

THE LOCOMOTIVE ENGINEER NEWSLETTER • MAY 2000

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Railroad Retirement package on hold

Debate over private investment causes delay in House Ways & Means Committee

According to the National Association of Retired and Veteran Railroad Employees (NARVRE), draft legislation to reform Railroad Retirement by increasing benefits and reducing carrier contributions has hit a stumbling block, which has delayed introduction of a bill.

In an Internet Special Notice distributed on May 13th, NARVRE reported that House Ways and Means Committee Chairman Bill Archer (R-TX) and Social Security Subcommittee Chairman E. Clay Shaw, Jr. (R-FL) have "several criticisms" of and "several objections" to the proposal.

The legislative package contains a number of important benefit improvements for railroad workers and their families, including increased annuities for surviving spouses, elimination of the Railroad Retirement maximum benefit, reduction in the number of years of service re-

quired for vesting, and elimination of the actuarial reduction for those who retire between ages 60 and 62. The proposal also would eliminate the carriers' Supplemental Annuity tax, providing the carriers with savings averaging about \$52.8 million a year. And it would reduce their contribution to Tier II — the railroad industry pension — by \$360 million, beginning in 2003.

The objections appear to be based on provisions in the draft legislation concerning private investment of Railroad Retirement funds. The original agreement between the carriers and eleven unions sponsoring the legislation provided for private investment of up to 50% of Tier II funds. All of Rail Labor supported this aspect of the proposal, because the increased investment income would help pay for benefit improvements.

However, when the draft legislation was released on

April 6th, there was no cap on the percentage that could be privately invested. Further, Section 107 of the legislation proposes to eliminate the Social Security Equivalent Benefit (SSEB) Account and merge the funds into the Tier II, or Railroad Retirement Account. Under the current provisions of the Railroad Retirement Act, 45 U.S.C. §231n-1(b)(1)(A), Tier I taxes paid by employees and employers are appropriated into the SSEB Account.

The proposed package would permit private investment of these funds at the discretion of a Railroad Retirement Account Investment Board that would be created by the legislation. However, according to observers, these provisions lie at the root of the objections of the Republican leadership on the Ways and Means Committee.

See Retirement, Page 10

BLE on a three-year growth spurt

The Brotherhood of Locomotive Engineers is in the midst of a three-year growth streak, gaining more members than it has lost each month in 37 of the past 39 months.

The most impressive period of the growth streak has come in the past nine months. The BLE has initiated more than 2,600 new members, an average of 293 per month, since August of 1999.

Total membership in the BLE is now more than 59,000 (including the affiliated American Train Dispatchers Department of the BLE). Active membership is now more than 37,000.

The BLE's string of Town Hall Meetings is a major factor in the initiation of the 2,600 new members. International President Edward Dubroski commended

See Streak, Page 10

BLE reaches 137th anniversary this month

The Brotherhood of Locomotive Engineers, North America's oldest labor union, celebrated its 137th anniversary this month.

The BLE was founded on May 8, 1863, in Marshall, Mich., by 12 locomotive engineers representing the Michigan Central, Michigan Southern & Northern Indiana, Detroit & Milwaukee, Grand Trunk, and Michigan Southern Railroads.

Originally, the organization these men formed was named "Brotherhood of the Footboard;" however, the name was changed one year later to the current Brotherhood of Locomotive Engineers. William D. Robinson was elected to the Brotherhood's highest office, which at the time was "Grand Chief Engineer."

BLE members anxious to get in touch with these early days of the BLE should visit the Henry Ford Museum & Greenfield Village in Detroit, Mich.

See BLE Anniversary, Page 10

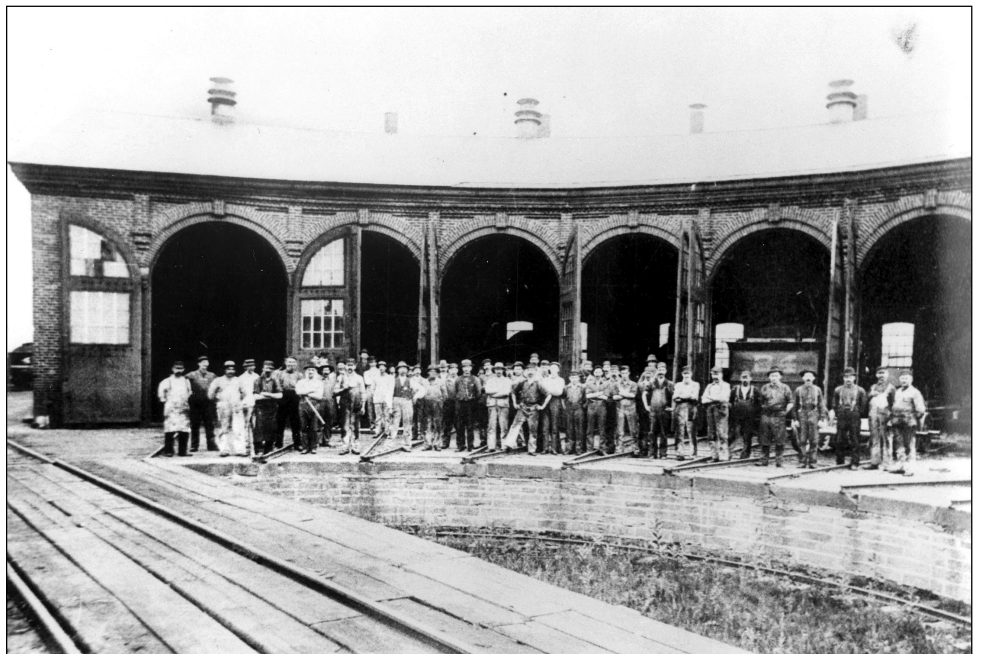


Photo courtesy Henry Ford Museum & Greenfield Village

Photograph of the roundhouse in Marshall, Mich., where discussion among locomotive engineers led to the founding of the BLE. A recreation of the Marshall roundhouse, using original pieces of the facility, will be dedicated on June 10 at the Henry Ford Museum & Greenfield Village.

LEGISLATIVE UPDATE

BLE position on use of locomotive horns

The Federal Railroad Administration is currently seeking input regarding proposed rulemaking legislation for the use of locomotive horns.

The rule was proposed in January by the FRA in response to a law enacted by Congress in 1994 requiring locomotive horns to be sounded when a train approaches and enters a public highway-rail grade crossing.

The following is a copy of the BLE's official submission to the FRA on the use of locomotive horns.

The Brotherhood of Locomotive Engineers (BLE) is the certified collective bargaining representative for locomotive engineers on all Class I railroads in the United States and Canada and on numerous Class II and Class III railroads. BLE members have operated locomotives since 1863. Crossing collisions have been an integral part of our experience for nearly a century. According to the safety study titled, *Safety at Passive Grade Crossings, Volume 1: Analysis*, issued by the National Transportation Safety Board, accidents involving automobiles at railroad crossings occurred as early as 1907. The locomotive horn has been an essential tool in the open operating environment of railroads. It is apparent to all that — among these requirements — locomotive horns are used to warn persons along the right-of-way, including motorists, at the thousands of public and private crossings across the United States.

The foundation for operating rule requirements governing the use of locomotive horns is obvious, but it remains important to state that not only the public safety, but also that of our fellow employees and ourselves, are at risk when highway-rail and right-of-way collisions occur. Further, it is our thoughts, our dreams/nightmares, our families and our psyches that are disrupted when the operator of a motor vehicle does not stop, look, and listen for our approaching train. Each vehicle struck by a train is an avoidable casualty, albeit one that occurs every two hours across this land. For every incident there also is a train crew experiencing it, perhaps with less severe physical consequences than for motorists; but, our lives are changed forever nonetheless. Accordingly, BLE has a profound and vital interest in FRA's proposal on the use of locomotive horns.

Our approach to the proposed rule has been to take each section and, where comment is requested, offer it from our unique perspective. The BLE perspective is grounded in the reality that locomotive engineers are exposed to the risk associated with every collision at every crossing and along the right-of-ways over which trains operate. Given this exposure, as well as the possibility of unforeseen consequences in the development of quiet zones (QZs), BLE will keep a careful watch on the impact of this rule.

Should circumstances warrant — such as: increases in the number of collisions; more profound impact on the operational safety of the railroad; increased litigation associated with

crossing and right-of-way incidents; or more frequent incidents of Post Traumatic Stress Disorder (PTSD) suffered by crews on locomotives — BLE expects timely action to fill the safety void. Within this context, BLE will work with FRA, the railroad industry and communities impacted by rail traffic to make those communities both quieter and safer.

BLE will offer specific comment in the order set forth in FRA's section-by-section analysis.

\$229.129 Audible warning device

The establishment of a maximum sound level for the locomotive horn is a welcome addition in this proposal. It not only is important to prescribe the standard, but also to enforce the standard throughout the life cycle of the locomotive. Initial testing of a newly-manufactured locomotive and its horn will no doubt establish that the standard has been met; but it is necessary that sound levels be maintained via regular testing. Traditional air horns can be affected in many ways by changes in the piping and valve systems. The chimes on a locomotive horn can become obstructed and, occasionally, complete horn failure can occur. Provisions should be made in the regulations similar to those in the railroads' operating rules for procedures to address complete horn failure. Locomotive engineers should not be held liable for locomotive horn failures encountered en route. The provisions of \$229.9 must be reviewed to determine whether they adequately address the safety of operating a locomotive with a defective horn.

In the discussion of the sound level requirements, FRA offers two options and a "concept." Both options would establish a minimum sound level of 96 dB(A) with no margin of error, and would require compliance with a specified maximum level. Under the first option, the maximum level would be 104 dB(A). The second option would set the horn maximum at 111 dB(A). The third "concept" is to provide a variable horn level which would have a low range of 96-104 dB(A) and a high range of 104-111 dB(A). In discussing these proposals, FRA indicates that it "will be conducting an environmental assessment in parallel with this rulemaking and utilizing the results of that effort in preparing a final rule."

BLE proposes that FRA also measure sound levels in the locomotive cab with windows open during those assessments to determine maximum sound levels inside the cab. The requirements for directionality (sound levels at 90 degrees and 100 feet from the center of the locomotive are not to exceed the established value for 100 feet in front of the locomotive) will no doubt reverse an "engineering change" that has brought relief to occupants of the locomotive cab from noise exposure. Moving the horn closer to the front of the locomotive will likely increase noise exposure in an already noisy environment. FRA needs to determine if, in fact, this probable engineering change further exacerbates high noise levels in the cab. FRA has stated that



Reprint courtesy Operation Lifesaver, Inc.

it does not expect locomotive crew exposure to be a limiting factor in the rule, apparently in the belief that noise exposure on present day locomotives is within acceptable limits. New locomotives have cabs that are quieter; unfortunately, however, there remain a large number of older locomotives in service. Many are not equipped with air conditioning and, thus, require a locomotive engineer to operate the train with the windows open during warmer weather. The horn is the loudest noise source on most locomotives.

BLE supports the variable sound level option. The opportunity to use a locomotive horn at a lower volume of sound for crossings having an active warning system, or ones that are seldom used during nighttime hours, definitely can reduce noise impact in our communities and in locomotive cabs. BLE acknowledges FRA's statement that "concern that this could place an additional burden on the locomotive engineer and that sounding the horn in this pattern would not be feasible where crossings are closely spaced and are not uniformly treated with automated warning devices. Accordingly, at a minimum simplified procedures requiring the engineer to take the safe course would be required in these circumstances."

BLE anticipates that this discretionary use of a variable horn could result in possible problems for railroads and locomotive engineers. We recognize that developing technology for event recorders may provide evidence whether a horn was sounded, provided the horn was sounded in the high deci-

bel range; however, event recorder data is not reliable, because it may not indicate horn sounding in the muted range.

The activation of the horn occurs through either an electric solenoid or an air pressure switch. The transmission of the horn's activity can be affected by transistor problems and the degree of force applied to the handle that operates the horn. Should the locomotive engineer operate a horn at a low or muted volume, the resulting event recorder data could indicate no horn use at all. There also are problems determining from the data found on event recorders the exact location of the locomotive at the time the horn was sounded. BLE proposes that if horn data becomes a required element for event recorders — or if non-required horn data is to be used for any purpose — the recording must be generated at the activation switch, horn button, or valve lever to properly indicate its actual use by the locomotive engineer in any and all sound ranges.

With respect to directionality, BLE points out that a front-mounted horn with a barrier behind it would provide some protection to cab occupants from high noise levels. This could, however, create problems meeting sound level requirements if the locomotive is operated over crossings in the reverse direction. Consideration might be given to utilizing two separate horn arrays (tied to the reverse control) mounted on the roof structure at each end of the locomotive.

BLE SENIOR REPORT

How do Social Security changes impact you?

Amendments to the Social Security Act ease the earnings restrictions affecting social security beneficiaries working after retirement. These amendments also apply to annuitants covered by the Railroad Retirement Act. The following questions and answers provide information about this change in the law.

1. Why does this change to the Social Security Act affect annuitants covered by the Railroad Retirement Act?

By law, the Railroad Retirement Board applies the Social Security Act provisions for earnings restrictions to annuities payable under the Railroad Retirement Act. Therefore, under the two tier railroad system, tier I railroad retirement benefits and vested dual benefits paid by the Board to employees, spouses and survivors, as well as tier II benefits paid to survivors, are subject to earnings deductions, just like social security benefits, if earnings exceed certain exempt amounts.

Earnings for these purposes consist of all wages received for services rendered, plus any net earnings from self-employment. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for these purposes.

2. How does this change affect railroad retirement and social security beneficiaries?

This change to the Social Security Act affects those who have attained full retirement age, currently age 65. Full retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later.

