A. Tonn
 840. D. D. Yoder
 842. R. A. Woldt
 843. G. T. Mac Lean
 846. F. J. Huff
 847. M. R. Malazdrewich
 848. P. R. Wilcox
 849. W. B. Hall, III
 850. G. N. Faford
 851. R. E. Smale
 852. C. R. Mann
 854. O. H. Boyd
 855. D. E. Brummund
 857. J. E. Hanson
 858. J. N. Callaway
 861. R. B. Behrends
 863. R. L. Moore
 864. R. M. Bayers
 867. G. B. Durocher
 869. M. R. Goggin
 871. C. A. Mosser
 873. J. M. Morneault
 876. D. M. Knorek
 882. T. T. Rauman
 885. R. LeClerc
 886. R. A. Roux
 888. M. A. Turcasso
 892. T. A. Frederick
 894. C. R. Swain
 895. J. E. Morrissey
 896. D. J. Anderson
 897. R. J. Rorke
 898. R. J. Ermet
 899. J. W. Graben
 900. D. G. Swales
 904. M. M. Latoski
 910. M. S. Allen
 914. W. M. Carlton, II
 915. M. F. O'Brien
 918. C. E. Huston
 919. P. Barrett
 920. G. D. Powell
 930. T. R. Stoltz
 932. A. A. Fountain
 934. T. E. Danner, Jr.
 937. W. J. Barber
 940. M. E. Moyano
 944. D. Compton, Jr.
 945. R. E. Lee
 950. D. G. MacIver
 952. F. L. Swenor
 954. K. J. Essery
 956. S. D. Brownlee
 960. P. E. Fournier •

Biased report threatens Amtrak

Amtrak Reform Council issues second annual misguided, biased report

In another misguided and biased report, the Amtrak Reform Council on March 20 proposed dividing Amtrak into separate companies — one responsible for train operations, a second government-owned corporation to oversee tracks and stations, and a third consolidated government oversight agency.

The main flaw with the proposal, however, is that it's been tried in Great Britain — where it failed miserably.

Legislators in Great Britain privatized the country's passenger rail system in the mid-1990s, and in doing so, created one company that runs trains and a second company that maintains track and infrastructure — much like the Amtrak Reform Council suggested for the future of Amtrak.

However, according to the chairman of Britain's Strategic Rail Authority (SRA), Sir Alastair Morton, the nation's rail network is a mess, with passenger trains subject to long delays. The British passenger rail industry has suffered four major fatal accidents in three and a half years, and has been accused of putting profit before safety.

"At the center of the (British) railway industry's problems is the division of track from trains which sets up an adversarial relationship between (the track maintenance company) and the train operating companies," according to a recent report in *The Economist* magazine. "Not only does it mean that the two sides do not work naturally together on day-to-day matters of maintenance, or on longer-term issues of investment. It also involves many man-hours as each side monitors the other's performance, checking on whether the complex performance schedules have been met."

The solution, according to British railway officials, is to reunite the two companies. Members of the Amtrak Reform Council, ironically, suggest doing just the opposite to Amtrak.

"From their globe-trotting journeys, we would have hoped that ARC members understand that other countries, particularly England, are reeling from the

dire consequences of privatization including the degradation of safety and service. Instead, the ARC majority would steer America down that road as well," said BLE International President Edward Dubroski.

Formed in 1997 to assess the passenger train corporation's future, the ARC made four basic recommendations in its second annual report, issued on March 20:

- Separate the Northeast Corridor into an authority that would concentrate on upgrading infrastructure.

- Divide Amtrak, minus the Northeast Corridor, into a government entity and a train operating company. The government entity would provide policy guidance, program administration and oversight and would insulate the operating company from political pressure. The operating company, which could be Amtrak or some other company, would run passenger, mail and express service, operating only trains that the federal or state governments subsidize.

- Consolidate all federal oversight and program responsibilities, now scattered throughout the government at the General Accounting Office, the Office of Management and Budget, the Transportation Department and elsewhere, into one agency.

- Provide a "stable and adequate source of federal funding" for Amtrak capital projects and the new Northeast Corridor authority. This could take the form of appropriations, bonds or an additional 1 cent-a-gallon tax on gasoline that states would match for passenger service.

BLE President Dubroski, in his role as Chairman of the TTD's Rail Labor Division, AFL-CIO, issued a statement strongly criticizing the ARC proposal.

"The ARC had a chance to make a clear, bold show of support for Amtrak, but instead offered up a complicated series of recommendations that further underscore the ARC's anti-Amtrak bias," he said. "The ARC could have issued a rallying cry for making our national passenger rail service a long-term success but instead missed another opportunity to convince the American people that it performs a wor-

thy function. After reviewing the ARC's latest report, we deeply regret that American taxpayer dollars were wasted on the work of this misguided panel and vow to continue our effort to zero out federal funding for this unnecessary oversight panel."

"The ARC has rolled out a murky series of options and rationales for its ideological agenda, when it should have called on Congress and the President to fully fund Amtrak and give it a real chance to be viable. Then — and only then — can responsible policy leaders examine options for Amtrak into the future. The restructuring proposals put forth in the report are radical, unnecessary and could cause more harm than good to the cause of intercity rail passenger service. It's time to stop the globetrotting and reports and give Amtrak a genuine chance to be a world class passenger rail operation by providing a real, sustained federal financial commitment to our national passenger railroad.

"One investment measure that has wide bipartisan support is the High Speed Rail Investment Act. We had hoped that the ARC would have realized the innovation behind this legislation and believe the Council missed an opportunity by failing to join in support of this bill."

In 1999, the ARC board members took an expensive trip to London for one of its meetings. However, it failed to report what it learned in those meetings in any of its proposals.

"For all the global jet-setting ARC members did at taxpayers' expense, you would think they would have noticed that no nation in the world allows its intercity passenger rail service to wither on the vine," Dubroski continued. "Every nation subsidizes passenger rail to ensure it can deliver first class transportation services.

"Clearly, Amtrak and its 20,000 employees are at a crossroads. Long-term and sustainable financing, not ideologically driven proposals to break up Amtrak, will ensure a strong and viable national passenger rail system. The ARC should heed that call or cease to exist." •

UP's housing policy has Texas engineers sleeping in cars

Locomotive engineers who work for the Union Pacific Railroad in Texas have had trouble finding a place to lay their heads at night — mainly because the railroad refuses to provide lodging.

When the engineers are sent hundreds of miles out of town to work, the railroad doesn't put them up in a hotel. Most can't afford to pay for a room in high-priced cities such as New Orleans, so they end up sleeping in their cars and pickup trucks.

The men are exhausted after a night or two, several members of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers told the *Houston Chronicle* newspaper in March. The GIA representatives gathered recently to complain about UP's lack of a housing policy.

"He is getting maybe three to four hours of sleep" in his pickup, said one wife, who asked not to be identified for fear her husband would lose his job for publicly criticizing the railroad.

"You can't rent an apartment be-

cause you're not sure if you'll be there two days or two months," said another.

When safety officials at the Federal Railroad Administration learned of the problem, they said they were concerned about the public health hazard and would investigate.

The GIA estimates that about two dozen engineers are routinely sleeping in their vehicles in the railroad's Houston region, which stretches from Brownsville to New Orleans.

It's happening all over Texas, said BLE General Chairman Gil Gore, whose UP territory covers workers in Houston, Dallas-Fort Worth, San Antonio and Longview.

