

THE LOCOMOTIVE ENGINEER NEWSLETTER • JULY 2000

IN THE LINE OF DUTY Wayne A. Connor Sr.

BLE Member Wayne A. Connor Sr., 56, died of injuries sustained in a highway-rail grade crossing collision near East Feliciana Parish, La., on the morning of June 26.

Eight other people were injured in the collision, which happened at 10:45 a.m. A loaded log truck slammed into Connor's Canadian National-Illinois Central locomotive, causing the train's forward locomotive to derail and run into a trackside embankment. Brother Connor was thrown from the cab. He died shortly before 7 p.m. at Baton Rouge General Medical Center, officials said.

Brother Connor was recently elected chairman of the BLE's Louisiana State Legislative Board. He also served as president of Division 914 (Baton Rouge, La.). The fatal collision happened exactly one week after his 56th birthday. He first joined the BLE on Jan. 1, 1979.

He is survived by his wife, Fern Roshto Connor; two sons and daughters-in-law; a daughter; three step-children; and seven grandchildren.

Brother Connor is the first BLE member to be killed in the line of duty this year. In the past 11 years, 34 BLE members have been killed in on-the-job accidents, including 14 in the past three years.

The impact of the collision pushed the log truck into a car filled with five people, all of whom suffered moderate and minor injuries.

Investigators reviewed footage from a video camera mounted inside Connor's locomotive. The footage showed that warning lights for traffic were working at the time of the collision.

A security camera at a plant entrance shows northbound traffic stopping for a train approaching a nearby railroad crossing moments before the

southbound log truck slammed into Connor's locomotive.

Ron Hynes, a railroad accident investigator with the National Transportation Safety Board, said the security camera supports other evidence that shows the warning lights and bells were working immediately before the collision.

The camera's tape also shows that the train's headlights and ditch lights were turned on as the locomotive approached the crossing.

The truck driver, Ronald Dupont, 42, of Simmesport, La., was pinned in the demolished cab of his truck for about two hours.

The train's brakeman, Ronald Graves, 52, of Zachary, La., was treated and released from Lane Memorial Hospital, while the conductor, Charlie Price, 59, of Pride, La., was hospitalized with moderate injuries at Baton Rouge General Medical Center, officials said.

The accident remains under investigation by the National Transportation Safety Board.

Firefighters from East Baton Rouge, East Feliciana and West Feliciana parishes responded to calls for assistance to treat the injured and free the truck driver.

Dupont was conscious throughout the ordeal.

Smoke began pouring from under the truck, but truck drivers who came upon the scene used their fire extinguishers to prevent flames from enveloping the wreckage.

They said a crewman on the locomotive had been thrown from the right side of the train through a window on the left side, while another crewman was hanging out of the same window.

(The Baton Rouge Advocate newspaper contributed to this report.)

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H.R. 4844 marked up in House

Mark-up was expected on July 19 for H.R. 4844 — the long-awaited legislation to provide tax and benefit changes in the Railroad Retirement Act — in the House Transportation and Infrastructure and Ways and Means Committees.

The bill would provide the following benefits for railroad workers: improvement of widows' and widowers' annuities; elimination of the actuarial reduction for railroad workers with 30 or more years of service who retire between age 60 and age 62; a reduction in the number of years required to vest in Railroad Retirement from 10 to five; and elimination of the Railroad Retirement maximum benefit.

Savings for the industry would come from the elimination of the Supplemental Annuity Tax and a reduction of three percentage points in employer Tier II tax

rates, which will be phased in over three years. The bill also would create a "ratchet" for Tier II tax rates beginning in 2003, which is designed to ensure that funds are available in a range between four and six times that required to pay benefits in any given year.

While the BLE has been supportive of the benefit improvements contained in a deal reached earlier this year between 11 unions and the Class I carriers, it has been critical of the tax aspects of the agreement, which would provide the industry with a windfall of over \$400 million annually. The BLE also has opposed any private investment of Tier I taxes.

