

# THE LOCOMOTIVE ENGINEER NEWSLETTER • MAY 2003

## BLE opts for mediation

With national contract talks mostly stalled, BLE asks for NMB intervention

Declaring an impasse in contract negotiations with the National Carriers' Conference Committee (NCCC) on May 1, the Brotherhood of Locomotive Engineers requested the services of the National Mediation Board (NMB) to help resolve the long-running dispute.

BLE International President Don Hahs requested mediation following an unproductive round of negotiations with the NCCC on April 29-30.

"In spite of the lengthy delays we have endured

during this round of negotiations, we are hopeful that the National Mediation Board's assistance will help bring our negotiations to a conclusion," Hahs said.

Following negotiations in late April, President Hahs noted that the BLE had offered a comprehensive proposal to the NCCC in a sincere effort to resolve the current disputes involving wages, rules, working conditions and health and welfare issues. The NCCC, however, offered a mere five-bullet point response to the BLE's comprehensive proposal,

"which contained no movement on the part of the carriers," the BLE President said.

It is expected that the NMB will give the dispute a docket number and assign a mediator within 14 days of receiving the BLE's request.

The BLE served its Section 6 notices on the carriers on Nov. 1, 1999, and began negotiations in the summer of 2000. President Hahs said opting for mediation was necessary considering how long the process has taken to this point. •

## A gift from the heart

Retired member donates historic WWII artifact to International Div.

The Brotherhood of Locomotive Engineers received an historic World War II artifact on May 1.

The artifact — the bottom portion of the USS Arizona Memorial flag pole — was presented to the BLE as a permanent loan by retired Division 3 (Cleveland) member Bob Manzetti. BLE International President Don M. Hahs accepted the historic artifact on behalf of all BLE members.

"We are honored to receive this great, historical artifact," BLE President Hahs said. "It is a moving reminder of all of the men and women who served — including many BLE members. The brave men and women who gave their lives during the attack on Pearl Harbor are proudly remembered by everyone, including their fellow veterans like Brother Manzetti.

"I would like to thank him for including the BLE in his efforts to memorialize those who died in the attack on Pearl Harbor and assure



Brother Bob Manzetti with the bottom portion of the USS Arizona Memorial flag pole, an historical artifact that he donated to the Brotherhood of Locomotive Engineers on May 1.

him that his gift will be displayed proudly by the BLE for many years to come."

Brother Manzetti is an honorary member of the USS Arizona Reunion Association and secured the pole from the U.S. Navy and the Department of Interior in 1991 when it was replaced by a fiberglass pole. The pole had been a part of the USS Arizona Memorial for 43 years and is now a part of the memorial at the National Veterans Cemetery in Arizona. The flag pole was originally welded to the sunken USS Arizona in March 1950.

Brother Manzetti joined the BLE on October 5, 1948 and retired in 1984. He served in the U.S. Navy in the southwest Pacific from November 1943 until April 1946.

Manzetti decided to give it to the BLE as a permanent loan because of his many years as a member. It will be displayed in the BLE offices in Cleveland for visitors, BLE members, their families and other guests.

See USS Arizona, Page 4

## 140 years!

### Resolutions commemorate BLE's 140th anniversary

Resolutions were introduced before the U.S. Senate and the U.S. House of Representatives on May 8 in honor of the Brotherhood of Locomotive Engineers' 140th anniversary.

Also, a third resolution to honor the BLE's was enacted by the city of Marshall, Mich., where the BLE was organized 140 years ago. It declared May 4-10 "Brotherhood of Locomotive Engineers Week."

Senate Minority Leader Thomas Daschle introduced resolution S. 136, which was co-sponsored by Senators Edward Kennedy (D-Mass.) and George Voinovich (R-Ohio).

The Senate resolution honors the BLE for its many accomplishments and proclaims that, "the Brotherhood of Locomotive Engineers is an extraordinary union whose leadership still works hard every day — just as it did in 1863 — to protect members' health and safety, to guard their financial interests, to give them an effective voice on the job, and to ensure dignity, respect and security for railway workers in the workplace."

The Senate also "expects that the Brotherhood of Loco-

motive Engineers will continue its dedicated work and will have an even greater impact in the 21st century and beyond, and will enhance the standard of living and work environment for rail workers and other laborers in generations to come."