Under prior law, beneficiaries of full retirement age but still under age 70 were subject to an annual earnings limit, which was \$17,000 in 2000, beginning with the year in which they attained full retirement age. For those in this age group, the deduction was \$1 for every \$3 of earnings over the exempt amount. This earnings limit ceased to apply to any beneficiaries age 70 or older, starting with the month in which they were 70.

Under the new law, and retroactive to January 1, 2000, these earnings limitations and deductions are eliminated for those of full retirement age, beginning with the month they attain full retirement age. However, as under prior law, the deduction of \$1 for every \$3 of earnings over the annual exempt amount will still apply to beneficiaries for all months in the calendar year in which they reach full retirement age, up to the month full retirement age is attained.

Take, for example, a retired railroad employee, who will attain age 65 in June 2000, and is currently working in nonrailroad employment. If his earnings exceed \$17,000 in the period January through May 2000, his tier I benefit for that five-month period is reduced by \$1 for every \$3 he earns over \$17,000. Beginning with June 2000, no earnings deductions will apply to his tier I benefit, regardless of his earnings for the year.

Or, for another example, a 68 year-old widow working and earning over \$17,000 in 2000, whose tier I and tier II benefits have been withheld due to her earnings. Since she is of full retirement age, any benefits withheld for this year will be repaid retroactively, and her annuity will no longer be subject to withholding due to her earnings.

3. Is there any change to the earnings limits that apply to beneficiaries under full retirement age?

No. In the years before the year of full retirement age, the earnings deduction of \$1 in benefits for every \$2 over the exempt amount, \$10,080 in 2000, still remains in effect.

4. Does this legislation affect any of the additional work restrictions that are contained in the Railroad Retirement Act, but not in the Social Security Act?

No. Under the Railroad Retirement Act, an annuity is still not payable for any month in which an annuitant works for a railroad or railroad labor organization, regardless of age. Nor have the special restrictions that apply to disability annuitants changed. However, a rail employee of full social security retirement age, whose rail employment precludes the payment of an annuity, would now not be precluded from receiving any social security benefits the employee may previously have been ineligible to receive because of his or her earnings.

In addition, the legislation does not affect the tier II railroad retirement earnings deductions that apply to employees and spouses who work for their last pre-retirement nonrailroad employers. These additional deductions of \$1 for every \$2 in earnings, up to a maximum reduction of 50 percent, continue to apply to tier II benefits, and supplemental employee annuities, regardless of age or the amount of earnings.

An example would be a 67 year-old spouse annuitant working for her last pre-retirement nonrailroad employer and earning \$20,000 a year. Her tier I railroad retirement spouse benefit is

\$600 per month and her tier II benefit is \$400, before any reductions for earnings.

Because she is working for her last pre-retirement nonrailroad employer, her tier II payment was reduced from \$400 to \$200, in addition to her tier I benefit being reduced by \$1 for every \$3 of earnings over \$17,000. As a result of the new law, her full tier I benefit of \$600 is now payable retroactively to January 2000, but the reduction in her tier II benefit on account of her last pre-retirement nonrailroad employment will continue to apply.

5. When will those retirees whose annuities are currently reduced because of excess earnings see an adjustment to their monthly benefit payments from the Railroad Retirement Board?

About 2,500 beneficiaries on the Board's rolls are affected by the new law. Retroactive payments, averaging about \$1,700, of benefits previously withheld for excess earnings, as well as the removal of any earnings deductions applied to those affected, should be completed by early July.

6. How can individuals find out more information about how this change affects them?

For more information, individuals should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9 a.m. to 3:30 p.m., Monday through Friday.

Persons can find the address and phone number of the Board office in their area by calling the automated toll-free RRB Help-Line at (800) 808-0772. They can also get this information from the Board's web site at www.rrb.gov. •

Retirement Board selects Palmetto GBA as new Medicare Part B provider

The Railroad Retirement Board announced its selection of Palmetto Government Benefits Administrators LLC, a subsidiary of Blue Cross and Blue Shield of South Carolina, to process the Medicare Part B medical insurance claims for physicians' services. The selection followed a competitive Federal procurement process.

Under the contract, previously held by Uniprise, a UnitedHealth Group Company, Palmetto GBA will administer the Part B Medicare benefits for approximately 650,000 Railroad Medicare beneficiaries nationwide.

Palmetto GBA will assume the existing Augusta, Georgia Medicare claims operations facility of the Board's previous carrier, Uniprise, a United Health

Group company, which informed the Health Care Financing Administration and the Railroad Retirement Board in February that it is withdrawing from the Medicare program as a claims processing contractor.

Uniprise will work with the Board's new carrier in the transition of operations at the Augusta facility, which is 70 miles from the Palmetto GBA headquarters offices.

Work on transitioning the contract from Uniprise to Palmetto GBA will begin in early May 2000. Palmetto GBA plans to recruit and hire the approximately 340 employees currently working in the Uniprise Augusta, Ga. operations.

Palmetto GBA anticipates processing approximately 13 million claims annually under the contract and estimates the contract's value at approximately \$20 million per year.

An independent Federal agency headquartered in Chicago, the Board administers the over \$8 billion-a-year benefit programs provided under the Railroad Retirement and Unemployment Insurance Acts covering the nation's railroad workforce and their families.

Railroad retirement beneficiaries are covered by Medicare on the same basis as social security beneficiaries, and the Board, which enrolls annuitants for Part B medical coverage and collects premiums, also has authority to select a Part B carrier.

Carriers for Part A hospital insurance claims are selected by the Health Care Financing Administration which administers the Medicare program.

Bartholow, Sadler appointed to new positions at Retirement Board

The Railroad Retirement Board has named Thomas W. Sadler as its Director of Hearings and Appeals. Sadler succeeds Dale G. Zimmerman, who has retired.

The Board also named its General Counsel, Steven A. Bartholow, to the newly-established position of Senior Executive Officer (SEO). He will continue to serve as the RRB's General Counsel.

In his new position, Sadler will head the Bureau of Hearings and Appeals, which is responsible for the review of appeals of unfavorable claims determinations made by the agency.

Prior to his appointment, Sadler had been serving as the RRB's Assistant General Counsel. He has also served as Counsel to the RRB's Inspector General, and as a general attorney.

Sadler joined the RRB in 1976. A graduate of Marquette University (B.A. 1969) and the University of Illinois Law

School (J.D. 1972), Sadler also holds a Master of Laws in Taxation and is a Certified Public Accountant.

As Senior Executive Officer, Bartholow will have direct supervision over the Board's Executive Committee, which is responsible for the day-to-day operations of the agency and for making recommendations on agency-related policy issues. He will report directly to the agency's three-member Board.

As General Counsel, Bartholow is responsible for directing, coordinating, planning and administering the legal services provided by the agency's Bureau of Law, Bureau of Hearings and Appeals, and Washington, D.C. Office of Legislative Affairs. He has been an RRB attorney since 1973.

Bartholow holds a Juris Doctor degree (1973) from the University of Wyoming and a Bachelor of Arts degree (1970) from the University of Iowa. •

BLE NEWS

Wisconsin two-person crew bill vetoed

An 11th hour lobbying effort by the commuter railroad METRA has derailed efforts to establish an improved two-person crew bill in the state of Wisconsin.

Wisconsin Governor Tommy Thompson, Chairman of Amtrak’s Board of Directors, vetoed the bill because there was no exemption for METRA, which operates passenger trains from Illinois to Wisconsin. METRA officials threatened to stop their trains at the Wisconsin state line if AB 827 was passed into law.

Thompson instructed the Wisconsin Commissioner of Railroads to meet with the BLE and the UTU to redraft this legislation and have it ready for the next legislative session.

Keith Luebke, Chairman of the BLE’s Wisconsin Legislative Board, was deeply disappointed with the veto.

“This is not the outcome that I had expected with this legislation,” he said. “Given this setback, I have resolved to carry this most important public and rail safety issue forward. Brothers, I will need your support more than ever. We cannot — and I will not — give up.”

Luebke delivered key testimony in March during hearings for AB 827. His testimony, along with that of eight other BLE members, was instrumental in the writing and passage of the bill, which was approved by both the State Assembly and Senate on March 19.

Reproduced below is a copy of Luebke’s testimony.

Good afternoon, Mr. Chairman and Committee members. I would like to thank the Assembly Transportation Committee for the opportunity to speak to the issue of Assembly Bill 827. My name is Keith Luebke. I am Chairman of the Wisconsin Legislative Board of the Brotherhood of Locomotive Engineers (BLE). The BLE has been representing Locomotive Engineers since 1863 and is the collective bargaining representative for our craft on all the major carriers in the United States and Canada. The reason I tell you this is to impress upon you that we know from experience what it takes to make North America’s railroads run safely.

The BLE is here to offer our support for AB 827. The railroad employees in Wisconsin did not intend to have you, our Legislators, revisit this issue.

We believed that with the passage of 192.25 in 1996-97 Legislature, we had secured the best law promoting railroad safety in the United States. The Commissioner of Railroads recently ruled that 192.25 *does not* require two qualified persons in the lead control locomotive. By upholding portions of 192.25, the 7th Circuit Court (Exhibit A), in its opinion and subsequent appeal, upheld the right of the State of Wisconsin to have two persons on a train. When 192.25 passed, Wisconsin took a leadership role among all states to assure that the public was protected and that two persons remained on a train. The Wisconsin Central Railroad maintains a requirement for two people on the lead control controlling locomotive is cost prohibitive, and believes the practice they have established is more efficient.

The BLE takes the position that, yes, it is feasible to operate with one person, but it is not safe, either from a public safety standpoint or employee safety. That position comes from the fact that railroad operations are safest when conducted with the use of two persons in the lead cab of the locomotive. This assertion comes from the fact that visibility factors require a person on each side of the locomotive cab.

The railroad operating rules have been written and are designed with the assumption that two or more persons will be involved in the operation of trains. This fact is especially important because of a railroad’s impact of the communities that it serves. We carry hazardous materials, intersect with the public at crossings, travel through populated areas, and operate in conjunction with passenger trains. This is often done in territory not protected by modern sophisticated signal systems.

A significant issue to all operators of transportation equipment and especially Locomotive Engineers is fatigue. The BLE believes it will become a greater problem if operations should occur with fewer than two persons. The additional workload placed on one person will have a diminishing effect on safety. Without another crewmember to assist the Locomotive Engineer in decision making, there will be an increased likelihood of a loss of situational awareness — a condition which accompanies fatigue.

It is obvious this situational awareness is essential to safe operations. Today’s heavier, more dangerous trains require the additional senses and sensibilities of two persons. To rely on only one person places an overwhelming responsibility on that person. I have included documents from the National Transportation Safety Board, Exhibit C, (NTSB/SR-9901) to the Federal Railroad Administration on the issue of crew fatigue.

The BLE believes that the safest operation is two persons on the lead control locomotive. It is the right thing and the safe thing. AB 35 meant to keep the public and employees safe with a locomotive engineer and a conductor on the head end of every freight train in Wisconsin. If you read the history of AB 35 you can see what the Legislature intended. This organization and its members believe safety is of the utmost importance, and AB 827 must be passed.

As a locomotive engineer for 35 years, I’ve become aware, to a degree that it is a second nature, of the responsibility I have not only to the railroad that employs me, but also to the public through whose domain I move trains. This is my job; it’s how I make a living, and to earn the paycheck I need, I’m expected to handle all sorts of trains through all sorts of weather, at all sorts of hours of day and night. I was trained to do it, and my skill and judgment have been sharpened by the only method available: years of experience.

It is my opinion through all these years that the locomotive engineer is the only one qualified to handle a train, and subsequent rulings by lawmakers have confirmed this. The Code of Federal Regulations has recognized that only a certified locomotive engineer should handle trains, and that same Code delineates the many ways in which the engineer must be qualified and must maintain these qualifications in good standing. It is important to keep the engineer at the controls of the locomotive. It is important to the safety and well being of the train, the crew riding the train, the railroad on which the train operates and the public whose lives or very existence is affected by the trains that run through their lives.

It is also important that the engineer is fully in charge of the locomotive,

feeling its motion and response to the throttle and brake, employing the “seat of the pants” sense that is derived from that experience. Without that presence in the cab, the engineer may be in control of the locomotive, but is not in a position to respond to the complex factors affecting the movement of the train. When distracted by other conditions, the danger is always present for inattention to an important detail that suddenly emerges. When combining the running of a locomotive with other jobs, like throwing switches or reading switch lists or answering calls from yardmasters, dispatchers or others, distraction is an ever-present danger. We deal with that danger every day, but in the cab and behind the controls the competent engineer can always focus on the primary job. That job is, of course, running the train safely.

That is also why it’s important to have a qualified conductor in the cab. They are the second pair of eyes and ears. Even when we don’t speak to each other, we can monitor each other’s actions and check up on our responses to ever-changing conditions. Sometimes we need to keep up with each other when the occasional monotony numbs or even distracts us from our duty. It is our cooperation as a team that keeps our train on the tracks of commerce, serving Wisconsin’s industry efficiently and avoiding harm when we come in contact with the public. These trains, carrying massive amounts of goods with two experienced crewpersons in charge of its safe movement maintain this state’s industry and public welfare. I urge you as members of the State Assembly to pass AB 827 in order to maintain a safe and efficient order for Wisconsin’s transportation needs. The BLE has opposed one person crews, as we do now. I have included that testimony with these remarks and ask that you refer to it for the complete position of the BLE. (Exhibit D, BLE Vice-President L.D. Jones testimony). For the above stated reasons the BLE requests that AB 827 become law. If you have any questions, I will try to answer them.