The benefits provisions of H.R. 4844 deserve favorable consideration and the BLE supports them; however, the language of H.R. 4844 contains a number of

new provisions that did not appear in previous drafts and, therefore, are a source of concern.

First, the bill appears to privatize Tier II, because the Railroad Retirement Investment Trust — the entity that will manage and invest the assets of the Railroad Retirement Trust Fund, which will contain all Tier II revenues not needed to pay current administrative expenses of the Railroad Retirement Board and all Tier I revenues not needed to pay current benefits — is not subject to Title 31 of the United States Code. Thus, the Trust will not be a government agency, as the Railroad Retirement Board currently is, and it is uncertain whether the Trust's sta-

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ATDD, BLE score major legal victory over Norfolk Southern

The BLE, ATDD, and the rest of rail labor scored a major court victory on June 22 as the U.S. Court of Appeals for the Fourth Circuit issued a unanimous decision stating that there is no implied "damages remedy" in the Railway Labor Act available to carriers in the event of a strike over a minor dispute.

Both the ATDD and BLE, as well as

top executives of each organization, were defendants in the case.

The ruling stems from a Sept. 3, 1997 strike by the American Train Dispatchers Department of the BLE against Norfolk Southern (former Southern Railway lines). NS argued it was entitled to damages because the ATDD strike was a minor dispute as defined under the Railway

Labor Act (RLA).

The Court, however, ruled that a "damages remedy" is at odds with the Railway Labor Act.

"The aim of the RLA is to channel the parties' efforts toward resolution of their labor disputes within the Act's carefully

See Legal Victory, Page 8



LEGISLATIVE UPDATE

ARIZONA — After serving as Chairman of the Arizona State Legislative Board for 16 years, Don Bergman chose not to seek re-election. Robert S. Svob Jr., is the newly elected Chairman. However, Brother Bergman will continue to serve the BLE on the issues of fatigue and work/rest cycles.

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CALIFORNIA — Tim Smith, SLBC-CA, reports that Governor Gray Davis has proposed a \$5.3 billion, one-time funding campaign to ease transportation congestion. Nearly \$3 billion will be used for items related to intercity rail or rail transit.

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GEORGIA — Raymond Taylor, SLBC-GA, reports that Georgia is taking steps to make passenger rail an increasingly important part of its transportation future. The state legislature approved \$250,000 to study a connection between Atlanta Airport and the Atlanta-Macon rail line. The legislature also provided \$1.2 million to continue engineering work on the Atlanta-Athens rail corridor.

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IDAHO — Jeff Ramage, SLBC-ID, reports that through the efforts of the BLE, a coalition of rail labor unions was successful in defeating a heavy truck bill in Idaho. If passed, the bill would have allowed trucks with weights up to 129,000 pounds to operate on specific routes in Idaho. Brother Ramage would like to thank the other rail labor unions and organizations for their efforts and support in defeating this legislation.

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ILLINOIS — Through the efforts of Ed Way, SLBC-IL, Illinois enacted a new State Law that exempts Locomotive Engineers and train crew members from being required to show a driver's license to any law enforcement officer in connection with the operation of a locomotive or train within the State. As a result, the Illinois State Legislative Board is having wallet-size cards printed with this information on one side and information from 49 CFR 219.201(b) on the reverse side.

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KANSAS — The Kansas Young Democrats (KYD) has chosen to honor the Kansas Brotherhood of Locomotive Engineers with their *KYD Service Award*. This award is reserved for individuals or groups whose commitment, support and service provided to KYD is unmatched. Congratulations to James Keele, SLBC-KS, and all BLE members in Kansas.

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NEW YORK — John Collins, SLBC-NY, reports that New York State has inaugurated the first of seven new Turboliner trains on the *Empire Corridor*. Funding for the new trains is part of a \$185 million partnership between New York State and Amtrak.

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WEST VIRGINIA — Darrell Blake, SLBC-WV, reports that new legislation taking effect in June 2000, will impose fines for railroad companies that don't clear grade crossings when instructed by emergency officials. A \$1,000 fine

will be levied for the first offense, \$2,000 for the second, and \$5,000 for third and subsequent offenses. For non-emergency situations, trains illegally blocking crossings for more than the 10-minute maximum will be fined \$150 for the first offense, \$250 for the second, and \$350 for third and subsequent offenses.