Gore said he and other BLE leaders have been trying to get the railroad to pay for 30 days of lodging since 1996. "They won't even entertain the idea," he said.

A fatigue expert was surprised UP would have employees sleeping in their vehicles. Darrel Drobnieh, director of government and transportation affairs



IN THE LINE OF DUTY

R.J. St. Marie

Two Union Pacific Railroad employees — including a BLE engineer — were killed on March 21 while deadheading from Houston to the Union Pacific terminal in Alexandria, La.

As their van slowed down for a highway construction zone on Interstate 10, just east of Lake Charles, La., it was rear-ended by an 18 wheeler. The van was shoved into the rear of another 18 wheeler, killing BLE engineer Raymond J. St. Marie, 48, and Conductor Mikel Deramus, 48. The van driver died the next day.

Brother St. Marie was a member of BLE Division 366 in Houston, Texas. He joined the BLE on Sept. 1, 1980, as an engineer for the old Southern Pacific. He was Chaplain of Division 366 from 1997-2000.

"His loyalty to the Brotherhood and his honor and integrity among his peers was a testimony to his personal faith and a credit to his craft," said Brother D.C. Battle, Secretary-Treasurer of BLE Division 62 (Houston, Texas).

"Mike was a special friend of mine," said Brother C.J. Hadley, BLE Division 193 (Gretna, La.). "He was a pleasure to know and work with; our meetings over the years were too far and few between."

"Our deepest sympathies go out to the St. Marie family and the Deramus family," said BLE International President Edward Dubroski.

"Sadly, Brother St. Marie is the 23rd BLE member killed in the line of duty since 1996 and the second this year."

for the National Sleep Foundation, a non-profit organization in Washington, said not only is the back seat of a car too cramped, it's too noisy and isn't

dark enough. Noise and light affect the quality of sleep, and consequently, how well you perform on the job the next day, he said. •

Unmaintained tracks cause derailments to increase by 18%

The number of train derailments — like the recent Amtrak accident in Iowa that killed one person and injured 96 others — have increased by nearly 20 percent over the past four years.

Both the Federal Railroad Administration and the Department of Transportation's Inspector General have found poorly maintained track and inadequate inspections by the railroads could be partly to blame.

The number of railroad industry inspectors has been reduced and the federal and state governments have only 550 people to make sure that the industry is adequately checking 230,000 miles of track.

FRA's Associate Administrator for Safety, George Gavalla, said the agency has focused its efforts on heavily used tracks and rail yards, and all tracks that carry passengers and hazardous materials. On those tracks, accidents are down, he said. Many of the derailments occur in yards when crews assemble train cars.

Overall, FRA statistics show that the number of derailments on all tracks and rail yards rose by 18 percent between 1997 and 2000, from 1,741 to 2,059.

"Like any big business, railroads will try to cut corners," said Steven Moss, a partner in the California consulting firm of M. Cubed, which studies transportation safety. "They allow their track and other stock to depreciate and get rundown and don't make their proper safety investments until they are forced to do so."

The rise in derailments was addressed March 29 at a House railroads subcommittee hearing.

"When those kinds of numbers are up, rail passengers and the general public could be at risk," said the subcommittee chairman, Rep. Jack Quinn (R-NY).

The FRA has come under fire as well. In January, the Department of Transportation Inspector General, who is examining FRA's safety program, noted "shortfalls in... enforcement of identified safety deficiencies, such as widespread track defects."

Acting Federal Railroad Administrator Mark Lindsey said the safety program was still a work in progress.

"Like all programs of this nature, it continues to be refined as strengths and weaknesses are identified," he said.

BNSF challenged on safety

Union members question railroad's commitment to safety following fatal Amtrak derailment on BNSF tracks in Iowa

Rail labor officials raised questions about general safety and maintenance on the Burlington Northern Santa Fe Railway following a fatal Amtrak train derailment on BNSF tracks near Nodaway, Iowa, on March 18.

NTSB investigators are targeting a broken 16-foot temporary rail patch as the possible cause of the derailment, which killed one person and injured more than 90, three of them seriously. BNSF had installed the rail patch within the past month.

Raising concerns were officers of the Brotherhood of Maintenance of Way Employees, whose members inspect and repair the rail lines.

"We have had a tremendous reduction in the number of maintenance of way forces, not only in that area but across the whole BNSF," Dave Joynt told the *Omaha World-Herald* newspaper. Brother Joynt is general chairman for BMW members who work for Burlington Northern in Iowa, Nebraska and several other Midwestern and Western states.

He said 600 to 700 of the union's members in his region have been furloughed by the railroad, although thousands remain on the job.

"The railroads aren't doing so great," Joynt said. "Their stock's been

down. They have made their reductions for economy reasons... They've cut some of the core section people who maintain these (rail) corridors throughout the winter."

Several BLE members who work in Iowa said when they first learned of the March 18 derailment, they knew right away it took place in Nodaway, even before the location had been revealed to them. They said they knew the piece of track in question was not safe, but refused to give their names for fear of retribution by front-line BNSF managers.

One BLE member said he reported the unsafe track to a BNSF roadmaster and advised it needed to be investigated. The BNSF roadmaster responded by stating that maybe it was the BLE member — and not the track — that needed the investigation.

"This type of harassment should have been eliminated through the SACP process," said BLE International President Edward Dubroski. "Unfortunately, the SACP process on that property has been disappointing, and we have begun receiving troubling reports that SOFA

safety audits are being used as a disciplinary tool in some areas."

Ted Turpin, who is heading the National Transportation Safety Board investigation into the Amtrak derailment, said officials are trying to determine whether the temporary piece of rail caused the accident or whether it broke during the derailment.

He said the rail break occurred in a location where Burlington Northern had recently repaired the track because the old rail had a defect.

Fifteen cars on a freight train derailed near Stanton, Iowa, on Dec. 13, apparently because a welded piece of a switch failed, causing a train wheel to go off the track and derailing the cars, Hiatte said.

On New Year's Eve, part of a coal train derailed near Red Oak, Iowa, apparently because an overheated wheel bearing caused the wheel to fail and a coal car to drop down onto the road bed, he said.

A March 3 switching accident on the Burlington Northern in Willmar, Minn., claimed the life of a switchman, UTU member Terry Weyh. •



NJ Transit faces \$297,000 in FRA fines

Railroad accused of massive accident, injury cover-up

NJ Transit failed to alert the Federal Railroad Administration to dozens of accidents and injuries involving its train employees and passengers in 2000, violations that could result in fines as high as \$297,000.

The 91 violations, which were uncovered during a review conducted over the past few months, have prompted the FRA to take the unusually harsh step of ordering an audit for all of NJ Transit's safety records for the next three years, said FRA spokesman Mike Purviance.

On March 12, BLE International President Edward Dubroski said the NJ Transit case exposes a trend that is common throughout the rail industry.

"This is most unfortunate news," said President Dubroski. "We also have learned, as a result of the suit to stop genetic testing on the BNSF, that there may be systematic non-reporting of occupational injuries by a number of major U.S. railroads. We urge the FRA to do

everything possible to uncover under-reporting of injuries and impose appropriate penalties against violators of federal regulations."

NJ Transit officials issued a two-page statement on the report.

"NJ Transit accepts the results of the report issued by the Federal Railroad Administration and we will fully comply with their recommendations regarding our record-keeping procedures," said the statement. "In fact, NJ Transit has already implemented changes to improve our administrative systems.