Respectfully,

Keith C. Luebke, Chairman
Brotherhood of Locomotive Engineers
Wisconsin Legislative Board

George Kohlmeier	Doug Yakes	Jeff Bochman	J.T. Noyes	Tim Cardinal	Bill Berthiaume	Jim Wathan
BLE Division 13, Lacrosse, Wisc.	BLE Division 209, Green Bay, Wisc.	General Chairman, Wisconsin Central	BLE Division 405, Milwaukee, Wisc.	BLE Division 175, Neenah, Wisc.	BLE Division 241, Altoona, Wisc.	BLE Division 173, Fon du Lac, Wisc.
Brother Kohlmeier is secretary-treasurer of Division 13. He testified that locomotive engineers are in a safety-sensitive position, and that safety can be compromised by fatigue. Two persons are required on the train for the highest levels of safety. •	Brother Yakes is vice-general chairman of the BLE’s Wisconsin Central general committee. He discussed various emergencies and how the locomotive engineer would respond if alone in the cab, such as grade crossing accidents and hazmat release. •	General Chairman Bachman described the responsibilities of engineers and their grueling work schedules. He described how 60% of engineers on WC between Superior and Fon du Lac are on duty 12 or more hours. He also discussed fatigue related issues and the Hours of Service law. •	Brother Noyes testified that during operation of 12,000-16,000-ton coal trains and ore trains, he depends on his conductor to keep him awake and vice versa. He also talked about the dangers of dark territory and operating a train while fatigued at 3 a.m. •	Discussed the unsafe push-pull operations employed by Wisconsin Central, and how slack would effect the locomotive engineer on the rear of the train. •	Testified he is strongly in favor of two-person train crews, recalling the time he had a heart attack while running an engine and how conductor saved his life. •	Involved in 20 grade crossing accidents, Brother Wathan testified that both employees are necessary in responding to such emergencies. •
				M. J. Glynn BLE Division 882, Milwaukee, Wisc.	Brother Glynn is the legislative representative for his division and works for Canadian Pacific. He dis-	cussed the Milwaukee operation and how important the second person in the cab can be to engineers. •

Editor's Note

The rates of pay effective July 1, 2000, reflect a cost of living adjustment under Article II, Part C of the 1996 National Agreement of 15 cents per hour or \$1.20 per basic day and \$0.012 cents per overmile.

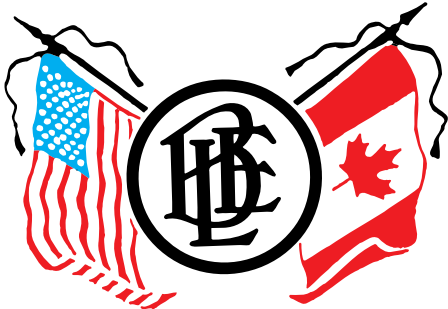


TABLE I — LOCOMOTIVE ENGINEERS — PASSENGER SERVICE

Effective July 1, 2000

STANDARD RATES OF PAY

WEIGHT ON DRIVERS	Mileage				Hourly
	Daily	Regular	Under Art. VIII	Straight Time	
(Pounds)					
less than 80,000	\$139.17	\$1.0502	\$1.0992	\$17.3963	
80,000 and less than 100,000	\$139.17	\$1.0502	\$1.0992	\$17.3963	
100,000 and less than 140,000	\$139.26	\$1.0511	\$1.1001	\$17.4075	
140,000 and less than 170,000	\$139.34	\$1.0519	\$1.1009	\$17.4175	
170,000 and less than 200,000	\$139.43	\$1.0528	\$1.1018	\$17.4288	
200,000 and less than 250,000	\$139.52	\$1.0537	\$1.1027	\$17.4400	
250,000 and less than 300,000	\$139.60	\$1.0545	\$1.1035	\$17.4500	
300,000 and less than 350,000	\$139.69	\$1.0554	\$1.1044	\$17.4613	
350,000 and less than 400,000	\$139.77	\$1.0562	\$1.1052	\$17.4713	
400,000 and less than 450,000	\$139.86	\$1.0571	\$1.1061	\$17.4825	
450,000 and less than 500,000	\$139.95	\$1.0580	\$1.1070	\$17.4938	
500,000 and less than 550,000	\$140.03	\$1.0588	\$1.1078	\$17.5038	
550,000 and less than 600,000	\$140.12	\$1.0597	\$1.1087	\$17.5150	
600,000 and less than 650,000	\$140.20	\$1.0605	\$1.1095	\$17.5250	
650,000 and less than 700,000	\$140.29	\$1.0614	\$1.1104	\$17.5363	
700,000 and less than 750,000	\$140.37	\$1.0622	\$1.1112	\$17.5463	
750,000 and less than 800,000	\$140.46	\$1.0631	\$1.1121	\$17.5575	
800,000 and less than 850,000	\$140.54	\$1.0639	\$1.1129	\$17.5675	
850,000 and less than 900,000	\$140.63	\$1.0648	\$1.1138	\$17.5788	
900,000 and less than 950,000	\$140.71	\$1.0656	\$1.1146	\$17.5888	
950,000 and less than 1,000,000	\$140.80	\$1.0665	\$1.1155	\$17.6000	
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 Minimun	\$139.43 \$140.69	\$1.0528	\$1.1423		

TABLE II — LOCOMOTIVE ENGINEERS
THROUGH FREIGHT SERVICE - WITH A FIREMAN (HELPER)
Effective July 1, 2000

STANDARD RATES OF PAY

WEIGHT ON DRIVERS	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-Time
(Pounds)					
less than 140,000	\$149.85	\$1.1261	\$1.1381	\$18.7313	\$28.0969
140,000 and less than 200,000	\$150.28	\$1.1304	\$1.1424	\$18.7850	\$28.1775
200,000 and less than 250,000	\$150.45	\$1.1321	\$1.1441	\$18.8063	\$28.2094
250,000 and less than 300,000	\$150.60	\$1.1336	\$1.1456	\$18.8250	\$28.2375
300,000 and less than 350,000	\$150.75	\$1.1351	\$1.1471	\$18.8438	\$28.2656
350,000 and less than 400,000	\$150.96	\$1.1372	\$1.1492	\$18.8700	\$28.3050
400,000 and less than 450,000	\$151.17	\$1.1393	\$1.1513	\$18.8963	\$28.3444
450,000 and less than 500,000	\$151.38	\$1.1414	\$1.1534	\$18.9225	\$28.3838
500,000 and less than 550,000	\$151.59	\$1.1435	\$1.1555	\$18.9488	\$28.4231
550,000 and less than 600,000	\$151.77	\$1.1453	\$1.1573	\$18.9713	\$28.4569
600,000 and less than 650,000	\$151.95	\$1.1471	\$1.1591	\$18.9938	\$28.4906
650,000 and less than 700,000	\$152.13	\$1.1489	\$1.1609	\$19.0163	\$28.5244
700,000 and less than 750,000	\$152.31	\$1.1507	\$1.1627	\$19.0388	\$28.5581
750,000 and less than 800,000	\$152.49	\$1.1525	\$1.1645	\$19.0613	\$28.5919
800,000 and less than 850,000	\$152.67	\$1.1543	\$1.1663	\$19.0838	\$28.6256
850,000 and less than 900,000	\$152.85	\$1.1561	\$1.1681	\$19.1063	\$28.6594
900,000 and less than 950,000	\$153.03	\$1.1579	\$1.1699	\$19.1288	\$28.6931
950,000 and less than 1,000,000	\$153.21	\$1.1597	\$1.1717	\$19.1513	\$28.7269
1,000,000 and less than 1,050,000	\$153.39	\$1.1615	\$1.1735	\$19.1738	\$28.7606
1,050,000 and less than 1,100,000	\$153.57	\$1.1633	\$1.1753	\$19.1963	\$28.7944
1,100,000 and less than 1,150,000	\$153.75	\$1.1651	\$1.1771	\$19.2188	\$28.8281
1,150,000 and less than 1,200,000	\$153.93	\$1.1669	\$1.1789	\$19.2413	\$28.8619
1,200,000 and less than 1,250,000	\$154.11	\$1.1687	\$1.1807	\$19.2638	\$28.8956
1,250,000 and less than 1,300,000	\$154.29	\$1.1705	\$1.1825	\$19.2863	\$28.9294
1,300,000 and less than 1,350,000	\$154.47	\$1.1723	\$1.1843	\$19.3088	\$28.9631
1,350,000 and less than 1,400,000	\$154.65	\$1.1741	\$1.1861	\$19.3313	\$28.9969
1,400,000 and less than 1,450,000	\$154.83	\$1.1759	\$1.1879	\$19.3538	\$29.0306
1,450,000 and less than 1,500,000	\$155.01	\$1.1777	\$1.1897	\$19.3763	\$29.0644
1,500,000 and less than 1,550,000	\$155.19	\$1.1795	\$1.1915	\$19.3988	\$29.0981
1,550,000 and less than 1,600,000	\$155.37	\$1.1813	\$1.1933	\$19.4213	\$29.1319
1,600,000 and less than 1,650,000	\$155.55	\$1.1831	\$1.1951	\$19.4438	\$29.1656
1,650,000 and less than 1,700,000	\$155.73	\$1.1849	\$1.1969	\$19.4663	\$29.1994
1,700,000 and less than 1,750,000	\$155.91	\$1.1867	\$1.1987	\$19.4888	\$29.2331
1,750,000 and less than 1,800,000	\$156.09	\$1.1885	\$1.2005	\$19.5113	\$29.2669
1,800,000 and less than 1,850,000	\$156.27	\$1.1903	\$1.2023	\$19.5338	\$29.3006
1,850,000 and less than 1,900,000	\$156.45	\$1.1921	\$1.2041	\$19.5563	\$29.3344
1,900,000 and less than 1,950,000	\$156.63	\$1.1939	\$1.2059	\$19.5788	\$29.3681
1,950,000 and less than 2,000,000	\$156.81	\$1.1957	\$1.2077	\$19.6013	\$29.4019
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

TABLE III - LOCOMOTIVE ENGINEERS
THROUGH FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER) - \$4.00
Effective July 1, 2000

STANDARD RATES OF PAY

WEIGHT ON DRIVERS	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Over-Time
(Pounds)					
less than 140,000	\$153.85	\$1.1661	\$1.2627	\$19.2313	\$28.8469
140,000 and less than 200,000	\$154.28	\$1.1704	\$1.2670	\$19.2850	\$28.9275
200,000 and less than 250,000	\$154.45	\$1.1721	\$1.2687	\$19.3063	\$28.9594
250,000 and less than 300,000	\$154.60	\$1.1736	\$1.2702	\$19.3250	\$28.9875
300,000 and less than 350,000	\$154.75	\$1.1751	\$1.2717	\$19.3438	\$29.0156
350,000 and less than 400,000	\$154.96	\$1.1772	\$1.2738	\$19.3700	\$29.0550
400,000 and less than 450,000	\$155.17	\$1.1793	\$1.2759	\$19.3963	\$29.0944
450,000 and less than 500,000	\$155.38	\$1.1814	\$1.2780	\$19.4225	\$29.1338
500,000 and less than 550,000	\$155.59	\$1.1835	\$1.2801	\$19.4488	\$29.1731
550,000 and less than 600,000	\$155.77	\$1.1853	\$1.2819	\$19.4713	\$29.2069
600,000 and less than 650,000	\$155.95	\$1.1871	\$1.2837	\$19.4938	\$29.2406
650,000 and less than 700,000	\$156.13	\$1.1889	\$1.2855	\$19.5163	\$29.2744
700,000 and less than 750,000	\$156.31	\$1.1907	\$1.2873	\$19.5388	\$29.3081
750,000 and less than 800,000	\$156.49	\$1.1925	\$1.2891	\$19.5613	\$29.3419
800,000 and less than 850,000	\$156.67	\$1.1943	\$1.2909	\$19.5838	\$29.3756
850,000 and less than 900,000	\$156.85	\$1.1961	\$1.2927	\$19.6063	\$29.4094
900,000 and less than 950,000	\$157.03	\$1.1979	\$1.2945	\$19.6288	\$29.4431
950,000 and less than 1,000,000	\$157.21	\$1.1997	\$1.2963	\$19.6513	\$29.4769
1,000,000 and less than 1,050,000	\$157.39	\$1.2015	\$1.2981	\$19.6738	\$29.5106
1,050,000 and less than 1,100,000	\$157.57	\$1.2033	\$1.2999	\$19.6963	\$29.5444
1,100,000 and less than 1,150,000	\$157.75	\$1.2051	\$1.3017	\$19.7188	\$29.5781
1,150,000 and less than 1,200,000	\$157.93	\$1.2069	\$1.3035	\$19.7413	\$29.6119
1,200,000 and less than 1,250,000	\$158.11	\$1.2087	\$1.3053	\$19.7638	\$29.6456
1,250,000 and less than 1,300,000	\$158.29	\$1.2105	\$1.3071	\$19.7863	\$29.6794
1,300,000 and less than 1,350,000	\$158.47	\$1.2123	\$1.3089	\$19.8088	\$29.7131
1,350,000 and less than 1,400,000	\$158.65	\$1.2141	\$1.3107	\$19.8313	\$29.7469
1,400,000 and less than 1,450,000	\$158.83	\$1.2159	\$1.3125	\$19.8538	\$29.7806
1,450,000 and less than 1,500,000	\$159.01	\$1.2177	\$1.3143	\$19.8763	\$29.8144
1,500,000 and less than 1,550,000	\$159.19	\$1.2195	\$1.3161	\$19.8988	\$29.8481
1,550,000 and less than 1,600,000	\$159.37	\$1.2213	\$1.3179	\$19.9213	\$29.8819
1,600,000 and less than 1,650,000	\$159.55	\$1.2231	\$1.3197	\$19.9438	\$29.9156
1,650,000 and less than 1,700,000	\$159.73	\$1.2249	\$1.3215	\$19.9663	\$29.9494
1,700,000 and less than 1,750,000	\$159.91	\$1.2267	\$1.3233	\$19.9888	\$29.9831
1,750,000 and less than 1,800,000	\$160.09	\$1.2285	\$1.3251	\$20.0113	\$30.0169
1,800,000 and less than 1,850,000	\$160.27	\$1.2303	\$1.3269	\$20.0338	\$30.0506
1,850,000 and less than 1,900,000	\$160.45	\$1.2321	\$1.3287	\$20.0563	\$30.0844
1,900,000 and less than 1,950,000	\$160.63	\$1.2339	\$1.3305	\$20.0788	\$30.1181
1,950,000 and less than 2,000,000	\$160.81	\$1.2357	\$1.3323	\$20.1013	\$30.1519
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18		