Also on May 8, Dennis Kucinich (D-Ohio) introduced a similar resolution in the House of Representatives.

"We are grateful to these members on Congress for honoring us on our 140th anniversary," BLE International President Don Hahs said. "This legislation is an accomplishment for all BLE members and is an acknowledgment of the BLE's hard-fought efforts for better representation of its members and for better working conditions for all men and women."

In addition to the House and Senate resolutions, a third resolution to honor the BLE's 140th anniversary was enacted by the city of Marshall, Mich., where the BLE was organized in 1863. The Mayor of Marshall signed the resolution declaring May 4-10 "Brotherhood of Locomotive Engineers Week."

See 140th Anniversary, Page 4

# BLE NEWS

## 25 communities take action on remotes

### 17 cities, 8 counties pass resolutions that call for improved safety of remote control

Durand, Mich., is the 17th U.S. city to adopt a resolution regarding remote control locomotives.

In addition, Erie County, Ohio, became the 8th U.S. county to take action against remotes.

The Durand resolution was passed on April 21 and asks the Federal Railroad Administration to “conduct a comprehensive and thorough review of the safety of remote control locomotives and develop comprehensive regulations for the use of remote control locomotives to ensure the safety and well-being of the citizens of Durand will not be jeopardized by the use of such devices.”

Greg Powell, Chairman of the BLE Michigan State Legislative Board, lobbied on behalf of the resolution along with G.A. Chapman, President of BLE Division 650 (Flint, Mich.) and M.J. Tyler, Local Chairman and Secretary-Treasurer of Division 650. Brother Powell thanked these two Brothers as

well as all members of Division 650 for their efforts. In addition, he thanked Mayor Deborah Doyle and members of the Durand City Council for adopting the resolution.

The 16 other U.S. cities to adopt similar resolutions are Baton Rouge, La.; Detroit, Mich.; Shreveport, La.; Marysville, Mich.; Boston, Mass.; Cleveland, Ohio; Pine Bluff, Ark.; North Little Rock, Ark.; Beardstown, Ill.; Bakersfield, Calif.; Woodbridge, N.J.; Belen, N.M.; Maple Heights, Ohio; Alliance, Neb.; Evansville, Ind.; and Dupon, Ill.

The Erie County, Ohio, resolution was adopted on April 24. It is the third Ohio county and 8th U.S. county to pass a resolution calling for improved safety of remote control locomotives.

The resolution asks railroad companies to refrain from operating remote control trains in Erie County until several safety considerations are met, including:

- Remotes cannot be used to transport hazardous materials and/or move near tracks near hazardous materials;

- Remotes cannot be operated over a public or private grade crossing without a person occupying the cab of the locomotive who has the required skills to stop the locomotive and its attached equipment;

- Railroads must provide effective and reliable protection at the point of movement in any location accessible to the general public for any remote control operation; and

- Remote control engines must be equipped with devices to secure the operating cab and its controls against terrorists, vandals, and other authorized persons.

Ohio State Legislative Board Chairman Jim Ong lobbied on behalf of the Erie County resolution. He recognized the efforts of Mike Richmond, Legislative Representative of BLE Division 447

(Bellevue, Ohio), and Carl Rice, retired Secretary-Treasurer of the Ohio State Legislative Board. Brother Ong also thanked the Erie County Commissioners for passing the resolution.

In addition to Erie County, seven other counties have passed resolution that call for further investigation and improved safety of remote control operations. They are: Douglas County, Wisc.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron County, Ohio; Whitley County, Ky.; and Unicoi County, Tenn.

Text of the Durand resolution is available on the BLE website at: <http://www.ble.org/pr/pdf/durand.pdf>

Text of the Erie County resolution is on the BLE website at: <http://www.ble.org/pr/pdf/erie.pdf> •

## Indiana Southern Division 270 forms, elects first officers



Members of BLE Division 270 (Washington, Ind.) recently elected their first officers to represent them as employees of the Indiana Southern Railroad after selecting the BLE as their bargaining agent on Sept. 20, 2002, in an election supervised by the National Mediation Board. Prior to that time, the property was non-union. Seated, from left: International Vice-President Merle Geiger; Terry Braun, Division President and Legislative Representative; Troy Allen, member; Robert Henry, Secretary-Treasurer. Standing, from left: Trevis Pinkston, Local Chairman, and Bob Jett, member of the Local Committee of Adjustment. After electing officers, the Division met with VP Geiger to discuss upcoming contract talks with the Indiana Southern, when they took time out for this photo. The Indiana Southern is a RailAmerica subsidiary.