"Safety has always been and will continue to be the number one priority at NJ Transit," the statement continued.

BLE officers and members, who cooperated with FRA investigators, said the audit's findings exposed NJ Transit's practice of not reporting injuries in order to protect its safety statistics and win national awards.

"The guys with the sharpened pencils win those

awards," said Bob Vallochi, BLE General Chairman. "They're all bogus."

NJ Transit spokeswoman Penny Bassett Hackett said the agency still would win national safety awards for last year even with the additional injuries and incidents reported.

The auditors determined that NJ Transit was more than just lax in its record-keeping, finding that 28 of the 91 violations were for deliberately not reporting injuries or incidents.

On March 8, the FRA presented NJ Transit with its findings of "significant non-compliance" with regulations for keeping and filing safety records. The violations included:

- 40 cases of not recording accidents or incidents involving rail equipment;
- 23 violations for willfully not reporting on-duty employee injuries;
- 14 cases of not reporting passenger injuries;
- Seven cases of not recording accidents that involved human error;

- Three violations for willfully not reporting off-duty employee injuries;

- Two cases of willfully not recording injuries in an incident record;

- One case of submitting a late report; and

- One case of not reporting an accident.

Previous audits of NJ Transit's safety records resulted in 32 violations each in June 1997 and August 1999, said Purviance. He could not ascertain whether any fines were issued in those cases.

The auditors' recommendation on March 11 for \$297,000 in fines against NJ Transit will be reviewed by the FRA's chief counsel's office before the penalties are levied, Purviance said.

Vallochi said he has complained to NJ Transit administrators for years about inaccurate injury records.

"You know what they do, they pay guys to stay home and they put them on what they call 'light duty,' this way they don't have to report the injury," said Vallochi. •

BLE NEWS

Slight rate increases effective June 1

United Healthcare announces new coverage costs for GA-23111 policyholders

At recent meetings with the Railway Labor Organizations constituting the Policyholder under GA-23111, a detailed study of the premiums and benefit payments under the various Plans was made. It was agreed that the following payment rate changes would be made for coverage effective June 1, 2001 (payment for June coverage is due May 20th).

Plans A & B — There will be no changes in the monthly payment rates.

Plan C — The monthly payment for:

- employees or dependents increases from \$285 to \$295.
- each student child remains at \$50.
- each incapacitated child increases from \$130 to \$140.

Plan D — The monthly payment rate for coverage will increase from \$190 to \$225.

Plan F — The monthly payment rate will increase from \$102 to \$110.

Plan E — The monthly payment rate will increase from \$103 to \$120.

Answers to Important Questions about these changes

Q. Why do the premiums go up every year?

A. UnitedHealthcare examines the amount of benefits paid out each year for each plan under GA-23111 along with the estimated impact of health care inflation. The premium rates depend on the level of benefits paid out. As more benefits are paid out, the premium rate must also increase at a similar rate.

For all Plans under GA-23111, the increased use of services and the inflation in medical care costs resulted in higher payment rates. For Plan D, the change is caused primarily by the cost of prescription drug coverage (see next question).

Q. Why is the premium for Plan D going up \$35 while the premium for Plan F is only increasing \$8?

A. Plan D and Plan F provide the same benefits except that Plan D provides coverage for prescription drugs and Plan F does not. The difference in the rate increases under these two plans is caused, to a great extent, by the cost of the prescription drug benefit.

About 50% of the total amount of benefits that are paid out under Plan D are for prescription drugs. In recent years, the benefits paid for Plan D prescription drugs have increased at a rate of about 20% per year. These increases

are influenced by the number of people who get prescriptions, the number of prescriptions they fill and the cost of each prescription. We expect the prescription drug benefits to continue to increase 20% next year, which is the major factor impacting the Plan D payment rates.

Q. Why is there a deductible on my prescription drug purchases from the pharmacy?

A. In spite of the advantages of using the mail order pharmacy benefit, many members continue to purchase drugs at the local pharmacy that could be obtained through the mail. This activity increases the cost of the prescription drug benefit because it costs less to purchase drugs through the mail than it does to provide them through the local pharmacy. A deductible and co-insurance was added to

discourage this and encourage the use of the mail order pharmacy benefit.

Q. Can I change from Plan D to Plan F or from Plan F to Plan D?

A. You cannot change plans until an open enrollment period. The next open enrollment period is currently planned for December 2002, with changes effective on January 1, 2003.

Q. Will GA-23111 benefits change?

A. At this time no benefit changes are planned. However, if costs continue to rise, changes in plan benefits may be needed to help control the cost of the plans.

(Editor's Note: To contact United Healthcare, write: Railroad Accounts, 450 Columbus Blvd., P.O. Box 150453, Hartford, CT 06115-0453). •



Callaway Gardens Hotel Registration Form

Brotherhood of Locomotive Engineers

74th Annual Southeastern Meeting Association

June 24, 2001-June 29, 2001

Please complete this reservation form and return with one night's deposit by May 25, 2001

Note: Rooms will not be held for the Brotherhood of Locomotive Engineers after this date. Reservations will be taken on a space availability basis only.

Send This Form To: Callaway Gardens, P.O. Box 2000 Highway 27 South, Pine Mountain, GA 31822

Please indicate number of accommodations desired:

Callaway Gardens Inn

\$96.00 + Tax, Per Inn Room Per Night, Based on Single or Double Occupancy

All rooms are subject to a one-time surcharge of \$13.00 per person for the length of stay up to seven (7) days: \$6.50 per child 6-12 years of age. This surcharge includes gate admission to Callaway Gardens. (Optional)

Arrival Date: _____ Departure Date: _____

Last Name: _____ First Name: _____

Company name or affiliation: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Day Phone: _____

Name of roommate (if applicable): _____

NOTE: RESERVATIONS WILL NOT BE HELD WITHOUT A ONE NIGHT'S DEPOSIT.

Please enclose a check or money order, payable to Callaway Gardens, or you may apply the deposit to an American Express, Master Card, Visa or Discover card amount. Please indicate amount enclosed or account number. Credit card deposits will be processed upon receipt.

Deposit amount enclosed: _____

Credit card number: _____ Expiration Date: _____

Signature: _____

Please note: Reservations may be canceled, or stay shortened, up to seven days prior to arrival; cancellations or shortened stays made within seven days of check-in or after arrival will result in forfeiture of your deposit.

4 PM CHECK IN **** 12 NOON CHECK-OUT
NO PETS ALLOWED IN ACCOMODATIONS
1-800-CALLAWAY
FAX: (706) 663-5090

Send This Form To:
Callaway Gardens
P.O. Box 2000 Highway 27 South
Pine Mountain, GA 31822

May 25 deadline approaches for SMA 2001

SMA Chairman W.J. "Bubba" Spriggs invites everyone to Georgia for some good old fashioned southern hospitality at the 74th annual BLE-GIA Southeastern Meeting Association.

Division 779 and BLE members throughout the state of Georgia are hosting the event, to be held in Pine Mountain, Ga., at beautiful Callaway Gardens.

Members planning to attend the convention have until May 25 to make hotel reservations and take advantage of

discounted room rates.

The form on Page 6 of this issue has been provided for your convenience in making hotel reservations. Please mail completed hotel registration forms to Callaway Gardens.