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FRA REMOTE TECHNICAL CONFERENCE — On July 19, FRA will hold a technical conference on the use of remote control locomotives, focusing on the current status of remote operation and possible developments of guidelines for remote operations.

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STUDY OF TRAIN IDLING HAZARDS — Included in a \$54.7 billion transportation appropriations bill approved by the U.S. Senate is language directing the National Academy of Sciences to conduct a study of the "adverse effects" of idling train engines. The bill would initiate a one-year study

of the "noise impacts of railroad operations, including idling train engines on the quality of life of nearby communities, the quality of the environment (consideration of air pollution) and safety... The report shall include recommendations for mitigation to combat rail noise, standards for determining when noise mitigation is required, needed changes in federal law to give federal, state and local governments flexibility in combating railroad noise, and possible funding mechanisms for financing mitigation projects."

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TRAIN CONTROL PROJECT — The U.S. Department of Transportation has awarded a \$34 million contract to a team lead by Lockheed Martin Corporation to develop and a deploy a Positive Train Control (PTC) system on a 120-mile segment of the Chicago to St. Louis high-speed rail passenger corridor. The system will enable UP's Omaha Center to monitor real time location of trains. The contract award is being made through the North Ameri-

can Joint Positive Train Control Program, a partnership between FRA, Illinois DOT, and AAR.

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SAFETY ADVISORY (roadrailer trailers) — FRA has issued Safety Advisory 99-03A to modify and update previously issued Safety Advisory 99-03 which addressed securement of floor beam cross-members on RoadRailer trailers. The revision addresses securement of lift rods to prevent the highway tandem wheels on these trailers from falling to the rails on moving trains.

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SAFETY ADVISORY (Model B1 Relays) — FRA has issued Safety Advisory 2000-1 addressing safety concerns involving Model B1 relays manufactured by General Railway Signal between the years 1960 and 1985 and their potential to stick and remain in the energized position. FRA determined that the safety of railroad employees and the general public compels the issuance of this Safety Advisory. •

DO BUY

Union-Made Tires: Code's The Key

To make sure we're buying union-made tires for our cars, vans, trucks, motorcycles and other vehicles, we've got to know the code.

Every tire sold in the U.S. must carry a code which identifies, among other things, the company and the plant that made the tire. The code, molded into each tire's sidewall near the wheel-head, looks like this: **DOT AC L9 ABC 0316**.

The two characters (underlined above) that immediately follow "DOT" are the ones to look for to be sure we're buying union-

made tires. They will be either two letters or one letter and one number.

Besides appearing on company-name brands, each plant's code(s) also appear on "associate" and "private" brand tires made in that plant. Some of the "associate" and "private" brands are included in the list below.

The list, alphabetical by company-name brand, is compiled from information supplied by the United Steelworkers (USWA) and the union's Rubber/Plastic Industry Conference.