## NEWS BRIEFS

### Golf tournament held in memory of late member

BLE Division 778 (Des Moines, Iowa) held the 4th annual Randy Oertwig Golf Tournament on May 7.

Brother Oertwig, a member of Div. 778, was killed in a grade crossing accident on November 6, 1999. A total of 156 golfers played in the event, the largest crowd to date.

“This event continues to grow in size and popularity,” said Chuck Hintz, Chairman of the Iowa State Legislative Board. “Funds raised at the tournament are used to send underprivileged children to the Easter Seals Camp Sunnyside.”

The event was organized by Division 778 President Jeff Lukehart and Brother Jim Widlund.

“Brother Oertwig’s widow, Shelly, would like to thank everyone for coming out for this wonderful tribute and hopes that it can continue,” Brother Hintz reported. “She said that Randy, an avid golfer, would be amazed at the size and organization of the event, and would most likely want to play in it himself. She would like to thank Brothers Lukehart and Widlund for their wonderful

job of organization.”

BLE International President Don Hahs attended the event, and was featured at a Town Hall Meeting for members on May 6. •

### BNSF helps railroaders called to serve military

BLE General Chairman Pat Williams (BNSF, former AT&SF) reports that the Burlington Northern Santa Fe is going “above and beyond the call of duty” to support railroad employees called into service by the U.S. military.

Brother Williams says the railroad is “making them whole” — making up the difference between their military pay and their railroad pay — as these brave men and women serve our country in Operation Iraqi Freedom. BNSF is also paying for their health care, which is a big help for the families.

The railroad will continue to do so until the employees are released from service. “As a former military man, I think the railroad is going above and beyond the call of duty,” said Brother Williams, who noted that some other railroads are not doing the same for their employees. •

## STRANGE BUT TRUE...

### Conductors need hospital care after headbutting contest

A group of Russian train conductors needed hospital treatment after smashing their heads repeatedly against a train window to find out who had the strongest forehead.

The conductors came up with the contest as a way of passing time on the 3,000 mile journey from Novosibirsk in Siberia to Vladivostock.

The men were treated in hospital after stopping the train midway through the journey at the town of Vyazemskaya and demanding medical help, the Russian newspaper *Pravda* reports. •

### Japanese engineer suspended for eating while on duty

A warning to freight train drivers — eating a rice ball on duty violates the rules.

A 55-year-old freight train engineer of Japan Freight Rail-

way Co.’s Okayama district was seen eating a rice ball while operating a train on the Sanyo Line in Fukuyama, Hiroshima Prefecture, by the driver of a vehicle passing on a nearby highway on the morning of April 23.

The firm suspended the driver from duty and sent a notice to each of its districts

demanding compliance with its rules, which permit drivers to chew gum and drink water, but ban eating.

The driver was quoted as saying: “I was careless. I’m sorry.”

(The Japanese newspaper *Daily Yomiuri* carried this report on May 1.) •

## Burlington Northern Santa Fe



The Burlington Northern Santa Fe Corp. said its first-quarter profit rose 8.7 percent. The nation's second largest freight railroad earned \$187 million for the January-March period, up from \$172 million a year ago.

Revenues rose to \$2.23 billion from \$2.16 billion in the first quarter of 2002. Operating income was \$346 million for the 2003 first quarter compared with \$380 million for the same 2002 period. The operating ratio (operating expenses, including depreciation, as a percentage of revenues) was 84.3% for the quarter compared with 82.2% in the first quarter of 2002. Excluding the effect of higher fuel prices, the operating ratio would have been 3% lower this quarter.

Operating expenses of \$1.89 billion were \$103 million higher than the same 2002 period. Fuel expense was up \$90 million, or 49 percent, to \$274 million compared with the same 2002 period primarily as a result of an average increase of \$0.29 per gallon in the cost of diesel fuel to \$0.94 per gallon.