Registration for the 74th annual SMA begins on June 24. The formal banquet is the evening of June 28, so it is recommended that guests check out of their rooms the morning of June 29.

Members who have not already done so are encouraged to pre-register for the SMA by

using the form provided below. Please mail completed SMA pre-registration forms to Brother Spriggs at the address provided on the form.

There's something for the whole family at Callaway Gardens, including fishing and boating, golfing at three PGA caliber courses, an amusement park, the Florida State University Flying Circus, bicycle trails, and a Gun Club that includes skeet, trap and sporting clays.

Members with questions can contact Brother Spriggs by

calling (706) 989-0064, or writing: P.O. Box 8511, Columbus, GA 31908.

Members can also e-mail him at: wjspriggs@aol.com.

Once again, the hotel reservation deadline is May 25, and members should use the pre-registration form provided on Page 6 of this issue.

Members with questions can contact Callaway Gardens at: (800) CALLAWAY, or online at: www.callawaygardens.com.

A tentative schedule of events is published below for your convenience.

2001 SMA Tentative Schedule (Subject to Change)

Sunday, June 24
Registration (location TBA)
Hospitality suite open

Monday, June 25
Opening Day
7:00-8:30: Breakfast (registered guests must show identification)
9:00-11:45: Opening meeting
Noon-2:30: Lunch/legal fair
2:45-3:30: United Healthcare
3:40-4:30: Federal Railroad Administration
4:40-5:30: Railroad Retirement Board

Tuesday, June 26
7:00-8:30: Breakfast, briefing on daily events
9:00-11:45: Closed meeting, BLE-GIA, International officers
Noon-1:00: Lunch
1:15-2:45: General Committee meetings
3:00-4:45: State Legislative Board meetings
6:00-midnight: Barbecue dinner in honor of retired locomotive engineers

Wednesday, June 27
Open Day
7:00-8:30: Breakfast, briefing on daily events
9:00-9:30: Prepare for golf tournament (pre-registration)
10:00-5:00: Golf tournament (Callaway Gardens course)
10:00-5:00: Fishing, skeet, tour Callaway Gardens, and various other activities
5:00: Open evening

Thursday, June 28
Workshops
7:00-8:30: Breakfast, briefing on daily events
9:00-noon: Local chairmen's workshop
9:00-10:00: Merrill Lynch (401k presentation)
9:00-noon: Secretary-Treasurer workshop
Noon-1:00: Lunch
1:00-2:30: Workshop for all delegates to International Convention
2:45-5:00: SMA business meeting (bylaws, election of officers, selection of 2003 site, etc.)
6:30-midnight: Banquet, dinner, dancing, live entertainment

Friday, June 29
Check out by noon



74th Annual SMA Pre-Registration Form Brotherhood of Locomotive Engineers 74th Annual Southeastern Meeting Association June 24, 2001-June 29, 2001

Callaway Gardens Inn, (800) 225-5292, Pine Mountain, Ga.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

BLE Division: _____ Title: _____

Spouse's Name: _____ GIA Title: _____ Division: _____

Number of Children Attending: _____ Desire Childcare? Yes ___ No ___

Interested Activities (Please indicate by checking):

Golf _____ Sightseeing _____ Shopping _____ Crafts/Antiques _____
Baseball Game (Braves/Red Stix, pending schedule) _____ Fishing _____
Bike Riding _____ Canoeing _____ Paddle Boats _____ Steam Train Ride _____
Wild Animal Park _____ Roosevelt Little White House _____ Skeet/Trap Shooting _____
Callaway Gardens Tour _____ Atlanta Zoo _____ Underground Atlanta _____
Robin Lake (man-made beach) _____ Tennis _____ Other _____

Lodging Preference

Callaway Inn _____ *Cottage _____ *Villa _____
Convention Rate \$96.00 per night apply to rooms at Callaway Inn
* Inquire for rate.

Fees

Activity Fee: \$50.00 per person attending BLE/GIA SMA.
SMA Dues \$20.00 per BLE Member — not included in activity fee.

Any questions concerning the 2001 BLE/GIA SMA convention can be directed to W.J. Spriggs Jr. (Chairman) by calling (706) 989-3607 (home) or (706) 989-0064 (BLE office) or e-mail <WJSPRIGGS@aol.com>.

Mail this pre-registration form and activity fees to:

W.J. Spriggs Jr.
SMA Chairman
P.O. Box 8511
Columbus, GA 31908

(Make checks payable to W.J. Spriggs Jr.-Chairman SMA 2001)

Bush's budget statements threaten H.R. 1140, S. 697

H.R. 1140

Continued from Page 1

Bush's statements.

"The Committee is disappointed by the statement concerning the Railroad Retirement system in the FY 2002 President's Budget," the letter states. "This statement implies that the Railroad Retirement system is receiving massive federal subsidies and is not capable of meeting its future pension obligations. This is not true. According to the most recent actuarial valuation, the railroad retirement system will not experience any cash flow problems for the next 75 years under the most likely economic assumptions. Railroads and their employees pay a very heavy payroll tax burden to fund the system, which, as a result, is financially sound. These payroll taxes have produced significant reserves for the system — over six years worth of full benefit payments. This healthy reserve is one of the bases for, and would be protected by, the railroad retirement reform legislation approved 391-25 by the House last fall and which this Committee will consider in the near future."

If President Bush's apparent threats come to fruition, it will mark the second year in a row the Railroad Retirement legislation has been killed by partisan politics.

Last year in the 106th Congress, H.R. 4844 passed the House by a 391-25 majority and had the support of 83 Senators. However, it was killed in committee by three ultra-conservative Senators — Pete Domenici (R-NM), Phil Gramm (R-TX) and Don Nickles (R-OK) — who successfully convinced Senate Majority Leader Trent Lott (R-MS) to hold the bill from consideration by the full Senate.

H.R. 1140 is identical to last year's H.R. 4844, and contains all the benefit improvements originally agreed to by rail management and labor — long-needed improvements in the surviving spouse benefit, full retirement annuity at age 60 with 30 years of service, elimination of artificial caps on benefits, vesting after five years instead of 10, and provisions that require the carriers to insure future fund solvency with future tax increases if necessary.

See page 9 of this issue for list of co-sponsors and related information.

Rail labor, carriers reach 'cram down' deal

A group of seven rail labor unions and six freight railroads reached agreement on March 21 to end the practice known as "cram down," the Surface Transportation Board-approved practice of overriding collective bargaining agreements in approving railroad mergers.

All signatories agreed to abide by the agreement until its terms are enacted into law, with all signatories actively supporting such legislation.

Under the new agreement, if there is a consolidation or coordination of

work, then the union(s) involved will decide which agreement will apply if more than one applies.

In addition, when seniority rosters integrated, the carrier must give deference to the seniority integration plan developed by the union(s).

The unions signing on to the agreement were the Brotherhood of Locomotive Engineers, Brotherhood of Maintenance of Way Employees, Brotherhood of Railroad Signalmen, International Association of Machinists and Aerospace Workers, Sheet Metal Workers

International Association, Transportation Communications International Union (including TCU's Carmen's Division) and Transport Workers Union. The carrier group included Burlington Northern Santa Fe, Canadian Pacific, CSX Transportation, Kansas City Southern, Norfolk Southern and Union Pacific.

Full text of the agreement is available on the BLE website at:

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

NEWS BRIEFS

'Right to work' bill introduced in House

On March 20, a group of conservative members of the House of Representatives, led by Bob Goodlatte of Virginia, introduced a "National Right-to-Work" bill.