Brand(s)	Code(s)	Company/Location (Owner)(USWA Local)	Brand(s)	Code(s)	Company/Location (Owner)(USWA Local)
B.F. Goodrich T.A. Radials, All-Terrain Radials, X-rated and high performance radials	BE	Uniroyal Goodrich, Tuscaloosa, Ala. (Michelin)(351L)	Dunlop, Centennial, Remington, Sumitomo	DB	Dunlop Tire Co. Huntsville, Ala. (Sumitomo)(915L)
B.F. Goodrich, American, Auropar, Cavalier, Plisk, Kirkland, Motor Master, Nutral, Phantom, Regal, Riken, Uniroyal	BF	Uniroyal Goodrich, Woodburn, Ind. (Michelin)(715L)	Goodyear	JJ, MD, PU	Goodyear Tire & Rubber Gadsden, Ala. (12L)
Bridgestone, Firestone	VE, YE, YU, EB	Bridgestone/Firestone Des Moines, Ia. (Bridgestone)(310L)	Goodyear	JN, MJ, PY	Goodyear Tire & Rubber Topeka, Kan. (307L)
Bridgestone, Firestone	VD, YD, YT, 7B	Bridgestone/Firestone Decatur, Ill. (Bridgestone)(713L)	Goodyear	JE, MC, PT	Goodyear Tire & Rubber Danville, Va. (831L)
Bridgestone, Firestone	2M, 3M	Bridgestone/Firestone Bloomington, Ill. (Bridgestone)(787L)	Goodyear	JT, MK, TA	Goodyear Tire & Rubber Union City, Tenn. (878L)
Bridgestone, Firestone, Dayton, Cornell	HY, H8, 1C	Bridgestone/Firestone Oklahoma City, Okla. (Bridgestone)(998L)	Kelly-Springfield, Douglas, Hallmark, Lee, Monarch, Star	JH, MN, PN	Kelly-Springfield Tire Co. Freeport, Ill. (Goodyear)(745L)
Bridgestone, Firestone	D2, E3, W1, Y7	Bridgestone/Firestone Laverne, Tenn. (Bridgestone)(1055L)	Kelly-Springfield, Douglas, Hallmark, Lee, Monarch, Star	JP, MP, PL	Kelly-Springfield Tire Co. Tyler, Tex. (Goodyear)(746L)
Bridgestone, Firestone	2C, 4D, 5D	Bridgestone/Firestone Morrison, Tenn. (Bridgestone)(1155L)	Kelly-Springfield, Douglas, Hallmark, Lee, Monarch, Star	JF, MM, PJ	Kelly-Springfield Tire Co. Evetttsville, N.C. (Goodyear)(959L)
Continental, General	A9	General Tire Bryan, O. (Continental)(890L)	Pirelli, Armstrong	CH	Pirelli Armstrong Hanford, Calif. (Pirelli Group)(703L)
Continental, General, Hoosier	AC	General Tire, Inc. Charlotte, N.C. (Continental)(850L)	Uniroyal, Sport Kings B.F. Goodrich, Delta, Sears Roadhandlers,	AN	Uniroyal Goodrich Opelika, Ala. (Michelin)(753L)
Continental, General, Hoosier	AD	General Tire, Inc. Mayfield, Ky. (Continental)(665L)	Yokohama, Mohawk	CC	Yokohama Tire Corp. Salem, Va. (Yokohama Rubber Co.)(1023L)
Cooper, Falls Mastercraft	UP	Cooper Tire & Rubber Findlay, O. (207L)	CANADA		
Cooper, Falls Mastercraft	UT	Cooper Tire & Rubber Texarkana, Ark. (752L)	B.F. Goodrich, Cavalier, Uniroyal	BH	Uniroyal Goodrich Canada Richmond, Ont. (Michelin)(677L)
Denman	DT	Denman Tire Corp. Warren, O. (Pender Capital)(90L)	Goodyear	JU, PC, UK	Goodyear Canada, Inc. Medicine Hat, Alta. (Goodyear)(628L)
Dunlop, Centennial, Remington	DA	Dunlop Tire Co. Buffalo, N.Y. (Sumitomo)(135L)	United	DS	United Tire & Rubber Co. Revdale, Ont. (687L)

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

MAY/JUNE 2000

BLE SENIOR REPORT

Members should closely review Form BA-6

Each year, the U.S. Railroad Retirement Board prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year.

The forms will be mailed to employees by the Board during the latter half of June. While the Board has made every effort to compile and keep current a file of the addresses of all active railroad employees, employees for whom compensation was reported in 1999, but who have not received a Form BA-6 by mid-July, or need a replacement, should contact the nearest Board field office.

Form BA-6 provides employees with a record of their railroad retirement service and compensation. While the form has no cash value, the information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits.

It is important that employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form. In checking the 1999 compensation total, employees should be aware that only annual earnings up to \$72,600 were creditable for railroad retirement purposes in that year, and that \$72,600 is the maximum amount shown on the form.