Freight revenues for the first quarter increased 3 percent to \$2.20 billion compared with 2002 first quarter revenues of \$2.14 billion. •

## Canadian National Railway



CN announced first-quarter 2003 net income of \$204 million compared with net income of \$230 million for the same period of 2002. Canada's largest railway said that an accounting change worth \$48 million after taxes increased net income to \$252 million, which was an increase from \$230 million for the first three months of 2002.

The \$48 million after-tax bookkeeping benefit came from a change in accounting for track removal costs.

Operating income was \$374 million. Revenue slipped to \$1.5 billion and expenses grew to \$1.12 billion. CN's operating ratio — costs as a proportion of revenue — rose to 75 per cent from 73.1 per cent.

Intermodal revenues rose by 13%, while petroleum and chemicals revenues increased by 6%, and metals and minerals revenues rose 3%. Four business segments registered revenue decreases: grain and fertilizers (13%); automotive (5%); coal (4%); and forest products (2%). The increase in CN's operating expenses was mainly attributable to higher fuel costs, increased casualty and other expenses, and higher expenses resulting from the severe winter conditions that prevailed during the quarter. •

## Canadian Pacific Railway



**CANADIAN  
PACIFIC  
RAILWAY**

CPR reported a slight increase in first quarter sales but profit tumbled 25 percent on soaring fuel costs and severe winter weather. CPR said it posted a profit of \$102 million, down from a year-earlier \$136 million. Sales for the quarter rose slightly to \$879 million from \$875 million. In reaction to the difficult first quarter, CPR announced that it will eliminate 300 positions in 2003 and initiate other cost-reduction initiatives.

CPR's operating ratio for the first quarter this year was 86.5 percent, compared with 79.9 percent in the first quarter last year.

Operating expenses were \$761 million in the first quarter of 2003, compared with \$700 million in the same period of 2002. Purchased services expense was up \$34 million, or 27 per cent, reflecting the benefit of a \$15 million insurance settlement in first-quarter 2002, as well as sharply higher insurance premiums and a rise in derailment costs in the first quarter of 2003. Automotive revenues were up \$5 million; revenues from sulphur and fertilizers grew \$5 million; and grain revenues were down \$25 million compared to the 2002 quarter. •

## CSX Corp.



CSX reported first quarter net earnings of \$99 million versus \$25 million a year ago. Both quarters include the cumulative effect of a non-cash accounting change. In the 2003 quarter, earnings increased by an after-tax credit of \$57 million, 26 cents per share, because of the adoption of Statement of Financial Accounting Standard (SFAS) No. 143, "Accounting for Asset Retirement Obligations." In the previous year's first quarter, earnings were reduced by an after-tax charge of \$43 million, 20 cents per share, due to the adoption of SFAS 142, "Goodwill and Other Intangible Assets."

Before the cumulative effects of these accounting changes, 2003 first quarter earnings were 20 cents per share compared to 32 cents per share in the 2002 first quarter. The 2002 results included a significant real estate transaction that was worth 11 cents per share. Operating income at Surface Transportation, which includes CSX's rail and intermodal units, was \$169 million compared to \$194 million in the first quarter of 2002 despite strong revenue growth. This was due primarily to increased costs associated with sharp spikes in fuel prices and operating expenses from extraordinarily harsh winter weather. •

## Kansas City Southern



Kansas City Southern reported a \$1.9 million increase in net income to \$13.6 million for the first quarter of 2003 compared to \$11.7 million for the first quarter of 2002. Net income for the quarter included a one-time favorable benefit of \$8.9 million (net of income taxes) relating to the cumulative effect arising from a required change in the method of accounting for removal costs of certain track structure assets.

First-quarter results also included a \$5.2 million decline in income tax expense and a \$2.1 million increase in equity in net earnings from the Company's investment in Grupo Transportacion Ferroviaria Mexicana, S.A. de C.V. (Grupo TFM) compared to the first quarter of 2002. These positive factors were offset by a \$6.6 million decline in operating income, a \$3.1 million decrease in other income and a \$0.2 million increase in interest expense quarter to quarter.

These positives were offset by a \$6.6 million decline in operating income, a \$3.1 million decrease in other income and a \$0.2 million increase in interest expense quarter to quarter. KCS's operating ratio was 95.1% for the quarter, compared to 90.7% for the same period last year. •

## Norfolk Southern Corp.



NS reported first quarter income from continuing

operations, before required accounting changes, of \$85 million, compared to \$86 million for the same period a year earlier. First-quarter net income was \$209 million and included a \$114 million gain largely due to a required change in accounting for the cost of removing railroad crossties, and a \$10 million gain from discontinued operations resulting from the 1998 sale of a former motor carrier subsidiary.