The bill, H.R. 1109, seeks to amend both the National Labor Relations Act and the Railway Labor Act.

In "right to work" states, workers may choose not to pay fees to the union but the union still is required to represent them. "Right to work" laws, long-promoted by anti-worker, anti-union organizations, threaten to drain unions' financial resources and prevent unions from representing and protecting members.

According to the AFL-CIO, so-called "right to work" laws don't guarantee any new rights or create any new jobs or economic benefits. In the 21 states with such laws, wages are lower, poverty levels higher, more people have no health insurance and education spending per pupil is lower.

Bills similar to H.R. 1109 have been introduced on a statewide basis, but a national bill has not been previously introduced. •

Bush signs death warrant on new ergonomics rule

Big Business' multi-million dollar investment in the 2000 elections paid dividends March 6 and 7 when the U.S. Senate and House of Representatives passed legislation that killed ergonomics protections for workers.

The 56-44 Senate vote March 6 included six Democrats who sided with business, the Bush administration and all 50 Senate Republicans. The next day, 16

Democrats sided with all but 13 Republicans in a 223-206 vote that kills the Occupational Safety and Health Administration's workplace safety rule that could prevent 1.6 million repetitive stress injuries a year. President Bush signed the ergonomics standard's death warrant in late March.

Senators and representatives "hostile to the interests of working families rushed a naked political payoff to big business contributors who have opposed every effort to enact a standard protecting workers," said AFL-CIO President John Sweeney. •

Herzog appeals 13(c) ruling

On March 23, Herzog Transit Services filed a Notice of Appeal to the D.C. Circuit Court of Appeals in its action against the Department of Labor.

In January, the U.S. District Court for the District of Columbia upheld the pro-labor decision of the former U.S. Secretary of Labor Alexis Herman to enforce section 13 (c) of the 1964 Mass Transportation Act.

Herzog Transit Services had sought to bid on the operation of Bay Transit Authority's commuter rail services in the San Francisco area without being regulated by 13 (c).

The provisions of 13 (c) authorize the Secretary of Labor to condition certification of bids in order to protect collective bargaining and workers' rights. The court ruling held that this was a "fair and equitable" provision.

Herzog Transit Services wanted to be one of the bidders for the maintenance and running of the trains and, aware of the Department of Labor's (DOL) interpretation of regulations in the Massachusetts Bay

Transit Authority (MBTA) case from earlier in 2000, filed a lawsuit challenging the application of these regulations.

The BLE, along with the Firemen and Oilers, IAM, IBEW, TCU and UTU, intervened last fall in support of the Labor Department, and were granted intervenor status in mid-December.

In the MBTA case, the U.S. Department of Labor and the Federal Transit Administration warned MBTA contractor Bay State Transit Service that it was not complying with 13 (c).

The contractor disagreed and tried to litigate the issue, but the federal agencies threatened to cut off about \$200 million in funds immediately if the MBTA did not honor its 13(c) obligations. Amtrak's contracts to operate MBTA service have been renewed. •

Transportation unions remain strong

Unions, struggling in many industries, are flying high on the nation's airlines and railroads.

Airline and railroad workers are governed by the Railway Labor Act of 1926, which gives their unions an unusual amount of power — although it's also more difficult for them to strike.

The RLA makes striking difficult because it requires extensive negotiations and allows the president and Congress to intervene.

But the RLA, combined with circumstances unique to transportation, has helped create much of the unions' strength. Among the reasons:

- Unlike unions in the private sector, there is no procedure for an employer to decertify a railroad or airline union, so once they're organized, they are there to stay.

- In other industries, unions have lost clout as companies move overseas, but airlines and railroads can't do that.

- Many airline and railroad employees — particularly pilots, mechanics and locomotive engineers — are not easily replaced, making it harder for employers to replace them if they walk out, experts say. •

Bush selects Rutter as FRA Administrator

WASHINGTON — President Bush on April 3 named Allan Rutter as head of the Federal Railroad Administration.

Rutter has been transportation policy director in the Texas governor's office since 1995, serving under Bush from 1995 until Bush resigned in December to assume the presidency. Since then, Rutter has served under Bush's successor, Texas Gov. Rick Perry.

Rutter was deputy executive director of the Texas High-Speed Rail Authority from 1990 to 1995. He served Texas Govs. Mark White and William Clements as a senior budget analyst from 1985 to 1990.

Rutter replaces acting FRA Administrator Mark Lindsey. •

O'Brien sells more CP shares

OTTAWA — Insider trading documents reveal that Canadian Pacific Ltd. chairman, president and chief executive David O'Brien has been a heavy seller recently.

Documents filed the week of April 8 showed O'Brien netted \$2.6 million by selling 120,000 shares from Feb. 25 to Feb. 28. •

North Dakota governor signs railroad taxi bill

New legislation in the state of North Dakota will provide railroad workers with some of the strongest protection in the nation when it comes to train crew transportation.

On April 12, Governor John Hoven signed Senate Bill 2309 into law, which requires railroad crew transportation providers to carry \$1 million in underinsurance/uninsured motorist insurance.

BLE North Dakota State Legislative Board Chairman Mike Muscha reports that in the summer of 1998, BLE and UTU members joined forces, taking on the huge task of

improving the safety and insurance standards of railroad crew transportation companies in North Dakota.

In the 1999 legislative session, a law was passed that mandated the North Dakota Highway Patrol to set safety standards for contract vans. Prior to that legislation, only vehicles carrying 15 or more persons were regulated. As a result, drivers of smaller contract vans could drive unlimited hours, and vans were subject to no greater scrutiny than a private vehicle.

The standards set by the highway patrol (18 pages) were some of the strongest in the U.S. for vehicles carrying 15 passengers or less. How-

ever, the weakness in the safety standard was inadequate uninsured and underinsured insurance. In the fall of 2000, the two unions went to work once again to increase the minimum insurance coverage levels.

Brother Muscha says the April 12 bill signing with Gov. Hoven was the final piece of the puzzle.

Muscha thanks his counterpart, UTU State Legislative Director John Risch, and all BLE and UTU legislative reps in the state for the victory.

He also thanked BLE First Vice-Chairman Ron Huff, S-T Dean Altringer and LRs John Olson and Cheri Bonebrake for their efforts. •



North Dakota Governor John Hoven, center, signs a bill that provides \$1 million in uninsured and underinsured motorist coverage for contract carriers, the taxi companies that transport railroad workers in the state.

Seated, from left: Representative Robin Weisz; Governor Hoven; Senator Bob Stenehjem. Standing, from left: Rep. Clara Sue Price; UTU Legislative Director John Risch; Senator Dwight Cook; BLE State Legislative Board Chairman Mike Muscha; Senator David O'Connell; Rep. Kathy Hawken; and Senator Howard Grumbo.

When Railroad Retirement spouse and widow(er) annuities are subject to dual benefit reductions

Railroad Retirement Act spouse and widow(er) annuities (including divorced spouse, surviving divorced spouse and remarried widow(er) annuities) are subject to dual benefit reductions when social security benefits or dual railroad retirement annuities are also payable; and, such railroad retirement benefits may be subject to reduction when certain public service pension payments are also due a spouse or widow(er).