To assist employees in reviewing their service credits, the form also shows service credited on a month-by-month basis for 1998, 1997 and 1996, when the creditable compensation maximums were \$68,400, \$65,400 and \$62,700, respectively. In addition, the form identifies the rail employers reporting the employee's 1999 service and compensation.

Besides the months of service reported by rail employers, Form BA-6 shows the number of any additional service months deemed by the Board. Deemed service months may be credited under certain conditions for an employee who did not work in all 12 months of the year, but had creditable tier II earnings exceeding monthly prorations of the creditable tier II earnings maximum for the year. However, the total of reported and deemed service months may never exceed 12 in a calendar year; and no service months, reported or deemed, can be credited after retirement, severance, resignation, discharge, or death.

In addition to regular compensation which generally yields service months credits,

the form shows miscellaneous compensation, such as taxable sickness payments.

The Form BA-6 also shows the cumulative amount of tier II railroad retirement payroll taxes paid by the employee over and above tier I social security equivalent payroll taxes. While the Board does not collect or maintain payroll tax information, the Board computes this amount from its compensation records in order to advise retired employees of their payroll tax contributions for Federal income tax purposes.

For employees who received separation or severance payments, the form, in the section designated "Taxable Amount," shows the amounts

of any separation allowance or severance payments that were subject to railroad retirement tier II taxes. This information is shown on the form because a lump sum, approximating part or all of the tier II taxes deducted from such payments made after 1984 which did not provide additional tier II credits, may be payable by the Board upon retirement to employees with 120 months of service, or to survivors if the employee dies before retirement. The amount of an allowance included in an employee's regular compensation is shown under "Compensation Amount."

An employee who receives Form BA-6 with an incorrect


name, address, date of birth or social security number can have the information corrected by contacting the nearest Board field office. If there is a name difference, an employee should be aware that the form may not show his or her full surname if the surname exceeds 10 letters, "Junior" or "Senior" was used with the surname, or the employee first worked for a railroad in 1999. Employees may also contact a Board field office to request a detailed breakdown, by year, of all railroad service and compensation credited to them.

Employees can locate the nearest field office by visiting the Board's Web site at www.rrb.gov, looking in the

telephone directory under "United States Government." In addition, a toll-free automated Help Line is available 24 hours a day, seven days a week, at (800) 808-0772.

Any other discrepancies in Form BA-6 should be reported promptly in writing to: Protest Unit-ESTC, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611-2092. The employee must include his or her social security number in the letter. The Form BA-6 also explains what other documentation and information should be provided. The law limits to four years the period during which corrections can be made. •

FORM BA-6 (5-00)



U.S. RAILROAD RETIREMENT BOARD

C. T. Thomas, V. M. Speakman, Jr., J. F. Kever

Members

JJ JONES

12 CENTRAL AV

CENTRAL CITY, IL 60000-0000

CERTIFIED

1999 CERTIFICATE OF SERVICE

MONTHS AND COMPENSATION

SERVICE AND COMPENSATION REPORTED

FOR PERIOD ENDING DECEMBER 31, 1999

YEAR	SERVICE MONTHS PROFILE												TOTAL MONTHS FOR YEAR			REGULAR COMPENSATION	MISCELLANEOUS COMPENSATION
	J	F	M	A	M	J	J	A	S	O	N	D	REPORTED	DEEMED	TOTAL		
1999	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	55,000	
1998	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	50,000	
1997	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	45,000	
1996	1	1	1	1	1	1	1	1	1	1	1	1	12	**	12	40,000	

CAREER TOTAL RETIREMENT RECORD						
SERVICE MONTHS			REGULAR COMPENSATION	MISCELLANEOUS COMPENSATION	EMPLOYEE CONTRIBUTION	
REPORTED	DEEMED	TOTAL				
123	**	123	375,250.00		18,387.25	

SEPARATION ALLOWANCE/SEVERANCE PAYMENT ON RECORD FOR REVIEW PERIOD		
YEAR	TAXABLE AMOUNT	COMPENSATION AMOUNT
1999		
1998		
1997		
1996		

