BLE opts for mediation

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 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 served 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 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.

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 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. 130, 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 Locomotive 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.”
25 communities take action on remotes
17 cities, 8 counties pass resolutions that call for improved safety of remote control locomotives.

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. Brother Greg Powell, Chairman of the BLE Michigan State Legislative Board, bided 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 resolution was adopted on April 24. It is the third Ohio county and 58th 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.
- Remote control trains must be equipped with devices to secure the operating cab and its controls against terrorists, vandals, and other unauthorized persons.

The Erie County, Ohio, resolution was adopted on April 24. It is the third Ohio county and 58th U.S. county to pass a resolution calling for improved safety of remote control locomotives.

The Durand resolution was passed 25 communities, 8 counties pass resolutions that call for improved safety of remote control locomotives. It is the third Ohio county and 58th U.S. county to pass a resolution calling for improved safety of remote control locomotives. It is the third Ohio county and 58th U.S. county to pass a resolution calling for improved safety of remote control locomotives.

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. Elected, 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 contact 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 Sunnyville.”

The event was organized by Div. 778 President Jeff Lukehart and Brother Williams.

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.”

BLS International President Don Hils 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. “And I also think that some other railroads are not doing the same for their employees.”

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 the time on the 3,000 mile journey from Nosovishibir in Siberia to Vladivostock. The men were created in hospital after stopping the train midway through the journey at the town of Deizh, 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 Railways Co.’s Okayama district was seen eating a rice ball while operating a train on the Sanyo Line in Fukuyma, 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 5.7 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 period 2002. 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 $1.90 billion were $103 million higher than the same period 2002. Fuel expense was up $89 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 $200 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 $202 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 percent from 73.1 percent.

Intermodal revenues rose by 13%, while petroleum and chemicals revenues increased by 6%, and metals and minerals revenues rose 9%. 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

CPR reported a slight increase in first quarter sales but profit tumbled 25 per cent 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 $878 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 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 $8 million; revenues from sulphur and fertilizers grew $8 million; and grain revenues were down $25 million compared to the 2002 quarter.

Kansas City Southern

Kansas City Southern reported a $1.9 million increase in net income to $13.0 million for the first quarter of 2003 compared to $11.1 million for the same period a year earlier. 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 $2.1 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 $0.6 million decline in operating income, a $3.1 million decrease in other income and a $0.2 million increase in interest expense to quarter to quarter. KSU’s operating ratio was 85.1% for the quarter, compared to 86.7% for the same period last year.

CSX Corp.

CSX reported first quarter net earnings of $89 million versus $25 million a year ago. Both quarters include the cumulative effect of a non-cash accounting change 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 84.2 percent compared to 84.2 percent a year earlier.

Operating revenues during the quarter were $3.16 billion, 4 percent higher than first-quarter 2002, while earnings rose 3 percent, compared to the same period in 2002. General merchandise revenues of $208 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 $8.00 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 $275 million after-tax cumulative effect adjustment. This compares to net income of $8.66 per diluted share, or $222 million, in 2002. Excluding Overnite Corporation, UP reported operating income of $369 million compared to $489 million for the same period.

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 87.0% in the same quarter last year.

“The high cost of fuel was the main driver behind our shortfall in earnings this quarter,” said Gene 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 all-time best $31.2 million from $29.8 million last year. Overnite’s operating ratio decreased 0.3 percentage points to 66.3 percent compared to 2002’s ratio of 66.0 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 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 member of BLE Division 35 (Jacksonville, Fla.), having served a term as its Secretary-Treasurer in the late 1980s. 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. Hahn 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 Hahn 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, 2003, 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

Maye 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 Maye 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. “Yank” Thompson, one of 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 1899 International Convention in Detroit.

The BLE is the oldest existing labor organization in the United States.

**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.

**BLE’s 140th anniversary**

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

International President Don M. Hahn—International Office: General secretary, General office duties, MGRs of Trains, Cleveland, Wester, General Counsel, Office, etc. Line Work, MGRs of Trains, Lines, I-80, MGRs of Trains, Lines, NRV, MGRs of Trains, Lines, O, MGRs of Trains, Lines, PRR, MGRs of Trains, Lines, RC, MGRs of Trains, Lines, Stl, MGRs of Trains, Lines, TRC, MGRs of Trains, Lines, WAB, MGRs of Trains, Lines.

First Vice-President & Alternate President Edward R. Bostick—Assisted General President in general operation of ID, BDR, Their Majesties, and BLE’s Officers and Board of Directors.

Second Vice-President—General secretary, General office duties, MGRs of Trains, Lines, BLE’s 140th anniversary is an historic achievement and we are pleased that Marshall has recognized it.”

The home of John C. “Yank” Thompson, one of 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 1899 International Convention in Detroit.

The BLE is the oldest existing labor organization in the United States.

**News Story**

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

---

**SAFETY TASK FORCE HOTLINE**

(800) 306-5414

---

**THE LOCOMOTIVE ENGINEER NEWSLETTER**

Brotherhood of Locomotive Engineers
Since 1863, a Tradition of Forward Thinking

---

**CALENDAR & EVENTS**

**MAY 2003 CALENDAR & EVENTS**

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

Jeffrey Valentine and members of BLE Division 136 welcome BLE and CBIA members to Sparks, Nevada, for the 63rd 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 $49 per night has been secured from May 3 through June 7. Those wishing to contact Chairman Valentine may do so by phone, (775) 837-2015, or by e-mail, <val@asquagas.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 SAMA at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn. (Hotel website: www.grandresorthotel.com). Members can make reservations by calling (866) 257-9752. Room rates are $247.77 per night (plus tax). Registration is as follows: the banquet is on June 19; for details, contact Brother Overton at (866) 954-5027 or by e-mail, warn0719@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 EUA at the Baltimore Hyatt Regency in the inner harbor area of Baltimore. Early bird reservations can be made by calling (410) 528-1224. For more details, contact Brother Cox at (410) 244-6635 or e-mail, exu500@aol.com.

JULY 13-16, 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**

---

---