Since the payment of a railroad retirement spouse or widow(er) annuity can be affected by entitlement to certain other government benefits, such dual entitlement, if not reported to the Railroad Retirement Board, can result in benefit overpayments which have to be repaid, sometimes with interest and penalties. The following questions and answers describe how payments are adjusted by the Railroad Retirement Board for spouse and widow(er) annuitants entitled to public service pensions.

1. What is considered a public service pension?

A public service pension is any periodic benefit payment, as well as lump-sum payments made in lieu of periodic pension payments, based on an individual's own employment with a Federal, State, or local government unit. Some examples are pensions paid to teachers, police officers, and civil service personnel on the basis of age or disability. Full salary benefits paid to a retired or resigned judge under the Federal judiciary retirement system are also considered public service pensions.

However, the public service pension reduction law generally does not apply to a railroad retirement spouse or

widow(er) annuity if the government job that the public pension is based on was covered under the Social Security Act on the last day of public employment. (A special rule applies to Federal employees who switch from the Civil Service Retirement System to the Federal Employees Retirement System.)

In addition, most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction; and a pension paid by a foreign government or an interstate instrumentality also has no effect on a spouse or widow(er) annuity.

2. What is the background of the public service reduction in spouse and widow(er) annuities and how does it affect such payments?

The public service pension reduction in railroad retirement spouse and widow(er) benefits was effected by 1977 social security legislation which also applied to the tier I portion of railroad retirement spouse and widow(er) annuities. Since a social security spouse or widow(er) benefit is reduced if the spouse or widow(er) is also entitled to a social security benefit based on her or his own earnings, it was considered equitable that a social security spouse or widow(er) benefit also be reduced for a public service pension based on the spouse's or widow(er)'s own non-social security earnings.

The tier I portion of a railroad retirement annuity is based on railroad retirement and any nonrailroad social security credits acquired by an employee, is computed under social security formulas, and approximates what social security would pay if railroad

work were also covered by that system. Tier I benefits are, therefore, reduced in the same manner as social security benefits when certain other benefits are also payable.

3. How is the public service pension reduction applied to railroad retirement spouse or widow(er)'s annuities?

For spouse and widow(er)s subject to the public service pension reduction, the tier I reduction is, under current law, equal to 2/3 of the amount of the public pension. The amount of the public service pension is the current gross amount, before any deductions for income tax withholding, Medicare premiums, health insurance or other benefits.

4. Does the public service pension reduction law apply to all railroad retirement spouse or widow(er) annuities?

The public pension reduction does not apply to a spouse or widow(er) who filed for and became entitled to her or his railroad retirement annuity before December 1977, or to a spouse or widow(er) whose public pension is not based on her or his own earnings.

5. Are there any other provisions that would exempt railroad retirement spouse or widow(er) annuitants from the public pension offsets?

Railroad retirement spouse and widow(er) annuitants may also be exempt from the public pension reduction if both of two requirements are met.

The first requirement is that they began to receive or were eligible to receive their Federal, State or local government pension before December 1982. This means they must have met the age and service requirements for their pensions before December 1982, even though they did not apply for their pensions before then.

The second is that they meet all requirements for spouse and widow(er) benefits in effect under social security law in January 1977. At that time, for example, a divorced woman's marriage must have lasted at least 20 years, rather than 10 years as required today. Also, a husband or widower must have received at least one-half support from his wife.

Even if spouses and widow(er)s do not meet these criteria, they still may be exempt from the reduction beginning with railroad retirement benefits payable December 1982 if they received or were eligible to receive their Federal, State, or local government pensions before July 1, 1983; and they were receiving at least one-half support from their spouses at the time their spouses retired or died. This provision applies to men and women.

6. Where can more specific information on how these pension offsets affect railroad retirement benefits be obtained?

Individuals who may be affected should contact the nearest field office of the Railroad Retirement Board for information as to how their public service pensions could affect their railroad retirement benefits.

For the phone number or address of the nearest Board field office, BLE members should look in the telephone directory under "United States Government," or check with their local union official, rail employer, post office, or Federal Information Center.

Members can also find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help-Line at (800) 808-0772 or by checking the Board's Web site at www.rrb.gov.

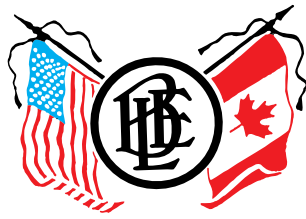
Most Board field offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday. •



2001 Brotherhood of Locomotive Engineers 61st Annual IWC Golf Registration Form

Please list any players that you would like to play with or other players that you are registering. No steel spiked shoes.

Name: _____
 Name: _____
 Name: _____
 Name: _____



Golf registration: \$85.00 Number of Players: _____ X _____ = Total Cost: _____

Please make checks payable to **IWC 2001** and mail to:
Skip Colyer
507 Cortez Ct.
Fort Collins, CO 80525-2507

Please make a separate check for golf fees. (No early discounts). Price includes continental breakfast.

May 6 deadline looms for IWC hotel discount

Skip Colyer, Chairman for the 61st annual International Western Convention in Denver, Colo., advises that members have until May 6 to take advantage of specially arranged discount room rates for this year's convention. After the deadline, room rates will increase.

Brother Colyer encourages everyone to come to Denver for the "Mile High" convention from May 30 to June 2. A room rate of \$105 per night has been secured at the Hyatt-Regency Tech Center (7800 East Tufts Ave., Denver, CO 80237), good for three days before and after the convention.

Hotel reservations can be made by calling (800) 233-1234 or (303) 779-1234.

Reduced airline fares via United Airlines are available through Travel Organizers by calling (800) 283-2754.

Convention highlights include a golf tournament, tour of the Denver Mint, the Ocean Journey, Denver Botanical gardens, and a barbecue at the Colorado Railroad museum.

Those who register by April 30 will receive a 10% discount on all convention fees (except the golf tournament). Members can use the forms provided here for easy golf and convention registration; however, members must call the Hyatt-Regency Tech Center to make hotel reservations.

A tentative itinerary, which is subject to change, is provided below:

Tentative Agenda 61st annual IWC Denver, Colo.

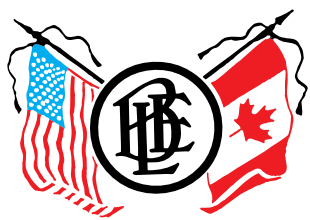
Tuesday, May 29, 2001
10:00-6:00: Early Bird Registration

Wednesday, May 30, 2001
8:00-6:00: Registration
6:30-2:30: Golf Tournament
10:00-2:00: Tour of Ocean Journey
5:00-7:00: Reception by the pool

Thursday, May 31, 2001
7:00-9:00: Continental breakfast
7:00-9:00: Registration
9:00-11:00: Opening ceremonies and addresses by dignitaries
11:00-11:30: Presidential addresses (Dubroski/Windham)
11:30-1:00: Lunch provided
1:00-4:00: BLE closed meeting
5:00-11:00: Bus to Central City-Blackhawk Casinos

Friday, June 1, 2001
7:00-9:00: Continental breakfast
9:00-10:30: Dr. Nelson Powell (sleep deprivation)
9:00-12:00: S/T, L/C workshops
10:30-11:00: Coffee break
11:00-12:00: FRA speaker
12:00-2:00: Lunch provided by FELA
12:00-1:30: GIA luncheon (speaker Jolie Root on nutrition)
2:00-4:00: Railroad Retirement speaker / United Healthcare
1:30-4:00: S/T, L/C, L/R workshops
1:30-4:00: Bus to Denver Mint and Botanical Gardens
5:00-10:00: Bus to Colorado Railroad Museum (Bar-B-Q)