TABLE IV — LOCOMOTIVE ENGINEERS
THROUGH FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER) - \$6.00
Effective July 1, 2000

STANDARD RATES OF PAY

WEIGHT ON DRIVERS		Mileage		Hourly		
		Daily	Regular	Under Art. VIII	Straight Time	Over-Time
(Pounds)						
less than 200,000		\$155.85	\$1.1904	\$1.2827	\$19.4813	\$29.2219
140,000 and less than 200,000		\$156.28	\$1.1801	\$1.2870	\$19.5350	\$29.3025
200,000 and less than 250,000		\$156.45	\$1.1816	\$1.2887	\$19.5563	\$29.3344
250,000 and less than 300,000		\$156.60	\$1.1831	\$1.2902	\$19.5750	\$29.3625
300,000 and less than 350,000		\$156.75	\$1.1852	\$1.2917	\$19.5938	\$29.3906
350,000 and less than 400,000		\$156.96	\$1.1873	\$1.2938	\$19.6200	\$29.4300
400,000 and less than 450,000		\$157.17	\$1.1894	\$1.2959	\$19.6463	\$29.4694
450,000 and less than 500,000		\$157.38	\$1.1915	\$1.2980	\$19.6725	\$29.5088
500,000 and less than 550,000		\$157.59	\$1.1933	\$1.3001	\$19.6988	\$29.5481
550,000 and less than 600,000		\$157.77	\$1.1951	\$1.3019	\$19.7213	\$29.5819
600,000 and less than 650,000		\$157.95	\$1.1969	\$1.3037	\$19.7438	\$29.6156
650,000 and less than 700,000		\$158.13	\$1.1987	\$1.3055	\$19.7663	\$29.6494
700,000 and less than 750,000		\$158.31	\$1.2005	\$1.3073	\$19.7888	\$29.6831
750,000 and less than 800,000		\$158.49	\$1.2023	\$1.3091	\$19.8113	\$29.7169
800,000 and less than 850,000		\$158.67	\$1.2041	\$1.3109	\$19.8338	\$29.7506
850,000 and less than 900,000		\$158.85	\$1.2059	\$1.3127	\$19.8563	\$29.7844
900,000 and less than 950,000		\$159.03	\$1.2077	\$1.3145	\$19.8788	\$29.8181
950,000 and less than 1,000,000		\$159.21	\$1.2095	\$1.3163	\$19.9013	\$29.8519
1,000,000 and less than 1,050,000		\$159.39	\$1.2113	\$1.3181	\$19.9238	\$29.8856
1,050,000 and less than 1,100,000		\$159.57	\$1.2131	\$1.3199	\$19.9463	\$29.9194
1,100,000 and less than 1,150,000		\$159.75	\$1.2149	\$1.3217	\$19.9688	\$29.9531
1,150,000 and less than 1,200,000		\$159.93	\$1.2167	\$1.3235	\$19.9913	\$29.9869
1,200,000 and less than 1,250,000		\$160.11	\$1.2185	\$1.3253	\$20.0138	\$30.0206
1,250,000 and less than 1,300,000		\$160.29	\$1.2203	\$1.3271	\$20.0363	\$30.0544
1,300,000 and less than 1,350,000		\$160.47	\$1.2221	\$1.3289	\$20.0588	\$30.0881
1,350,000 and less than 1,400,000		\$160.65	\$1.2239	\$1.3307	\$20.0813	\$30.1219
1,400,000 and less than 1,450,000		\$160.83	\$1.2257	\$1.3325	\$20.1038	\$30.1556
1,450,000 and less than 1,500,000		\$161.01	\$1.2273	\$1.3343	\$20.1263	\$30.1894
1,500,000 and less than 1,550,000		\$161.19	\$1.2293	\$1.3361	\$20.1488	\$30.2231
1,550,000 and less than 1,600,000		\$161.37	\$1.2311	\$1.3379	\$20.1713	\$30.2569
1,600,000 and less than 1,650,000		\$161.55	\$1.2329	\$1.3397	\$20.1938	\$30.2906
1,650,000 and less than 1,700,000		\$161.73	\$1.2347	\$1.3415	\$20.2163	\$30.3244
1,700,000 and less than 1,750,000		\$161.91	\$1.2365	\$1.3433	\$20.2388	\$30.3581
1,750,000 and less than 1,800,000		\$162.09	\$1.2383	\$1.3451	\$20.2613	\$30.3919
1,800,000 and less than 1,850,000		\$162.27	\$1.2401	\$1.3469	\$20.2838	\$30.4256
1,850,000 and less than 1,900,000		\$162.45	\$1.2419	\$1.3487	\$20.3063	\$30.4594
1,900,000 and less than 1,950,000		\$162.63	\$1.2437	\$1.3505	\$20.3288	\$30.4931
1,950,000 and less than 2,000,000		\$162.81	\$1.2453	\$1.3523	\$20.3513	\$30.5269
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$.18	\$.18	\$.18			

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<div>TABLE V — LOCOMOTIVE ENGINEERS</div> <div>LOCAL AND WAY FREIGHT SERVICE - WITH A FIREMAN (HELPER)</div> <div>Effective July 1, 2000</div> <div>STANDARD RATES OF PAY</div>					
WEIGHT ON DRIVERS		Mileage		Hourly	
		Daily	Regular	Under Art. VIII	Over-Time
less than 140,000	\$150.41	\$1.1317	\$1.2283	\$18.8013	\$28.2019
140,000 and less than 200,000	\$150.84	\$1.1360	\$1.2326	\$18.8550	\$28.2825
200,000 and less than 250,000	\$151.01	\$1.1377	\$1.2343	\$18.8763	\$28.3144
250,000 and less than 300,000	\$151.16	\$1.1392	\$1.2358	\$18.8950	\$28.3425
300,000 and less than 350,000	\$151.29	\$1.1407	\$1.2373	\$18.9113	\$28.3669
350,000 and less than 400,000	\$151.52	\$1.1428	\$1.2394	\$18.9400	\$28.4100
400,000 and less than 450,000	\$151.73	\$1.1449	\$1.2415	\$18.9663	\$28.4494
450,000 and less than 500,000	\$151.94	\$1.1470	\$1.2436	\$18.9925	\$28.4888
500,000 and less than 550,000	\$152.15	\$1.1491	\$1.2457	\$19.0188	\$28.5281
550,000 and less than 600,000	\$152.33	\$1.1509	\$1.2475	\$19.0413	\$28.5619
600,000 and less than 650,000	\$152.51	\$1.1527	\$1.2493	\$19.0638	\$28.5956
650,000 and less than 700,000	\$152.69	\$1.1545	\$1.2511	\$19.0863	\$28.6294
700,000 and less than 750,000	\$152.87	\$1.1563	\$1.2529	\$19.1088	\$28.6631
750,000 and less than 800,000	\$153.05	\$1.1581	\$1.2547	\$19.1313	\$28.6969
800,000 and less than 850,000	\$153.23	\$1.1599	\$1.2565	\$19.1538	\$28.7306
850,000 and less than 900,000	\$153.41	\$1.1617	\$1.2583	\$19.1763	\$28.7644
900,000 and less than 950,000	\$153.59	\$1.1635	\$1.2601	\$19.1988	\$28.7981
950,000 and less than 1,000,000	\$153.77	\$1.1653	\$1.2619	\$19.2213	\$28.8319
1,000,000 and less than 1,050,000	\$153.95	\$1.1671	\$1.2637	\$19.2438	\$28.8656
1,050,000 and less than 1,100,000	\$154.13	\$1.1689	\$1.2655	\$19.2663	\$28.8994
1,100,000 and less than 1,150,000	\$154.31	\$1.1707	\$1.2673	\$19.2888	\$28.9331
1,150,000 and less than 1,200,000	\$154.49	\$1.1725	\$1.2691	\$19.3113	\$28.9669
1,200,000 and less than 1,250,000	\$154.67	\$1.1743	\$1.2709	\$19.3338	\$29.0006
1,250,000 and less than 1,300,000	\$154.85	\$1.1761	\$1.2727	\$19.3563	\$29.0344
1,300,000 and less than 1,350,000	\$155.03	\$1.1779	\$1.2745	\$19.3788	\$29.0681
1,350,000 and less than 1,400,000	\$155.21	\$1.1797	\$1.2763	\$19.4013	\$29.1019
1,400,000 and less than 1,450,000	\$155.39	\$1.1815	\$1.2781	\$19.4238	\$29.1356
1,450,000 and less than 1,500,000	\$155.57	\$1.1833	\$1.2799	\$19.4463	\$29.1694
1,500,000 and less than 1,550,000	\$155.75	\$1.1851	\$1.2817	\$19.4688	\$29.2031
1,550,000 and less than 1,600,000	\$155.93	\$1.1869	\$1.2835	\$19.4913	\$29.2369
1,600,000 and less than 1,650,000	\$156.11	\$1.1887	\$1.2853	\$19.5138	\$29.2706
1,650,000 and less than 1,700,000	\$156.29	\$1.1905	\$1.2871	\$19.5363	\$29.3044
1,700,000 and less than 1,750,000	\$156.47	\$1.1923	\$1.2889	\$19.5588	\$29.3381
1,750,000 and less than 1,800,000	\$156.65	\$1.1941	\$1.2907	\$19.5813	\$29.3719
1,800,000 and less than 1,850,000	\$156.83	\$1.1959	\$1.2925	\$19.6038	\$29.4056
1,850,000 and less than 1,900,000	\$157.01	\$1.1977	\$1.2943	\$19.6263	\$29.4394
1,900,000 and less than 1,950,000	\$157.19	\$1.1995	\$1.2961	\$19.6488	\$29.4731
1,950,000 and less than 2,000,000	\$157.37	\$1.2013	\$1.2979	\$19.6713	\$29.5069
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$150.36	\$.18	\$.18		

<div>TABLE VII — LOCOMOTIVE ENGINEERS</div> <div>LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$6.00</div> <div>Effective July 1, 2000</div> <div>STANDARD RATES OF PAY</div>					
WEIGHT ON DRIVERS		Mileage		Hourly	
		Daily	Regular	Under Art. VIII	Over-Time
less than 140,000	\$156.41	\$1.1917	\$1.2883	\$19.5513	\$29.3269
140,000 and less than 200,000	\$156.84	\$1.1960	\$1.2926	\$19.6050	\$29.4075
200,000 and less than 250,000	\$157.01	\$1.1977	\$1.2943	\$19.6263	\$29.4394
250,000 and less than 300,000	\$157.16	\$1.1992	\$1.2958	\$19.6450	\$29.4675
300,000 and less than 350,000	\$157.31	\$1.2007	\$1.2973	\$19.6638	\$29.4956
350,000 and less than 400,000	\$157.52	\$1.2028	\$1.2994	\$19.6900	\$29.5350
400,000 and less than 450,000	\$157.73	\$1.2049	\$1.3015	\$19.7163	\$29.5744
450,000 and less than 500,000	\$157.94	\$1.2070	\$1.3036	\$19.7425	\$29.6138
500,000 and less than 550,000	\$158.15	\$1.2091	\$1.3057	\$19.7688	\$29.6531
550,000 and less than 600,000	\$158.33	\$1.2109	\$1.3075	\$19.7913	\$29.6869
600,000 and less than 650,000	\$158.51	\$1.2127	\$1.3093	\$19.8138	\$29.7206
650,000 and less than 700,000	\$158.69	\$1.2145	\$1.3111	\$19.8363	\$29.7544
700,000 and less than 750,000	\$158.87	\$1.2163	\$1.3129	\$19.8588	\$29.7881
750,000 and less than 800,000	\$159.05	\$1.2181	\$1.3147	\$19.8813	\$29.8219
800,000 and less than 850,000	\$159.23	\$1.2199	\$1.3165	\$19.9038	\$29.8556
850,000 and less than 900,000	\$159.41	\$1.2217	\$1.3183	\$19.9263	\$29.8894
900,000 and less than 950,000	\$159.59	\$1.2235	\$1.3201	\$19.9488	\$29.9231
950,000 and less than 1,000,000	\$159.77	\$1.2253	\$1.3219	\$19.9713	\$29.9569
1,000,000 and less than 1,050,000	\$159.95	\$1.2271	\$1.3237	\$19.9938	\$29.9906
1,050,000 and less than 1,100,000	\$160.13	\$1.2289	\$1.3255	\$20.0163	\$30.0244
1,100,000 and less than 1,150,000	\$160.31	\$1.2307	\$1.3273	\$20.0388	\$30.0581
1,150,000 and less than 1,200,000	\$160.49	\$1.2325	\$1.3291	\$20.0613	\$30.0919
1,200,000 and less than 1,250,000	\$160.67	\$1.2343	\$1.3309	\$20.0838	\$30.1256
1,250,000 and less than 1,300,000	\$160.85	\$1.2361	\$1.3327	\$20.1063	\$30.1594
1,300,000 and less than 1,350,000	\$161.03	\$1.2379	\$1.3345	\$20.1288	\$30.1931
1,350,000 and less than 1,400,000	\$161.21	\$1.2397	\$1.3363	\$20.1513	\$30.2269
1,400,000 and less than 1,450,000	\$161.39	\$1.2415	\$1.3381	\$20.1738	\$30.2606
1,450,000 and less than 1,500,000	\$161.57	\$1.2433	\$1.3399	\$20.1963	\$30.2944
1,500,000 and less than 1,550,000	\$161.75	\$1.2451	\$1.3417	\$20.2188	\$30.3281
1,550,000 and less than 1,600,000	\$161.93	\$1.2469	\$1.3435	\$20.2413	\$30.3619
1,600,000 and less than 1,650,000	\$162.11	\$1.2487	\$1.3453	\$20.2638	\$30.3956
1,650,000 and less than 1,700,000	\$162.29	\$1.2505	\$1.3471	\$20.2863	\$30.4294
1,700,000 and less than 1,750,000	\$162.47	\$1.2523	\$1.3489	\$20.3088	\$30.4631
1,750,000 and less than 1,800,000	\$162.65	\$1.2541	\$1.3507	\$20.3313	\$30.4969
1,800,000 and less than 1,850,000	\$162.83	\$1.2559	\$1.3525	\$20.3538	\$30.5306
1,850,000 and less than 1,900,000	\$163.01	\$1.2577	\$1.3543	\$20.3763	\$30.5644
1,900,000 and less than 1,950,000	\$163.19	\$1.2595	\$1.3561	\$20.3988	\$30.5981
1,950,000 and less than 2,000,000	\$163.37	\$1.2613	\$1.3579	\$20.4213	\$30.6319
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$157.36	\$.18	\$.18		