For the quarter, the operating ratio, the percentage of revenues required to operate the railroad, was 85.2 percent compared to 84.2 percent a year earlier.

Operating revenues during the quarter were \$1.56 billion, 4 percent higher than first-quarter 2002, while carloads rose 3 percent, compared to the same period in 2002. General merchandise revenues of \$918 million also set a first quarter record, climbing 6 percent compared to the same period a year earlier. All general merchandise commodity groups exceeded first quarter 2002 results.

Intermodal revenues increased 7 percent to \$289 million, compared to the same period of 2002, primarily as a result of strong international business. •

## Union Pacific



Union Pacific Corp., North America's biggest railroad, said quarterly profits dropped as higher fuel costs and harsh winter weather dragged on results.

UP reported \$.60 per diluted share in first quarter 2003 income before the cumulative effect of a change in accounting principle related to the adoption of FAS No. 143, "Accounting for Asset Retirement Obligations." Net income was \$1.67 per diluted share, or \$429 million, including the \$274 million after-tax cumulative effect adjustment. This compares to net income of \$.86 per diluted share, or \$222 million, in 2002. Excluding Overnite Corporation, UP reported operating income of \$368 million compared to \$489 million for the same period in 2002.

UP's operating revenue was \$2.7 billion, a first quarter record. Average Commodity Revenue Per Car was at an all-time best of \$1,188 per car. Also, employee

productivity (gross ton-miles/employee) increased 3 percent for a first quarter record.

The railroad's operating ratio for the quarter was 86.5%, compared to 81.6% in the same quarter last year.

"The high cost of fuel was the main driver behind our shortfall in earnings this quarter," said Dick Davidson, chairman and chief executive officer, in a press release. "Diesel fuel was up more than \$.39 a gallon versus year-ago levels, costing us nearly \$.30 per share. We also incurred a one-time expense for severance payments and March storms reduced coal revenues. Moving beyond fuel and weather, our operations are running smoothly and we are well positioned for future growth."

Overnite reported operating income in the first quarter of \$12.6 million, compared with \$10.5 million in 2002. Operating revenue increased to an all-time best \$341.2 million from \$308.8 million last year. Overnite's operating ratio decreased 0.3 percentage points to 96.3 percent compared to 2002's ratio of 96.6 percent. •

# BLE NEWS

## IN THE LINE OF DUTY

# L.W. "Wayne" Edenfield

BLE member L.W. "Wayne" Edenfield died on May 7 from injuries sustained in an Amtrak collision with a log truck near Hinesville, Ga., on May 6.

Brother Edenfield, 53, was the locomotive engineer of Amtrak's Silver Star (Train No. 91) when a log truck pulled into his path at 7:25 a.m. in Liberty County, east of Hinesville, Ga. The locomotive and all 10 cars derailed, but they remained upright.

The truck driver was immediately killed in the crash and Brother Edenfield had been on life support since yesterday. Twenty-two others were injured in the crash. The train was traveling from New York to Miami with about 150 passengers and 14 crew members.

The accident happened at a grade crossing that is marked by a cross buck. There are no crossing gates at the dirt-road intersection.

Brother Edenfield was a mem-

ber of BLE Division 35 (Jacksonville, Fla.), having served a term as its Secretary-Treasurer in the late 1990s. He first joined the BLE on April 1, 1983.

On behalf of all BLE members in the United States and Canada, BLE International President Don M. Hahs extended deepest sympathy to Brother Edenfield's friends and family. As is customary when a BLE member is killed in the line of duty, President Hahs ordered the BLE's flag atop the Standard Building in downtown Cleveland to be flown at half mast for the next three days.

Brother Wayne Connor, former Chairman of the Louisiana State Legislative Board, was killed on June 26, 2000, when a log truck pulled in front of his locomotive in East Feliciana Parish, La.

Brother Edenfield is the 32nd BLE member to die in the line of duty since January of 1996.

## 140th Anniversary

Continued from Page 1

Mayor John Miller declared that "because the organization's roots were laid in Marshall and has branched across North America," the week would be dedicated to the organization. Twelve Michigan Central Railroad locomotive engineers founded the BLE in Marshall on May 8, 1863.