Saturday, June 2, 2001
7:00-9:00: Continental breakfast
9:00-10:00: IWC delegates meeting
9:00-12:00: S/T workshop
12:00-1:30: Lunch (on your own)
1:30-4:00: Workshops
6:00-7:00: Cocktail hour
7:00-9:00: Banquet



2001 Brotherhood of Locomotive Engineers 61st Annual International Western Convention Registration Form

Name: _____
(Last) (First) (Union office held, if any)

Address (street, city, state, zip) : _____

Phone: _____ E-mail Address: _____

BLE Division: _____ Railroad: _____

Spouse (if attending): _____

	How Many = Total Cost
General Registration	\$50.00 X _____ = _____
Casino Bus (\$10 in coupons):	\$10.00 X _____ = _____
Ocean Journey (adults)	\$18.00 X _____ = _____
Ocean Journey (kids 12 and under)	\$6.00 X _____ = _____
GIA Mint / Botanical Gardens	\$10.00 X _____ = _____
Colorado RR Museum / BBQ	\$35.00 X _____ = _____
Banquet	\$35.00 X _____ = _____
	Total = _____
Deduct 10% if postmarked before April 30, 2001	Total Due = _____

Please make checks payable to **IWC 2001** and mail to:

Skip Colyer
507 Cortez Ct.
Fort Collins, CO 80525-2507

Please note: Golf Tournament registration is on a separate form. Please make a separate check for golf fees.
 Workshops are open to all members: Local Chairmen, Secretary-Treasurer, Legislative Rep., Delegates to Convention

BLE NEWS

Unions tackle BNSF safety

Safety Summit

Continued from Page 1

can only be useful in what they tell us about what is needed to satisfy those interests.”

The safety summit will be attended by top officers of all three organizations, including BLE and UTU general chairmen and state legislative board officers.

“We are always willing to talk about safety and working conditions at BNSF, and it seems to me that this type of dialogue could be beneficial,” Rose wrote in response.

Commenting on tensions between the two unions, which reached a fever pitch in the past three years, UTU President Boyd characterized the safety summit as “a new beginning between” the BLE and UTU.

“We should seize upon this opportunity, and others that are sure to come

about in the coming months, to mutually advance the causes of our memberships,” said BLE President Dubroski.

BNSF safety practices have come under national media scrutiny in recent weeks, following the derailment of an Amtrak train in Iowa on March 18, which caused one death and more than 90 injuries.

Fifteen cars on a BNSF freight train derailed near Stanton, Iowa, on Dec. 13, apparently because a welded piece of a switch failed, causing a train wheel to go off the track and derailing the cars.

On New Year’s Eve, part of a BNSF coal train derailed near Red Oak, Iowa, apparently because an overheated wheel bearing caused the wheel to fail and a coal car to drop down onto the roadbed.

A March 3 switching accident on the BNSF in Willmar, Minn., claimed the life of a switchman, UTU member Terry Weyh. •

BMW, BLE derail genetic tests

Genetic Testing

Continued from Page 1

the necessity for national legislation limiting the use of genetic screening in employment decisions, agreed to “commence written and oral expression of this position to key officials of Congress and the Executive Branch” within 30 days of execution of the agreement. The significance of this provision of the settlement agreement is readily apparent as Congress is being asked to enact a comprehensive, national prohibition against genetic testing.

BNSF was the railroad Senator Edward Kennedy was talking about when he said, “genetic testing is a real and frightening problem, and it is happening right now, by one of the largest railroads in the country” as he reintroduced the Genetic Nondiscrimination in Health Insurance Employment Act the week of February 19. Bills were defeated in the previous session of Congress in part because opponents argued it wasn’t happening.

“The results of this unprecedented lawsuit are of immense benefit to not only BMW and BLE members, but for all workers,” said BMW President

Mac A. Fleming. “This victory demonstrates that corporate control of workers’ private lives can not only be halted but can be completely eliminated.”

“This is a major victory for workers’ rights and personal privacy for all working men and women who should not have to fear mandatory genetic testing,” said Ed Dubroski, BLE International President. “Not only did all of labor support our cause, but we also drew strong support from a broad cross section of America, including the medical community, civil rights groups and Americans from every walk of life.”

“This was a critical case and we successfully drew a line in the sand to protect the essence of privacy rights,” said Zanville. “However, the BNSF should be applauded for its decision to do the right thing after this serious misconduct was discovered.”

The BMW represents 45,000 rail workers that build and maintain the track, bridges and building on the railroads in the U.S. and Canada.

An interview by Mike Wallace with BMW member Gary Avary and his wife Janice, the Nebraska nurse credited with making the genetic testing discovery, was shown in a “60 Minutes” segment on April 10. •

APRIL 2001 CALENDAR & EVENTS

APRIL 29-MAY 2, 2001... National Association of State Legislative Board Chairmen
The NASLBC’s annual meeting will be at the Holiday Inn South in Austin, Texas (April 28 is a travel day). For reservations, call (800) HOLIDAY (465-4329) and use hotel code “Ausso.” Be sure to say you are with the BLE when registering to receive a discount room rate of \$85 per night. Please direct questions to NASLBC Secretary-Treasurer I. Perry Renfro at (918) 649-0603.

MAY 30-JUNE 2, 2-001... 61st Annual International Western Convention, Denver
See page 11 for details. Contact IWC Chairman Skip Colyer at (970) 225-9716 with questions.

JUNE 24-29, 2001... 74th Southeastern Meeting Association in Pine Mountain, Ga.
See pages 6-7 for details. Contact chairman W.J. Spriggs Jr. at (706) 989-0064 with questions.

AUGUST 20-24, 2001... Eastern Union Meeting Association in Atlantic City, N.J.
At the Tropicana Hotel & Casino in Atlantic City, N.J. Conference registration begins at 3 p.m. on August 20, and hotel check-out is August 24. A room rate of \$105 per night has been secured, and reservations can be made by calling (800) 247-8767. Those calling must state they are attending the “Eastern Union Meeting Association of the Brotherhood of Locomotive Engineers.” Contact EUMA Arrangements Chairman Sonny K ertes at (732) 458-7642 or <sonny912@aol.com>.

SEPTEMBER 9-14, 2001... 66th Annual BLE-GIA Southwestern Convention Meeting
Randy Schneider hosts this year’s SWCM, which will be held at the Double Tree Hotel at Corporate Woods in Overland Park, Kan. Members interested in attending can contact Brother Schneider at (913) 681-1789. Room rates are \$89 per day, plus tax. For reservations, contact the Doubletree Hotel at: (913) 451-6100 or (800) 222- TREE.

SEPTEMBER 24-28, 2001... BLE Seventh Quinquennial International Convention
At the Fontainebleau Hotel in Miami, Fla. See your Spring 2001 Locomotive Engineers Journal for details; see pages 2-3 this issue for official list of delegates.

Advisory Board March Activity

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

International President Edward Dubroski—International Office: General supervision of BLE activities; Publications Cmte.; Mtg. with NS GCs and VGCs; Mtg. w/ regional meeting arrangements chairmen; Chaired TTD Rail Labor Div. mtg.; Louisiana State Legislative Board conference call; ASLRRR reception; Mtg. w/ Cong. Sherwood Boehlert; Mtg. w/ various short line industry CEOs and executives; “Cram down” negotiations; Railroad Retirement reform press conference; Event w/ New York Governor Pataki; National Wage Committee mtg.