<div>TABLE VI — LOCOMOTIVE ENGINEERS</div> <div>LOCAL AND WAY FREIGHT SERVICE - WITHOUT A FIREMAN (HELPER)- \$4.00</div> <div>Effective July 1, 2000</div> <div>STANDARD RATES OF PAY</div>					
WEIGHT ON DRIVERS		Mileage		Hourly	
		Daily	Regular	Under Art. VIII	Over-Time
less than 140,000	\$154.41	\$154.4220	\$153.3116	\$19.3013	\$28.9519
140,000 and less than 200,000	\$154.84	\$154.8520	\$153.7416	\$19.3550	\$29.0325
200,000 and less than 250,000	\$155.01	\$155.0220	\$153.9116	\$19.3763	\$29.0644
250,000 and less than 300,000	\$155.16	\$155.1720	\$154.0616	\$19.3950	\$29.0925
300,000 and less than 350,000	\$155.31	\$155.3220	\$154.2116	\$19.4138	\$29.1206
350,000 and less than 400,000	\$155.52	\$155.5320	\$154.4216	\$19.4400	\$29.1600
400,000 and less than 450,000	\$155.73	\$155.7420	\$154.6316	\$19.4663	\$29.1994
450,000 and less than 500,000	\$155.94	\$155.9520	\$154.8416	\$19.4925	\$29.2388
500,000 and less than 550,000	\$156.15	\$156.1620	\$155.0516	\$19.5188	\$29.2781
550,000 and less than 600,000	\$156.33	\$156.3420	\$155.2316	\$19.5413	\$29.3119
600,000 and less than 650,000	\$156.51	\$156.5220	\$155.4116	\$19.5638	\$29.3456
650,000 and less than 700,000	\$156.69	\$156.7020	\$155.5916	\$19.5863	\$29.3794
700,000 and less than 750,000	\$156.87	\$156.8820	\$155.7716	\$19.6088	\$29.4131
750,000 and less than 800,000	\$157.05	\$157.0620	\$155.9516	\$19.6313	\$29.4469
800,000 and less than 850,000	\$157.23	\$157.2420	\$156.1316	\$19.6538	\$29.4806
850,000 and less than 900,000	\$157.41	\$157.4220	\$156.3116	\$19.6763	\$29.5144
900,000 and less than 950,000	\$157.59	\$157.6020	\$156.4916	\$19.6988	\$29.5481
950,000 and less than 1,000,000	\$157.77	\$157.7820	\$156.6716	\$19.7213	\$29.5819
1,000,000 and less than 1,050,000	\$157.95	\$157.9620	\$156.8516	\$19.7438	\$29.6156
1,050,000 and less than 1,100,000	\$158.13	\$158.1420	\$157.0316	\$19.7663	\$29.6494
1,100,000 and less than 1,150,000	\$158.31	\$158.3220	\$157.2116	\$19.7888	\$29.6831
1,150,000 and less than 1,200,000	\$158.49	\$158.5020	\$157.3916	\$19.8113	\$29.7169
1,200,000 and less than 1,250,000	\$158.67	\$158.6820	\$157.5716	\$19.8338	\$29.7506
1,250,000 and less than 1,300,000	\$158.85	\$158.8620	\$157.7516	\$19.8563	\$29.7844
1,300,000 and less than 1,350,000	\$159.03	\$159.0420	\$157.9316	\$19.8788	\$29.8181
1,350,000 and less than 1,400,000	\$159.21	\$159.2220	\$158.1116	\$19.9013	\$29.8519
1,400,000 and less than 1,450,000	\$159.39	\$159.4020	\$158.2916	\$19.9238	\$29.8856
1,450,000 and less than 1,500,000	\$159.57	\$159.5820	\$158.4716	\$19.9463	\$29.9194
1,500,000 and less than 1,550,000	\$159.75	\$159.7620	\$158.6516	\$19.9688	\$29.9531
1,550,000 and less than 1,600,000	\$159.93	\$159.9420	\$158.8316	\$19.9913	\$29.9869
1,600,000 and less than 1,650,000	\$160.11	\$160.1220	\$159.0116	\$20.0138	\$30.0206
1,650,000 and less than 1,700,000	\$160.29	\$160.3020	\$159.1916	\$20.0363	\$30.0544
1,700,000 and less than 1,750,000	\$160.47	\$160.4820	\$159.3716	\$20.0588	\$30.0881
1,750,000 and less than 1,800,000	\$160.65	\$160.6620	\$159.5516	\$20.0813	\$30.1219
1,800,000 and less than 1,850,000	\$160.83	\$160.8420	\$159.7316	\$20.1038	\$30.1556
1,850,000 and less than 1,900,000	\$161.01	\$161.0220	\$159.9116	\$20.1263	\$30.1894
1,900,000 and less than 1,950,000	\$161.19	\$161.2020	\$160.0916	\$20.1488	\$30.2231
1,950,000 and less than 2,000,000	\$161.37	\$161.3820	\$160.2716	\$20.1713	\$30.2569
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$.18 \$155.36	\$.18	\$.18		

TABLE VIII — LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY - WITH A FIREMAN Effective July 1, 2000				
WEIGHT ON DRIVERS (Pounds)		Daily	Hourly	
			Straight Time	Overtime
	less than 500,000	\$159.90	\$19.99	\$29.9813
	500,000 and less than 550,000	\$160.15	\$20.02	\$30.0281
	550,000 and less than 600,000	\$160.31	\$20.04	\$30.0581
	600,000 and less than 650,000	\$160.47	\$20.06	\$30.0881
	650,000 and less than 700,000	\$160.63	\$20.08	\$30.1181
	700,000 and less than 750,000	\$160.79	\$20.10	\$30.1481
	750,000 and less than 800,000	\$160.95	\$20.12	\$30.1781
	800,000 and less than 850,000	\$161.11	\$20.14	\$30.2081
	850,000 and less than 900,000	\$161.27	\$20.16	\$30.2381
	900,000 and less than 950,000	\$161.43	\$20.18	\$30.2681
	950,000 and less than 1,000,000	\$161.59	\$20.20	\$30.2981
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:		\$0.16		

TABLE X — LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY - WITHOUT A FIREMAN - \$6.00 Effective July 1, 2000			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$165.90	\$20.74	\$31.1063
500,000 and less than 550,000	\$166.15	\$20.77	\$31.1531
550,000 and less than 600,000	\$166.37	\$20.80	\$31.1944
600,000 and less than 650,000	\$166.58	\$20.82	\$31.2338
650,000 and less than 700,000	\$166.80	\$20.85	\$31.2750
700,000 and less than 750,000	\$167.02	\$20.88	\$31.3163
750,000 and less than 800,000	\$167.23	\$20.90	\$31.3556
800,000 and less than 850,000	\$167.45	\$20.93	\$31.3969
850,000 and less than 900,000	\$167.66	\$20.96	\$31.4363
900,000 and less than 950,000	\$167.88	\$20.99	\$31.4775
950,000 and less than 1,000,000	\$168.10	\$21.01	\$31.5188
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.215		

TABLE XII — LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY - WITHOUT A FIREMAN - \$4.00 Effective July 1, 2000			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$152.80	\$19.10	\$28.6500
500,000 and less than 550,000	\$153.01	\$19.13	\$28.6894
550,000 and less than 600,000	\$153.19	\$19.15	\$28.7231
600,000 and less than 650,000	\$153.37	\$19.17	\$28.7569
650,000 and less than 700,000	\$153.55	\$19.19	\$28.7906
700,000 and less than 750,000	\$153.73	\$19.22	\$28.8244
750,000 and less than 800,000	\$153.91	\$19.24	\$28.8581
800,000 and less than 850,000	\$154.09	\$19.26	\$28.8919
850,000 and less than 900,000	\$154.27	\$19.28	\$28.9256
900,000 and less than 950,000	\$154.45	\$19.31	\$28.9594
950,000 and less than 1,000,000	\$154.63	\$19.33	\$28.9931
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$ 0.18		

TABLE XI — LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY - WITH A FIREMAN Effective January 1, 2000			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 550,000	\$148.80	\$18.60	\$27.9000
500,000 and less than 550,000	\$149.01	\$18.63	\$27.9394
550,000 and less than 600,000	\$149.19	\$18.65	\$27.9731
600,000 and less than 650,000	\$149.37	\$18.67	\$28.0069
650,000 and less than 700,000	\$149.55	\$18.69	\$28.0406
700,000 and less than 750,000	\$149.73	\$18.72	\$28.0744
750,000 and less than 800,000	\$149.91	\$18.74	\$28.1081
800,000 and less than 850,000	\$150.09	\$18.76	\$28.1419
850,000 and less than 900,000	\$150.27	\$18.78	\$28.1756
900,000 and less than 950,000	\$150.45	\$18.81	\$28.2094
950,000 and less than 1,000,000	\$150.63	\$18.83	\$28.2431
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 July 1, 2000			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$154.80	\$19.35	\$29.0250
500,000 and less than 550,000	\$155.01	\$19.38	\$29.0644
550,000 and less than 600,000	\$155.19	\$19.40	\$29.0981
600,000 and less than 650,000	\$155.37	\$19.42	\$29.1319
650,000 and less than 700,000	\$155.55	\$19.44	\$29.1656
700,000 and less than 750,000	\$155.73	\$19.47	\$29.1994
750,000 and less than 800,000	\$155.91	\$19.49	\$29.2331
800,000 and less than 850,000	\$156.09	\$19.51	\$29.2669
850,000 and less than 900,000	\$156.27	\$19.53	\$29.3006
900,000 and less than 950,000	\$156.45	\$19.56	\$29.3344
950,000 and less than 1,000,000	\$156.63	\$19.58	\$29.3681
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.18		

BLE position on locomotive horns

Locomotive Horns

Continued from Page 2

§222.3 Application

It is important to note that private crossings may carry heavy volumes of truck traffic and the QZ (“quiet zone”) approval process must recognize that all private crossings are not alike. With this in mind, where quasi-public traffic may use a private crossing, or where traffic using a private crossing has the potential to cause a catastrophic event, such as the collision at Portage, Ind., the owner of the crossing should be required to install and maintain advance warning signs for the QZ. With this caveat, BLE agrees that private crossings should be exempt from the requirements of the rule, subject to provisions for QZs, and permit the railroads or state law to determine the need, if any, for sounding the horn at these crossings.

§222.21 When to use horns

FRA has solicited comment on the proper length of time and under what circumstances locomotive horns should be sounded. An issue not discussed in the notice of proposed rulemaking (NPRM), but a situation found in many communities, is that of multiple crossings along a relatively short length of track. Railroad operating rules for multiple crossings generally provide for multiple whistle boards or a single whistle board with a numerical designation indicating the number of crossings for which the standard crossing

signal is to be sounded. A train moving at authorized track speed generally has no problem providing sufficient warning with limited noise impact. A train moving through this multiple crossing area at a low rate of speed, however, can cause a significant noise impact. BLE believes that these are the very areas contemplated for designation as QZs and likely will become so designated. Consideration should be given to crossing closures in multiple crossing areas before implementing QZs, especially ones that rely exclusively on Alternative Safety Measures.

Additionally, for all crossings, when a train is moving at a very low speed, FRA should consider language to provide that no more than the twenty (20) to twenty-four (24) seconds of warning is required, regardless of the distance from the crossing the locomotive is when the warning begins. Most railroad operating rules require the sounding of train horns not less than 1/4 mile before reaching a crossing if that distance is sufficient to provide warning; otherwise, the horn must be sounded at a distance to provide adequate warning. They further state that the horn signal must be “prolonged or repeated ... until engine occupies the crossing.” This language has been interpreted by some to mean that the horn must be sounded continuously or repeatedly until the crossing is occupied, regardless of the speed of the train.

Through efficiency testing and subsequent discipline, some in railroad management have emphasized the practice of continuous or repeated

BLE Job Bank

Wisconsin Central Ltd.