"We are proud of our history in the City of Marshall and thank Mayor Miller for helping us celebrate this major milestone," President Hahs said. "The

BLE's 140th anniversary is an historic achievement and we are pleased that Marshall has recognized it."

The home of John C. "Yankee" Thompson, one of the BLE's founding fathers, is a historical landmark in Marshall. The house at 663 West Hanover Street is where the engineers met in April 1863 and spearheaded the efforts to found the organization. Throughout the years, many BLE members and leaders have visited the historical home, including during the 1996 International Convention in Detroit.

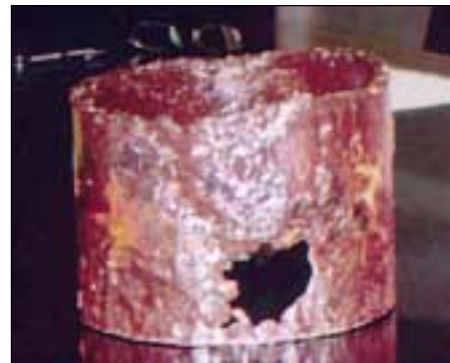
The BLE is the oldest existing labor organization in North America. •

## USS Arizona

Continued from Page 1

The USS Arizona Memorial was completed in 1961 and dedicated on Memorial Day in 1962. The Memorial is one of the most popular tourist sites in Hawaii. It is dedicated to the 1,177 sailors and marines who died on board the USS Arizona during the attack on December 7, 1941.

It has come to symbolize and represent the sacrifices made during the Pearl Harbor attack. •



Salt water damaged the memorial flag pole during the 43 years it was mounted to the deck of the USS Arizona.

# MAY 2003 CALENDAR & EVENTS

**JUNE 1-5, 2003... 63rd Annual International Western Convention in Sparks, Nevada**  
Jeffrey Valentine and members of BLE Division 158 welcome BLE and GIA members to Sparks, Nevada, for the 2003 International Western Convention. The 63rd annual IWC will be held at John Ascuaga's Nugget Hotel & Casino in Sparks. For reservations, call (800) 648-1177 and ask for the IWC room rate, or identify yourself as a BLE member. A rate of \$89 per night has been secured from May 30 through June 7. Those wishing to contact Chairman Valentine may do so by phone, (775) 857-2013, or by e-mail, <jval@accutek.com>.

**JUNE 15-20, 2003... 76th Annual Southeastern Meeting Association in Pigeon Forge, Tenn**  
Chairman W.M. "Bill" Overton and the members of BLE Division 239 (Knoxville, Tenn.) will host the 2003 SMA at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn. (hotel website: www.grandresorthotel.com). Members can make reservations by calling: (800) 251-9752. Room rates are \$69.77 per night (plus tax). Registration is on June 15; the banquet is on June 19. For details, contact Brother Overton at: (865) 945-5027 or by e-mail, wmo4719@hotmail.com.

**JUNE 29-JULY 3, 2003... 65th Annual Eastern Union Meeting Association in Baltimore**  
Arrangements Chairman Fred Cox and the members of BLE Division 52 will host the 2003 EUMA at the Baltimore Hyatt Regency in the inner harbor area of Baltimore. Early bird reservations can be made by calling (410) 528-1234. For more details, contact Brother Cox at (717) 244-4855 or e-mail: euma03@aol.com.

**JULY 12-16, 2003... BLE International Association of State Legislative Board Chairman**  
The BLE's provincial and state legislative board chairmen will gather in Wilkes-Barre, Pa. for their annual conference. Meetings will take place at the Woodlands Inn and Resort, 1073 Highway 315, Wilkes-Barre, Pa. The telephone number for reservations is: (800) 762-2222.

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

**First Vice-President & Alternate President Edward W. Rodzwick**—Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Conrail/CSX/SAA mtg., Albany, N.Y.; Vacation; Western General Chairmen/General Chairmen/SLB Chairmen mtgs., Las Vegas; Vice-Presidents Halle & Hucker and Canadian general and Provincial Chairmen mtgs.; Holiday; National wage & rule/NCCC mtg.