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

General Secretary-Treasurer Russ Bennett—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; CRLO mtg.

Vice-President Paul T. Sorrow—Served as employee member of SBA 1063, PLB 5395, and PLB 5724; National wage/rules mtg.; Assisted GTW GCofA in negotiating seniority agreement; Attend NS-E GCofA executive committee mtg. w/ newly elected local chairmen; Assist CSX GCofAs in single agreement negotiations; Assist GTW, NS, CSX GCofAs w/ various issues.

Vice-President Joseph A. Cassidy Jr.—General office duties; Conference with DM&R management; Study & paperwork; Conference w/ Gen. Chairman. D. Hall, Elgin, Joliet & Eastern; Amtrak; New York Susquehanna & Western; Work at the discretion of the President; Compose speech for CSX General Chairman’s mtg.; Mtg. w/ ID Arbitration Dept.; Mtg. w/ President Dubroski; Mtg. w/ DM&R Gen. Chairman.

Vice-President & U.S. Nat’l Legislative Representative Leroy D. Jones—Receptions: Senator Johnson (D-SD); Cong. Young (R-AK); Israel (D-NY); Publications Committee Conference Call; Depart for Yucca Mountain, NV; Yucca Mountain, NV; Mtg. w/Nuclear Energy Institute; Tour Yucca Mountain; Enroute to Washington, DC; AFL-CIO Political Directors Mtg. High Speed Ground Association Government Relations Mtg. Receptions: Cong. Boehlert (R-NY); AFL-CIO Meet N Greet for Mayor McGreevy; Louisiana State Legislative Board Meeting; Return to Washington; Receptions; Cong. Evans (D-IL); Borski (D-PA); Serrano (D-NY); Maloney (D-CT); Sherman (D-CA); Dingell (D-MI); Gilman (R-NY); Hoyer (D-MD); Pallone (D-NJ); Boswell (D-IA). Shortline Railroad Association Congressional Dinner; Mtg. w/Cong. Weller (R-IL), re: Railroad Retirement legislation; Mtg. w/ Cong. Quinn (R-NY); Moore (D-KS); Rahall (D-WV); Berkley (D-NV); Receptions: Cong. Blumenauer (D-OR); Holden (D-PA); Reception: Senator Carnahan (D-MO); AFL-CIO Adm. Mtg. TTD Leg. Mtg. Receptions: Cong. Shows (D-MS); Boehlert (R-NY); Receptions: Cong. Boehlert (R-NY); Kennedy (D-RI); Senator Dorgan (D-ND); Rail Freight Oversight hearing. Press Conference/Introduction of Railroad Retirement Bill (H.R. 1140). Receptions: Cong. Ross (D-AR); Bonior (D-MI); Mascara (D-PA); Berkley (D-NV); Matsui (D-CA); Senator Daschle (D-SD); Labor Breakfast for Senator Cleland (D-GA). Railroad Retirement Coalition Mtg.; UP reception for Sean O’Halloran, Asst. Secretary for Governmental Affairs, DOT; Reception: Cong. Berry (D-AR); TWU Luncheon for Cong. Abercrombie (D-HI); Railroad Retirement Reform Coalition meeting. Receptions: Cong. Davis (D-FL); Stupak (D-MI); Doggett (D-TX); Abercrombie (D-HI); Wu (D-OR). DCCC Luncheon. Mtg. w/Cong. Filner (D-CA); Stupak (D-MI); Dingell (D-MI); McCollum (D-MN); Doyle (D-PA); Berkley (D-NV); Carson (D-OK); Oberstar (D-MN); Gephardt (D-MO); Rayahl (D-WV); Hoyer (D-MD); Borski (D-PA); Hearing – Railroad Track Safety. Lunch w/Mark Dysart, President, and Leo Gannon, Treasurer, HSGTA; State Senator Steve Tolman (D-MA); State Rep. Rick Geist (R-PA).

Vice-President William C. Walpert—ID Office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; On-property negotiations, Union Pacific, Omaha; PLB 6355, Dallas; Gateway Western Mobilization Training, Collinsville, Ill.; Regional Convention Chairman mtg.; Div. 573 mtg., Wylie, Texas.

Vice-President Edward W. Rodziewicz—Norfolk Southern-Eastern region, Imperial; Paducah & Louisville RR, Nashville; NS-E region engr. training center; S. Buffalo RR-Investigation on collision; Advisory Board mtg.; Mtg. w/ Pres. Dubroski, VP Sorrow, GC Wallace, VGC Thompson & 14 divisions, Harrisburg; SBA 894 Award 1666, Philadelphia; Assignment under direction of Pres. Dubroski; Mtg. w/VGC W.A. Thompson; Section 6 notices for S. Buffalo RR; General office duties.

Vice-President Don M. Habs—BNSF system including MRL & ATSF, UP former SP West, Tacoma Belt; General office duties; BNSF on-property wage/rule; Travel to Chicago; PLB 4450, neutral D. Eisher, GC Donnigan, UP, Chicago; Travel to Omaha; UP on-property wage/rule.

Vice-President Richard K. Radek—International Office; BLE Decertification Helpline services; Director of Arbitration Dept.; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Arbitration/administration, NRAB various; IHB/METRA general assistance-negotiations; WC general committee session; I.D. service arbitration, IC, Boston; IC negotiations; WC screening conference; FRA Part 240.409 dockets this month: EQAL 99-21, 97-65, 98-67, 98-21, 98-76, 99-37, 99-04, 98-92, 98-101, 97-54, 98-125.

Vice-President Dale McPherson—I&M Rail Link; CP Rail/SOO, UP East Lines; Indiana Railroad Co.; M&NA; LP&N, Longview Sw. Co. TRRA-St. Louis; Pacific Harbor Line; PLB 6281, Priestler; CPR; CPR section 6 mtgs.; UP work/rest, Denver; CPR health & welfare; UP section 6 mtgs.

Vice-President & Canadian Director Gilles Hallé—Ottawa office; Mtg. w/ CN Rail; CIRB pre-hearing; Mtgs. at ID; EFAP mtg.; CN-W GCofA mtgs.; CN national negotiations; Canadian Club dinner; Mtg. re: Boulton seats; Railway association; Negotiations w/ CBCNS Railway.

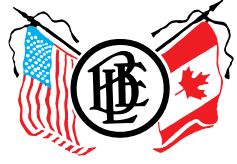
Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; Canadian National Legislative Board; Algoma Central national negotiations; Mtg. w/ CP Rail pension cmte.; Core return to work cmte. mtg.; Port Authority mtg.; Triennial mtg. of New Brunswick Legislative Board; Triennial mtg. of Alberta Legislative Board; CPR return to work mtg.; CPR pension dpt. mtg.

SAFETY TASK FORCE HOTLINE
(800) 306-5414



Report major accidents when they happen

THE LOCOMOTIVE ENGINEER NEWSLETTER
Brotherhood of Locomotive Engineers
Since 1863, a Tradition of Forward Thinking



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SECOND CLASS POSTAGE PAID AT CLEVELAND, OH and additional mailing offices

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VOLUME 15 • NUMBER 4 • APRIL 2001

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

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

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