Wisconsin Central Ltd., a progressive growth oriented regional railroad, is seeking certified locomotive engineers to work at various terminals in Illinois, Wisconsin, and Michigan’s Upper Peninsula. Wisconsin Central offers competitive salary, excellent benefits package including health, dental, life, AD&D, and 401k. Interested applicants should e-mail cover letter and resume to: <Jobs@WCLX.com>, or mail cover letter and resume to:



**Wisconsin Central System
Manager Human Resources
790 Marvelle Lane
Green Bay, WI 54304**

Note to all BLE General Chairmen: If you know of vacancies on your railroad and wish them to become a part of the BLE Job Bank, please contact General Secretary-Treasurer Russ Bennett at the International Office, (216) 241-2630, extension 227, or e-mail him at: bennett@ble.org. Locomotive Engineers looking for a change of scenery are encouraged to fax their resumes to the ID at: (216) 241-6516, attention “Job Bank.”

sounding of the horn in this manner. In some cases, locomotive engineers have relied on the horn sequencer switch to satisfy the requirement of the rule. The result has been far more noise than necessary to provide adequate warning. A train moving at sixty miles per hour (mph) will travel 1/4 mile in 15 seconds, a train moving at 30 mph will travel 1/4 mile in 30 seconds, and one moving at 10 mph will take 90 seconds to reach the crossing. The noise impact of the locomotive horn obviously is much greater when the train is moving at a low rate of speed.

Some flexibility should be provided in the regulation for trains that are moving at a speed significantly lower than the maximum authorized speed for that track, and for which the whistle

post is located 1/4 mile in advance of a crossing. The 24-second maximum should apply to all crossings. An experienced locomotive engineer can estimate with reasonable accuracy the time required for sounding the horn before their train occupies the crossing at any given speed. However, given the imprecision inherent in such estimating, locomotive engineers should be provided a modicum of leeway, because of the potential negative disciplinary and/or certification consequences flowing from a per se violation of the regulation.

BLE position on use of locomotive horns

Continued from Page 7

BLE is in complete agreement with the provisions of this section. It is important to establish that locomotive engineers may not always be aware of the existence of an emergency situation. Visibility factors, attention to other duties, the dynamic nature of the open railroad environment or the mere exercise of discretion do not always provide the basis for an "easy" determination of when a situation may constitute an emergency. Not imposing a legal duty to sound the horn in a QZ for a situation that cannot be ascertained as an emergency is the only appropriate course to follow. Certainly, locomotive engineers do all they can to avoid harming the public, the railroad's or shipper's property, fellow crew members or themselves.

Crossings included for consideration in this section must be carefully selected. The assumption that a slow-moving locomotive or less frequent train movements will result in a diminished safety risk must be supported by substantial, relevant data. Persons who do not have a high safety awareness regarding dangers at crossings may be even more inattentive at infrequently used crossings.

BLE agrees that there are circumstances that warrant the establishment of quiet zones. We concur with the suggested methodology for QZ designation as provided in §222.33(a), where every Supplementary Safety Measure (SSM) has been determined by FRA to have an equivalent effect as a locomotive horn. The method provided for in §222.33(b) would permit a governmental entity to establish a QZ using SSMs or “other types of safety measures;” i.e., an alternative safety measure (ASM).

BLE is not convinced that the alternative allowance for an evaluation of a "level of time and effort expended by the community" on "[s]uch measures includ[ing] public safety education and increased law enforcement programs" ever

can provide the equivalent safety effect of locomotive horns. Public crossings also are traversed by persons from outside a community. Community education and local awareness programs regarding establishment of a QZ may be unknown to non-residents, or to those new to the conditions of a QZ.

In the provisions for “programmed enforcement,” the proposed rule offers two methods of monitoring for effectiveness. One entails the use of enforcement via photographic surveillance; the other is a systematic manual monitoring process. The details of that “systematic process” are not

clearly defined. BLE believes validity of the data should drive the process; there are many variables that can skew the results of a study. There must be consistency in gathering the data during all phases: baseline; two full calendar quarters; semi-annual; and verification of effectiveness.

BLE also believes that all designations and applications under § 222.33 should include a state agency in the process, and not a municipality, alone. The filtering of applications would benefit all parties and provide for standardized criteria and common resources. This approach would enhance the probability that the estab-

lishment of a QZ was based on responsible oversight by local and state governments and by FRA. The subjective nature of determining if an ASM provides an equivalent level of safety to the locomotive horn will prove to be a challenging task. The more expertise engaged in the process the better the decision-making that will follow.

BLE believes that the language providing for 14-day notification of the establishment of a QZ to interested parties (railroads and their employees among them) is insufficient.

Railroad employees who have been absent from work, on vacation, or who do not frequently operate over a track that includes a QZ may not receive notification on a timely basis. As an alternative, the rule should require that a railroad has an affirmative duty to notify each employee, via the usual means of communications, of the establishment of a QZ. •

Editor's Note: This is the end of Part I. Part II of the BLE's position on the use of locomotive horns will be published in the June 2000 Locomotive Engineer Newsletter. •

AFL-CIO NATIONAL BOYCOTTS

MARCH / APRIL 2000

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.

Measuring, cutting and machine tools and pumps
► *Machinists*

JET EQUIPMENT & TOOLS, INC.

Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
► *Teamsters*

SOUTHWIRE CO.

Commercial and industrial wire and cable; DoltYourself brand homewire
► *Electrical Workers*

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MASTER APPAREL

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► *Electronic Workers*

ENTERTAINMENT & RECREATION

BLACK ENTERTAINMENT TELEVISION

BET cable television, Action payperview, Bet on Jazz
► *Electrical Workers*

FOOD & BEVERAGES

CALIFORNIA TABLE GRAPES

Table grapes that do not bear the UFW label on their carton or crate
► *Farm Workers*

DIAMOND WALNUT CO.

Diamond brand canned and bagged walnuts and walnut pieces
► *Teamsters*

FARMLAND DAIRY

Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York
► *Teamsters*

MT. OLIVE PICKLE CO.

Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
► *Farm Labor Organizing Committee*

FURNITURE

STRAITS FURNITURE CO.

Jackson, Miss., manufacturer of entertainment centers, dining room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits
► *Electronic Workers, Furniture Workers Division*

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES

Air transport for passengers and freight
► *Machinists*

BEST WESTERN-GROSVENOR RESORT

Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► *Hotel Employees & Restaurant Employees*

CROWN CENTRAL PETROLEUM

Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
► *Paper, Allied-Industrial, Chemical & Energy Workers*

FOUR POINTS BY SHERATON

Hotel in Waterbury, Conn.
► *Hotel Employees & Restaurant Employees*

HOLIDAY INN SUNSPREE HOTEL

Hotel in Kapaa, Hawaii
► *Longshore & Warehouse Union*

NEW OTANI HOTEL & GARDEN

Hotel in downtown Los Angeles
► *Hotel Employees & Restaurant Employees*

OTHERS

CF&I STEEL and OREGON STEEL MILLS, INC.

Steel, including rod, bar, rail, pipe and steel plate
► *Steelworkers*

WELLS FARGO and NORWEST BANKS

Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington; Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming
► *Steelworkers*

R.J. REYNOLDS TOBACCO CO.

Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► *Bakery, Confectionery, Tobacco Workers & Grain Millers*

PLEASE
POST

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

NS, CSX, WC earnings down; UP, KCS, BNSF, CP, CN up

First quarter earnings for the major railroad companies were again mixed. While CSX and Norfolk Southern are still recovering from their Conrail integration woes, Kansas City Southern reported record results for the first quarter.

Norfolk Southern Corp.

NS earned \$14 million, or 4 cents a share, in the first quarter, compared with income of \$112 million, or 30 cents a share, in the comparable 1999 period.

The earnings did not include a \$101 million pre-tax charge for work force reduction. Including that amount, NS had a loss of \$48 million, or 12 cents a share, in the quarter.

Operating revenue was \$1.5 billion, 45% higher than the first quarter of 1999, reflecting the business added from the Conrail acquisition. Operating expenses of \$1.47 billion were 85% higher than in the previous year.

The ratio of operating expenses to revenue, not including the special charge, was 91.4%, compared with 77% in the 1999 first quarter. Including the special charge, the operating ratio was 98.1%.

CSX Corp.

CSX earned \$29 million in the first quarter, down 61 percent from \$75 million in the comparable 1999 period. Operating income totaled \$180 mil-

lion, compared with \$276 million a year earlier. Revenue was \$2.15 billion, down from \$2.54 billion.

First-quarter 1999 results do not include revenue from Conrail properties, which were integrated into CSX Transportation last June.

Kansas City Southern

Kansas City Southern Industries reported record results for the first quarter.

First quarter earnings, exclusive of one-time charges, increased 120% to \$154 million or \$1.32 per diluted share, compared to \$68.6 million or \$.60 per share in 1999.

The transportation segment, including Kansas City

Southern Railway, posted a 37% increase in earnings. The segment was helped by a \$5.7 million improvement in results at its Grupo Transportacion Ferroviaria Mexicana (Grupo TFM) unit.

Union Pacific Corp.

Citing service improvements after its merger with Southern Pacific, UP reported net income of \$185 million for its first quarter of the year, a 43 percent increase over the same period a year ago.

Earnings per share increased to 74 cents from 52 cents per share in the first quarter of 1999. Net income in last year's first quarter was \$129 million.

Revenues rose 6 percent to \$2.91 billion from \$2.74 billion.

BNSF

Burlington Northern Santa Fe Corp. earned \$243 million (or 55 cents a share) in the first quarter, up from \$236 million (or 50 cents a share) in the comparable period of 1999.

Revenue increased \$55 million, or 3%, to \$2.24 billion in the quarter, with intermodal revenue climbing 8% to \$618 million. Carload revenue of \$645 million was 4% higher than a year earlier, and agricultural commodities revenue climbed 4% to \$322 million. Among the four business groups, only coal was down, as a mild winter triggered a 6% decline in revenue to \$529 million.

Wisconsin Central

Wisconsin Central Transportation Corp. reported net income for the first quarter of \$12.6 million (\$.25 per diluted common share) compared to first quarter 1999 net income of \$13.7 million (\$.27 per diluted common share). Increases in fuel expense negatively impacted earnings by \$.05 per diluted common share this year versus last.

Canadian National Railway

CN earned C\$196 million (US\$135.2 million), or \$.96 cents a share, in the first quarter, 41% more than the \$139 million, or \$.72 cents a share, it earned in the first quarter of 1999. Results for both periods excluded non-recurring items.

Revenue increased 8% to \$1.37 billion on a 10% volume increase, while expenses rose only 2% to \$990 million. The ratio of operating expenses to revenue for Canada's largest railroad improved 4.6 points to 72.2%, the lowest of any major railroad in North America.

Canadian Pacific Railway

CPR's operating income of \$187 million was up 33% from \$141 million reported for the first quarter last year and its operating ratio of 79.5% improved 3.6 percentage points.

This record first quarter operating income reflected good growth in revenues as well as ongoing cost reduction efforts. Freight revenue increased \$72 million, or 9%, to \$869 million, reflecting continued growth in the most service-sensitive traffic and early signs of recovery in bulk shipments.

The former included strong revenue growth in automotive and intermodal of 14% and 7%, respectively. Revenues from bulk commodities were ahead 13% as volumes began to rebound in grain, fertilizers and coal. •



Union-Made, U.S.-Made Cars, Vans, Pickups

Listed here are 2000-model-year cars, light trucks and vans that are assembled in the United States by employees working under United Auto Workers (UAW) contracts. Models that are assembled only in the U.S., are listed separately from models that are assembled both in the U.S. and another country. Makes and models not listed are imported or assembled in the U.S. by nonunion workers. The list is adapted from information supplied by the UAW.

Cars UNION-MADE IN THE U.S.

Buick

LeSabre
Park Avenue

Cadillac

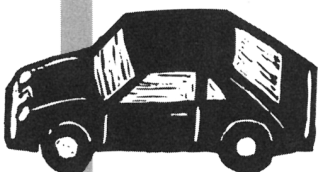
DeVille
Eldorado
Seville

Chevrolet

Corvette
Malibu
Prizm

Chrysler

Cirrus
Sebring Coupe



Dodge

Avenger
Neon
Stratus
Viper

Ford

Mustang
Taurus

Lincoln

Continental
LS
Town Car

Mazda

626

Mercury

Cougar
Sable

Mitsubishi

Eclipse
Galant

Oldsmobile

Alero
Aurora
Intrigue

Plymouth

Breeze
Neon
Prowler

Pontiac

Bonneville
Grand Am
Grand Prix

Saturn

EV1
Saturn
Saturn LS

Cars UNION-MADE IN THE U.S. & IMPORTED

Chevrolet

Cavalier

Ford

Contour
Focus

Mercury

Mystique

Pontiac

Sunfire
Toyota
Corolla

Light Trucks & Vans UNION-MADE IN THE U.S.

AM General

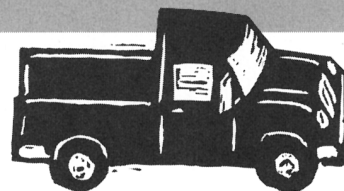
Hummer

Cadillac

Escalade

Chevrolet

Astro
Blazer



Express
S-10 pickup
Venture

Chrysler

Town & Country

Dodge

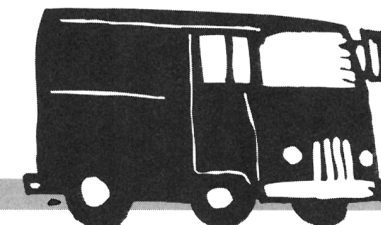
Dakota
Durango

Ford

Econoline/
Club Wagon
Escape
Expedition
Explorer
Ranger

GMC

Jimmy
Safari
Savana
Sonoma pickup
Yukon



Isuzu

Hombre*

Jeep

Cherokee
Grand Cherokee
Wrangler

Lincoln

Navigator

Mazda

B-Series pickup+
Tribune+

Mercury

Mountaineer
Villager

Nissan

Quest+
Oldsmobile
Silhouette

Pontiac

Montana
Trans Sport

Toyota

Tacoma pickup

Light Trucks & Vans UNION-MADE IN THE U.S. & IMPORTED

Chevrolet

Silverado/Chevy
pickup
Suburban
Tahoe

Dodge

Caravan/Grand
Caravan
Ram pickup

Ford

F-Series pickup

GMC

Sierra pickup
Yukon XL

Plymouth

Voyager/Grand
Voyager

* Made by
General Motors
+ Made by Ford

How to be Certain It's Union-made In the U.S.A.