**General Secretary-Treasurer William C. Walpert**—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Western General Chairmen's mtg., Las Vegas; Joint mtg. of General Chairmen & State Legislative Board Chairmen, Las Vegas; Texas State Legislative Board mtg.; General Secretary-Treasurers conference, Pittsburgh.

**Vice-President Paul T. Sorrow**—Attended division mtgs., Divisions 216, 92, 648, 498, 306, 447, 257 & 263; Jacksonville, Fla.-employee member SBA 1116 & SBA 894; CSX Conrail General Committee, Norfolk, Va.; Employee member SBA 1063, NS Northern Lines, Jacksonville, Fla.; Employee member, PLB 6468, CSX Western Lines; Assisted Grand Trunk, CSX and NS-Northern Lines GCofAs with various issues; General office duties.

**Vice-President Richard K. Radek**—ID Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Elgin, Joliet & Eastern Rwy.; L/M mtg., CN/WC, Chicago; Remote control mtg., Washington D.C.; CN/WC mtgs., Chicago/Madison, Wis.; Western General Chairmen's Assoc. mtgs., Las Vegas; PLB 6603 prep./pre-trial, EJ&E, Portage, Ind.; NARR prog. mtg.; Remote control conference call; FRA Part 240.409 dockets this month: EQAL 01-82, 02-04, 01-16, 98-84, 01-23, 01-26, 01-29, 01-27, 00-79, 01-69, 02-10, 00-84, 02-01, 00-41.

**Vice-President Dale McPherson**—CP Rail; Port. Term. RR; Longview Portland & Northern; Gateway Switching Co.; Indiana RR; Missouri & Northern Arkansas RR; Utah Railroad; UP Eastern Dist.; UP former CNW; BLE National Bargaining Cmte.; BLE/IBT Constitution & Bylaws Cmte.; PLBs 5604, 5681, 5721, 6040, 6281, 6589; UP work/rest projects; RSAC positive train control cmte.; Div. 671 & 160 mtgs. w/ GC Priestler, Enderlin, N.D.; Div. 762 mtg. w/ GC Priestler, Thief River Falls, Mn.; Div. 494 & 357 mtg. w/ GC Priestler; Mtgs. w/ Utah RR GC, Price, Utah; Mtgs. w/ GC R. Milano and Utah RR, Price, Utah; Mtg. w/ UP, re: Bill, Wyo., work/rest project, Omaha; Mtg. w/ UP, re: Seniority issues (UP former CNW); Western General Chairmen's Assoc. mtg., Las Vegas; BLE/NRLC contract mtgs., Washington D.C.; UP on-property contract mtgs., Kansas City, Mo.; General office duties.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes**—Washington D.C. office; General office duties; BLE/IBT merger mtgs., Cleveland; IBT headquarters, Washington D.C.; Reception: Cong. Sandlin (D-TX); Western General Chairmen's Association mtgs., Las Vegas; Joint GC-SLBC mtg., Las Vegas; Texas State Legislative Board mtgs.; Vacation.

**Vice-President Merle W. Geiger Jr.**—Assigned to: Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal; Delaware & Hudson; Indiana & Ohio RR; Indiana Southern RR; New York, Susquehanna & Western; Mtg. w/ GC Koonce (MidSouth Rail) and KCS, Kansas City; Mtgs. w/ Indiana and Ohio RR & members of Divisions 281 and 282, Lancaster, Ohio and Cincinnati, Ohio; Western General Chairmen's Assoc. mtgs., Las Vegas; PLB 6560 session (Delaware and Hudson), Clifton Park, N.Y.; Division 244 mtgs. (Tex Tex), Corpus Christie and Laredo, Texas; Mtg. w/ GC Leyendecker and Tex Mex, Laredo; Texas State Legislative Board convention, Austin, Texas; Arbitration preparation, research, correspondence and other general office duties.

**Vice-President Stephen D. Speagle**—Div. 386 mtg.; Div. mtg., Birmingham, Ala.; General office duties; Western General Chairmen's Assoc. mtgs., Las Vegas; Remote control mtg.; Mtg. w/ BNSF GCofA, Denver; ID mtg.; Finance mtg. for Wabash Hospital Assoc.

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

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

**Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Canadian officers mtg. on Teamsters merger, Calgary; Employees and families program, Quebec; Rail Traffic Controllers, CP Rail, Montreal; International Office, sub-committee mtgs., Cleveland; CN pension, Montreal.

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