If you're looking at one of the new cars, light trucks or vans that are both union-made in the U.S. and imported (see above), you can determine where it was assembled by checking two labels each new vehicle sold in the U.S. is required by law to display.

Simplest and quickest is the "Parts Content Information" sheet that usually is posted on a window.

It lists, among other things, the location of the "final assembly point" of each vehicle.

The second label to check is the Vehicle

Identification Number (VIN).

The VIN is stamped into a small metal plate attached to each vehicle's dashboard on the driver's side, often near the junction of the dashboard and the windshield.

If the first character of the 17-character VIN is a 1 or a 4, the vehicle was assembled in the U.S.

Here is the meaning of some of the other first characters of the VIN: "2," Canada; "3," Mexico; "9," Brazil; "J," Japan; "K," Korea; "S," England; "W," Germany; "Y," Sweden; "Z," Italy.



Retirement

Continued from Page 1

Archer and Shaw are the architects of a plan that calls for private investment of nearly a third of the contribution by a worker covered under Social Security. However, the Archer/Shaw Social Security proposal would provide for the investment decisions to be made by each individual participant, meaning that each worker's benefit would be different, based on those individual investment decisions.

This contrasts with the Railroad Retirement proposal to empower a governmental agency with investment decision-making authority. Archer is a proponent of "keep(ing) Washington's hands off (retirement) funds" and believes that "(a)s a matter of principle, Uncle Sam should not be making private investment decisions"

Since the leading Presidential candidates of both major political parties have made the future of Social Security and possible reforms of that system a key part of their campaigns, it also appears that the issue of Railroad Retirement reform may be drawn into the national debate between those who favor privatization of Social Security and those who oppose it.

Developments on this issue continue to occur rapidly. Monitoring the BLE web site is the best way to remain informed (www.ble.org).

BMWEE strikes Norfolk Southern
Carrier abrogates BMWEE collective bargaining agreements

The Brotherhood of Maintenance of Way Employees set up picket lines on the former Norfolk & Western portion of the Norfolk Southern Railroad at 6 a.m. on May 4.

The strike effectively shut down the railroad's operation for three hours until a temporary restraining order ended the job action.

Shortly after the unprecedented layoff of 600 BMWEE members on NS, management unilaterally abrogated the bulletin and assignment rules in the collective bargaining agreement between the former N&W property and BMWEE.

The collective bargaining agreement contains provisions which expressly state that all vacancies and positions be announced by "bulletins" containing specified information,

that employees may "bid" for such positions, and that such positions must be filled in accordance with the seniority of bidders as specified in the collective bargaining agreement.

In recent months, notwithstanding these express requirements, NS has been filling positions on the former N&W territories without making the positions available for bid by bulletining the positions, and has been filling positions without regard to the seniority rights of employees who might be interested in bidding for the positions.

There are hundreds of fur-

loughed maintenance of way employees with the seniority to apply for and obtain positions that have been filled

by NS under its new practice. BMWEE has met repeatedly with NS management, but the railroad has refused to correct this illegal practice.

Tom McCoy, BMWEE General Chairman of the Norfolk & Western System, stated: "Norfolk Southern made a bad business decision when it purchased Conrail and could not properly operate the combined railroad. We have paid for this incompetence with the layoff of our members. However, when they began to

fill our positions without regard for our agreement, they went too far and we had no alternative but to shut the railroad down or continue to permit them to step all over our rights."

The former N&W railroad represents approximately 30% of the NS system and is located in the seven states of Kentucky, Maryland, North Carolina, Ohio, Tennessee, Virginia and West Virginia. Initial pickets were established at Columbus, Ohio; Kenova, Bluefield and Williamson, West Virginia; Roanoke, Virginia and Hagerstown, Maryland.

The BMWEE represents the men and women who build, construct and maintain the railroad track, buildings and bridges for NS. •



Teamster strike enters sixth month

The national unfair labor practice strike at Overnite Transportation Company, the trucking subsidiary of Union Pacific Corporation, hit the six month mark, making it the longest national freight strike in history.

The last nationwide freight strike was six years ago in 1994. That strike lasted just 24 days. The Overnite strike began on Oct. 24, 1999, in Memphis, Tenn. and quickly spread to 140 terminals in 39 states.

Despite having wasted over a reported \$100 million in the past five years to sabotage its workers federally guaran-

teed rights, Overnite has demonstrated no interest in abiding by the laws that protect America's workers.

After four and half years and over 160 negotiating sessions, and despite countless complaints from the National Labor Relations Board for unlawful bad faith bargaining practices, Overnite remains unwilling to bargain in good faith and come to an agreement with its employees.

Overnite lost \$13 million in the last quarter of 1999, and claims to have made \$500,000 in the first quarter of 2000.

Overnite and Teamsters'

National Negotiating Committee met for three days in Chicago for the resumption of contract negotiations. Progress was made on the following articles of the contract:

- Tentative agreement was reached on substantially limiting subcontracting work;
- There will be no subcontracting if any bargaining unit employees have been laid-off;
- Substantial agreement was reached on a seniority system, covering work bids, layoffs and recall. The recall period was extended from one year to two years;
- There was a good discus-

sion on grievance process, which will be completed when negotiations resume; and

• Negotiations are scheduled to resume on May 16 and 17, in Washington, D.C.

Attorneys for Leo H. Suggs have delayed a NLRB hearing at which Suggs was subpoenaed to testify. Suggs is the CEO at Overnite. The hearing was scheduled for May 8, but following a motion by Suggs' attorneys, has been postponed to June 19.

The hearing is a consolidation of 25 individual charges and will focus on the unlawful firing of Overnite workers. •

BLE founded 137 years ago this month

BLE Anniversary

Continued from Page 1

On June 10, the museum will open the Detroit, Toledo & Milwaukee (DT&M) Roundhouse, a recreation of the six-stall repair facility originally located in Marshall, Mich.

Legend has it that secret discussions among locomotive engineers in the Marshall roundhouse, and under the elm trees outside the roundhouse, led to the creation of the BLE.

Once completed, the 13,500 square foot DT&M roundhouse will become the only working/educational roundhouse in the Midwest U.S., and only one of seven in the entire country.

Several pieces from the roundhouse in Marshall were salvaged by conservators and will be included in the reconstruction of the DT&M Roundhouse.

Eighteen cast iron windowsills, five support columns from the front of the roundhouse and components of five roof trusses were salvaged from the Marshall site. These original pieces will be built into the reconstructed roundhouse to further add to the historic accuracy and integrity of the completed structure, and will add a special significance to BLE members.

The BLE's first International Convention was held during the Civil War on August 17, 1864 in Indianapolis, Ind. At the time there was fear among the residents of Indianapolis of a break-out at a nearby prisoner-of-war camp. Rumor had been circulated that these prisoners might be set free by a force coming from an outside point. When the engineers began to arrive in Indianapolis, excitement was stirred up. Reports began to circulate that the engineers were coming in disguise to free the Confederates. So a squad of Union soldiers

was dispatched to march at the heels of the delegates wherever they went. Even the hall was kept under guard while the convention was in session.

Despite its early troubles, the Brotherhood grew because it offered representation and unity toward the common cause of betterment of very poor working conditions. By the time of the 1864 convention there were 54 divisions represented.

Today, the BLE is North America's oldest labor union, representing more than 59,000 professional locomotive engineers throughout the United States and Canada. •



W.D. Robinson

BLE on 3-year growth streak

Streak

Continued from Page 1

Vice-Presidents Ed Rodziewicz and Bill Walpert for their successful efforts in the field.

In averaging 293 new members per month, the actual number of new recruits breaks down as follows:

- August 1999: 208
- September 1999: 280
- October 1999: 333
- November 1999: 284
- December 1999: 300
- January 2000: 285
- February 2000: 290
- March 2000: 357
- April 2000: 296

Mourn for the dead, fight for the living

AFL-CIO, BLE remember fallen members on Workers' Memorial Day

April 28 of every year has been designated as Workers' Memorial Day by the AFL-CIO.

On this Workers' Memorial Day, the Brotherhood of Locomotive Engineers commemorated those members who were lost in the line of duty over the past 12 months.

In addition, in a show of solidarity, the BLE joined the Airline Flight Attendant's "OSHA NOW!" coalition to push for higher safety standards for our nation's flight attendants.

Six BLE members were killed in the line of duty since Workers' Memorial Day 1999. BLE President Edward Dubroski issued a public statement on Workers' Memorial Day in remembrance of the six fallen brothers. They are:

- Don Blain, April 23, 1999, Division 747 (Mimico, Ontario);
- Kevin Lihou, April 23, 1999, Division 747 (Mimico, Ontario);
- Carl Finzel, Aug. 11, 1999, Division 119 (Dubuque, Iowa);
- Arnold Roth, Aug. 11, 1999, Division 119 (Dubuque, Iowa);
- Randy Oertwig, Nov. 6, 1999, Division 778 (Des Moines, Iowa); and
- Yvan Theriault, Dec. 30, 1999, Division 558 (Charny, Quebec).

Workers' Memorial Day statement by President Dubroski

Since this organization's founding nearly 137 years ago, we have struggled to make the railroads of this nation a safer place to work. We have achieved many successes during those years and remain committed to the elimination of deaths and injuries in the railroad industry.

At the time of our founding, the railroad industry was generally considered to be the most hazardous occupation in America, and most members could not even obtain life insurance because of this danger. By and large, railroad safety has improved significantly since then; however, railroad workers continue to

die on the job each and every year and this is unacceptable.

Last year, the BLE lost six more of our Brothers in accidents. These Brothers should not have been sacrificed on the altar of profitability. Today, we honor the memory of our six fallen Brothers, whose lives were needlessly cut short in the past 12 months:

- Don Blain, April 23, 1999, Division 747 (Mimico, Ontario);
- Kevin Lihou, April 23, 1999, Division 747 (Mimico, Ontario);
- Carl Finzel, Aug. 11, 1999, Division 119 (Dubuque, Iowa);
- Arnold Roth, Aug. 11, 1999, Division 119 (Dubuque, Iowa);

- Randy Oertwig, Nov. 6, 1999, Division 778 (Des Moines, Iowa); and
- Yvan Theriault, Dec. 30, 1999, Division 558 (Charny, Quebec).

The six BLE members who were killed in the past year are six too many. We will continue to press the fight for the safety of our members, for all railroad workers, and for workers in other industries.

We will carry this fight forward in memory of our departed Brothers, and we will not stop until the year that there will be no need for a Workers' Memorial Day, because businesses have stopped killing and maiming their workers.

In more than a hundred communities, workers and community activists held a range of events, including memorial services, candlelight vigils, educational workshops and conferences, marches and rallies.

In conjunction with Workers Memorial Day, the AFA and OSHA NOW! held demonstrations at five locations in order to bring attention to the dangers faced by flight attendants at work.

The AFL-CIO will also released an annual report titled "Death on the Job: The Toll of Neglect; A State-by-State Profile of Worker Safety and Health in the United States." The report details each state's number of workplace fatalities, injuries/illnesses, OSHA penal-

ties and inspectors, workers' compensation program performance, and the number of years it would take for every workplace in the state to be inspected.

Nationwide, 6,000 workers died from on-the-job injuries last year (including six BLE members), 50,000 died from occupational diseases and another 5.9 million were injured at work. In other words, one in 17 workers suffered a work-related injury or illness.

Under the banner of "Mourn for the Dead — Fight for the Living; Organize and Mobilize for Safe Jobs," workers and community activists stressed the need for an OSHA ergonomics standard to protect workers from repetitive

strain injuries, and called for tougher safety and health laws, and coverage for federal, state and local government employees.

Decades of struggle by workers and their unions have resulted in significant improvements in working conditions. Nonetheless, the toll of workplace injuries, illnesses and deaths remains enormous — especially in the highly dangerous railroad industry.

The first Workers Memorial Day was observed in 1989. April 28 was designated because it is the anniversary of the Occupational Safety and Health Act and the day of similar remembrance in Canada. •

NEWS BRIEFS

JACKSONVILLE — CSX Transportation paid bonuses to 4,400 managers and office workers at its Jacksonville headquarters during the first week of May, two weeks after it announced a 61 percent decline in first-quarter profit, a wire service reported.

The bonuses averaged about \$1,200, or about 2% of the workers' \$60,000 average salary. The quarterly bonus was part of a program promoted by former President Ronald Conway, who was replaced along with two other senior executives last month.

CSX Corp. said profit fell because of higher fuel costs and continued delays on the former Conrail lines it began operating June 1.

The bonuses were made on the basis of effort and were "well-deserved as an incentive for continued hard work," CSX Transportation spokeswoman Kathy Burns said.

Still, CSX has decided to drop the quarterly bonuses and return to an annual program at the railroad, Burns said. No bonuses were paid to corporate or rail workers last year.

The rail unit has about 35,000 workers, according to the company's first-quarter report. The other workers, who didn't receive the award, are represented by labor unions with multi-year contracts. CSX corporate employees also didn't receive the bonuses, which the company termed a "performance award."

FUNK'S GROVE, Ill. — With the lilting wail of traditional Celtic music wafting through the trees, a monument was dedicated on April 28 at the site of a mass grave where a group of mostly Irish railroad laborers were buried some 150 years ago, according to wire service reports.

Local and national labor leaders attended the Workers Memorial Day ceremony honoring the laborers, who died while laying a rail line from Springfield to Bloomington in the 1850s.

Simultaneously, Amtrak trains across the country blew their whistles in tribute to the thousands of workers, mostly immigrants, buried in unmarked graves across the con-

tinental who died while building the nation's railroad system.

Funds for the \$12,000 monument were raised through donations from labor unions, Irish-American societies and individuals.

The exact story behind the 50 Irish workers buried at Funk's Grove has been lost over time, but likely parallels that of others who fled the potato famine in the 1850s.

At the time, railroad workers lived in squalid camps along the rails they were constructing. Malnourished and underpaid, many arrived at the unsanitary "shanty" camps already weakened by their voyage to this country.

The monument, a marble Celtic cross, bears the same inscription in English and Gaelic.

"These immigrants from Ireland were driven from the land of their birth by famine and disease," it reads in part. "They arrived sick and penniless, and took hard and dangerous jobs building the Chicago & Alton Railroad. Known but to God, they rest here in individual anonymity — far

from the old homes of their hearts — yet forever short of the new homes of their hopes."

WASHINGTON — On May 11, Amtrak reported growing strength in key performance measurements — revenue and ridership — from January through April 2000.

During that period, total revenue reached \$638 million, representing an 8% improvement compared to the same period last year. Ridership is also up 3.4% to more than seven million customers, aided by a particularly strong April when ridership increased 7% compared to that month in 1999.

Amtrak's Mail and Express business achieved revenues of more than \$40 million through April, an increase of 35% from same period last year.

Among some of the ridership highlights for 2000 are improved ridership on long-distance trains such as the Three Rivers (New York-Chicago), up 10%; and the Texas Eagle (Chicago-San Antonio-Los Angeles), up 11 %.

Ridership highlights

among corridor trains include the Capitols (Sacramento-San Jose-Oakland), up 38%; and Cascades (Eugene-Portland-Seattle-Vancouver), up 18%.

FORT WORTH, Texas — Burlington Northern-Santa Fe and Norfolk Southern announced on May 10 they have teamed-up to provide non-stop transcontinental intermodal service between the West Coast, Southwest and the Southeast beginning May 21.

The service will link Richmond, Modesto, Fresno, Los Angeles, San Bernardino, Calif., and Phoenix with Atlanta, Charlotte, N.C., and Jacksonville, Fla. BNSF will provide service between the West Coast and Dallas, while NS will provide service between Dallas and the Southeast via an agreement with the Kansas City Southern Railway Company (KCS) between Dallas and Meridian, Miss.

The new service will provide shippers fifth-morning availability for both westbound and eastbound freight moving between southern California and Atlanta. •

BLE NEWS

BLE member gets top environmental honor

Buffalo’s Mike Bethge wins international recognition for hazmat safety services

Brother Mike Bethge of BLE Division 421 (Buffalo, N.Y.) has won the Association of American Railroads’ North American Environmental Excellence Award, the railroad industry’s top environmental award, for his work involving the safe transportation of hazardous materials by rail.

“It’s a good thing for all the people on CSX,” Brother Bethge said. “It’s gives us all something to be proud of.”

Brother Bethge, 39, joined the BLE in 1994. He was nominated by CSX’s hazardous materials department for his role as HazMat Sentinel, his efforts in emergency planning, training employees and supervisors in responding to hazardous material incidents as well as his years serving his community as a volunteer fire fighter.

“This is the first time that a Locomotive Engineer has been nominated by CSXT,” said General Chairman Bob Godwin. “This annual award recognizes railroad employees who have a high comprehensive level of environmental excellence within the rail industry and their community.”

A fourth generation railroader from Buffalo, N.Y., Bethge received the award on April 14 from Edward R. Hamberger, president and chief executive officer of the Association of American Railroads.

Among his many accomplishments, Bethge coordinated a hazmat drill for the Cortland, N.Y., area and assembled a response team that included seven fire departments and the Binghamton and Ithaca hazmat teams. His work there resulted in letters of commendation from the Governor’s Traffic Safety Committee, politicians and local fire chiefs.

In addition, Bethge has assisted in the development of various stormwater and spill prevention plans, and has coordinated training for these environmental compliance programs. He hasn’t confined his activities just to his own railroad. He has also provided hazmat training for the New York, Susquehanna & Western Railway in Cortland.



Mike Bethge of BLE Division 421 (Buffalo, N.Y.) holds the North American Employee Environmental Excellence Award. He is the first locomotive engineer and BLE member to win the first place award. He was given the award for his efforts in training employees and supervisors in responding to hazardous material incidents.

“We have an excellent relationship between labor and management up here in Buffalo that affords me the opportunity to work on programs such as this,” Bethge said.

For the last five years, Bethge has been a member of the Erie County Hazardous Materials Response Team. He has been a volunteer fireman for 21 years and is former chief of the Spring Brook Fire Company. Throughout his career, he has earned numerous citations and certifications for his work in promoting safe handling and transportation of hazardous materials.

Three other railroad employees received plaques from the AAR for their work with the environment.

The North American Employee Environmental Excellence Award was established in 1996 and is awarded annually by the AAR. •

MAY 2000 CALENDAR & EVENTS

JUNE 5-8, 2000... International Western Convention in Jackson Hole, Wyo.
 Jim Lance is chairman of the 2000 IWC, which will be held at the Snow King Resort. Billed as the “Millennium Convention — IWC 2000,” members can participate in the annual IWC golf tournament or visit the Snow King’s scenic mountain views. For hotel registration, write the Snow King Resort at P.O. Box S-K-I, 400 East Snow King Ave., Jackson Hole, WY 83001; or call (800) 522-KING or (307) 733-5200. Be sure to ask for the special BLE group rate of \$135 per night. Contact Lance at P.O. Box 476, Inkom, ID 83245-0476 or call (208) 775-3377.

JUNE 18-23... 73rd Annual Southeastern Meeting Association in Louisville
 Convention Chairman J.G. “Jim” Goodman encourages members to register soon for the 2000 SMA. The Galt House East hotel will host the convention, and a room rate of \$85 per night has been secured (rates will increase May 19, 2000). For reservations call (502) 589-5200. To contact Brother Goodman, write: 229 Stout St., Mt. Washington, KY 40047; or call (502) 538-4358. His e-mail address is: <goodble@aol.com>.

JUNE 27-July 1... Eastern Union Meeting Association in Niagara Falls, Canada.
 Members are encouraged to plan early for this year’s EUMA, hosted by Jack and Pat Murphy (and Division 421) in Niagara Falls, Canada. It will be held at the Sheraton Fallsview Hotel. Room rates start at \$154 Canadian per night (approximately \$103 U.S.). Make reservations by calling (800) 267-8439, and ask for the BLE group rate. For more info, contact Murphy at (716) 627-5354 or e-mail <blemurph@aol.com>.

JULY 22-26... Annual NASLBC meeting in Niagara Falls, Ontario, Canada
 At the Sheraton Fallsview Hotel and Conference Center, (800) 267-8439. A block of rooms will be held until June 20 at the contract rate of \$192 per night (Canadian). NASLBC Secretary-Treasurer I. Perry Renfro reports that the conversion rate may change, but it currently translates to \$132 per night (U.S.). If hotel reservations are not made by June 20, then room rates will increase to \$300 per night (Canadian), which is the hotel’s regular seasonal rate (rates are higher than normal because July is peak travel season for the hotel). Hotel check-in time is 3 p.m. and check-out is 11 a.m. There is a baggage holding area for early and late checking. For further details regarding the meeting, contact Brother Renfro at: P.O. Box 157, Poteau, OK 74953, phone: (918) 649-0603, fax: (918) 649-0703.

SEPTEMBER 17-22... 65th Annual Southwestern Convention Meeting in St. Louis
 Convention Co-Chairmen James Jackson and Roger King will ring in the 21st Century in St. Louis. September 17 is for early registrants and September 18 is the golf tournament. In between are opening ceremonies, a formal banquet, and several training workshops. The convention will take place at the Marriott Pavilion Hotel, One Broadway, St. Louis, MO 63102. Make reservations by calling (800) 228-9290 or (314) 421-1776. Be sure to ask for the special BLE discount rate.

Advisory Board April Activity

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

International President Edward Dubroski—International Office: General supervision of BLE activities; Publications committee; IC GCoFA mtg., Robinsonville, Miss.; Health & welfare mtgs.; Governor Pataki function, New York; Western General Chairmen’s Assoc. mtgs.; N&W (E) GCoFA mtg., Roanoke; CSX (E) GCoFA mtg., Troy, Ala.; High speed rail mtg., Sec’y. of Transportation, Pittsburgh, Pa. **First Vice-President & Alternate President James L. McCoy**—International Office. Assisted president supervising BLE activities; FVP duties, contacted GCs, SLBCs, telephone calls, correspondence, etc.; IC GCoFA mtg., Memphis, Tenn.; TTD mtgs., Washington DC; Western General Chairmen’s Assoc. mtgs., Las Vegas; CSX GCoFA mtg., Troy, Ala. **General Secretary-Treasurer Russ Bennett**—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; Union Privilege Liaison mtg.; Western General Chairmen’s Assoc. mtg.; Human resource mtg., AFL-CIO HR director; Mtg. w/ Gore 2000 campaign committee. **Vice-President Paul T. Sorrow**—General office duties; Visited the following divisions with General Chairman Speagle and Vice General Chairman Sykes — 590, 255, 329, 565, 16, 306 and 234; Attended NS Northern lines quadrennial GCA session and CSX Eastern lines quadrennial GCA session; Assisted GTW GCoFA with various duties, including but not limited to settlement of wage/rule notices; Assisted NS and CSX general committees with various issues; National Wage/Rules committee mtg. w/ NCCC. **Vice-President Joseph A. Cassidy Jr.**—General office duties; Study & paperwork; Mtg. w/ Joint Council of Unions on DMIR; Mtg. w/ DMIR full GCoFA; Mtg. w/ Division 163, DMIR; Grievance mtg. w/ DMIR management, contract negotiations; Mtg. w/ members of National Mediation Board; Mediation for Delaware & Hudson contract; Successfully negotiated D&H contract to conclusion; Springfield Terminal seniority & equity disputes; Mtg. w/ Amtrak GCoFA; Joint mtg. w/ Amtrak & Springfield Terminal; Prepare six cases for arbitration; Mtg. of PLB 5527; Mtg. w/ General Chairman Twombly; Prepare Amtrak and D&H equity dispute report. **Vice-President & U.S. Nat’l Legislative Representative Leroy D. Jones**—Washington D.C. Office; Receptions, Cong. DeLauro (D-CT), McGovern (D-MA), Blumenauer (D-OR), Ackerman (D-NY), Jones (D-OH), Roybal-Allard (D-CA), Oberstar (D-MN), DeFazio (D-OR), Blagojevich (D-IL), Weller (R-IL), Jefferson (D-LA), Gilman (R-NY), Murtha (D-PA); Retirement party for Loretta Bowen, CWA; DSCC Labor’s role at the DNC; Mtg., Amtrak, re: budget appropriations; AFL-CIO State Legis. monitoring cmte. mtg.; NITLEG conference; AFL-CIO admin mtg.; TTD legis. mtg.; TTD/Rail Div. legis. mtg.; ARLA reception; High speed ground transportation assoc. mtg.; DCCC speaker’s breakfast; AFL-CIO political directors mtg; Tour DNC site; Mtg. w/ Joe Andrews, Chr., Democratic National Party; Mtg. w/ Gov. Roemer; Picketed w/ striking janitors in Los Angeles; Mtg. w/ Tim Smith, SLBC-CA; DCCC labor progressive 2000 series; AFL-CIO mtg. w/ union presidents, political directors, staff of Gore campaign; NARP Washington reception. **Vice-President William C. Walpert**—ID Office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; BLE Special Reps.; Mtg. w/ Tex Mex employees, Laredo, Texas; Western General Chairmen’s Assoc. mtg.; Kansas City Southern interdivisional arbitration, Kansas City, Mo. **Vice-President Edward W. Rodziewicz**—General office duties; NS-Eastern region, Imperial; Tex Mex Railroad, Laredo; SBA 894 Award 1666, Imperial (Conrail); Allegheny Ludlum, Brackenridge; UP/SP recruiting/organizing, Kansas City; Assignment per E. Dubroski; CSX assignment, Toledo. **Vice-President Don M. Hahs**—BNSF system including MRL, UP South & West, SP East & South, SSW, DLGW, Tacoma Belt, Pac Harbor Belt; General office duties; BNSF on-property negotiations/wage rule; BNSF (ATSF) zoning/ebb & blow negotiations; Western General Chairmen’s mtg.; Portland Zone 2&3 negotiations; SSW PLB-6198. **Vice-President Richard K. Radek**—International Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); ICG general committee mtg.; IHB General assistance, Chicago; NRAB, various; METRA negotiations & general assistance; Western General Chairmen’s Assn., Las Vegas; FRA Part 240.409 dockets: EQAL 97-63, 97-05, 97-74, 98-09; NRAB case 00-1-N-2257. **Vice-President Dale McPherson**—I&M Rail Link; CP Rail/SOO, UP East Lines; TRRA-St. Louis; Indiana Railroad Co.; M&NA; LP&N Longview; PLB 6040 review awards, discuss w/ GC Young; Sign awards and distribute PLB 6040; Vacation; TCRC agreement proposal; Western General Chairmen’s Assoc. mtgs.; CP Rail, GC Priestler; General office/telephone. **Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Mtg. w/ CN Rail; Mtg. w/ VIA Rail & J. Shields; Mtg. w/ M. Marcoux; CP RCTC negotiations; Mtg. w/ BLE executives, Las Vegas; HRDC mtg.; J.M. Montigny retirement banquet. **Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; Canadian National Legislative Board; Mtg. at Canadian Labour congress; CLC Transportation Committee mtg.; Operation Lifesaver mtg.; WESTAC mtgs.; CLC Education Advisory Cmte. mtg.; NARP mtgs.; Mtg. w/ BLE executives, Las Vegas; Mtg., Conference Board of Canada; Mtgs., re: Canadian web page.

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