CAREER TOTAL SEPARATION ALLOWANCE/SEVERANCE PAYMENT RECORD	
TAXABLE AMOUNT	COMPENSATION AMOUNT

YOUR 1999 REPORTING EMPLOYER(S)

The service and compensation shown on this form for 1999 were gathered from a report(s) received from the following employer(s):

MIDWEST RR CO

RRB OFFICE SERVING YOUR AREA:

122 MAIN STREET

CENTRAL CITY, IL 60000-0000

PHONE (123) 456-7890

SOUTHEASTERN MEETING ASSOCIATION



From left: The late Wayne Connor, Louisiana State Legislative Board Chairman; T ommy Mayne, K entucky State Legislative Board Chairman; and J .L. Saunders, Local Chairman of BLE Division 321 in Charleston, S .C. Brother Connor attended the SMA convention just days before his fatal collision involving a log truck (see page 1 for obituary).



Kentucky State Legislative Board Chairman Tommy Mayne welcomes convention attendees to his home state and introduces keynote speaker Scotty Baesler (see page 5).



From left: Flag bearers during the GIA processional included Kathy Rupp; Brenda Mears; Mary Lee Kennedy, GIA Sentinel; Delaine Morris, president of GIA Auxiliary 7 in Atlanta; and Jewell Graben, GIA Vice-President.

73rd annual SMA

The 2000 Southeastern Meeting Association was held June 18-21 in Louisville, Ky., at the Galt House East hotel. Several hundred BLE members and their families attended the convention, which included a keynote address by Democratic congressional hopeful Scotty Baesler, a one-time member of the U.S. House who is seeking reelection this fall. Members also visited the Louisville Slugger baseball bat factory and the famous Churchill Downs race track. Next year, the 74th annual SMA will be held in Pine Mountain, Ga., at Callaway Gardens. Chairman W.J. Spriggs Jr. and members of BLE Division 779 (Manchester, Ga.) are hosting the event. The convention is tentatively scheduled for June 24-28, 2001. More details to come when available.



These BLE members and their wives pay close attention to a speech delivered by BLE First VicePresident & Alternate Resident Jim McCoy. They are, from left: John Rupp (partially obscured), Local Chairman of Division 74 (Harrisburg-Enola, P a.); Buddy White, Division 696 (Atlanta); Sue White; Jackie Mears, Division 267 (Asheville, N.C.); Brenda Mears; Melanie Cogburn and R.S. Cogburn, Division 85 (Columbia, S .C.).

LOUISVILLE, KY.



From left: Grand International Auxiliary President Ruth E. Pillman-Windham; GIA Guide Janie Wallace; and GIA Vice-President Jewell Graben, preparing to march down the aisle as part of the SMA's annual flag presentation ceremony.



The keynote speaker at the convention's opening ceremonies was Scotty Baesley, a former member of the U.S. House of Representatives for Kentucky who lost a tightly-contested race for the U.S. Senate in 1998. Baesley, a Democrat, is now locked in a tough race to win his Sixth District House seat back from incumbent Republican Ernie Fletcher of Lexington. Seated to the right is SMA Convention Chairman Jim Goodman.



John Conklin, Operating Practices Specialist for the Federal Railroad Administration, gives members a brief presentation on the changes to locomotive engineer certification regulations. The new regulations became effective at the beginning of this year.



From left: International Vice-President William C. Walpert; International Vice-President & U.S. National Legislative Representative Leroy D. Jones; International Vice-President Paul T. Sorrow; General Secretary-Treasurer Russ Bennett; and First Vice-President & Alternate President James L. McCoy.



From left: Rick Skidmore, Local Chairman of BLE Division 782 in Etowah, Tenn., and John Norman, BLE Division 239 in Knoxville, Tenn.



The ballroom was filled with members who turned out for the opening ceremonies.

BLE NEWS

BLE officers receive labor degrees

Three BLE local chairmen recently celebrated milestones in their lives by graduating from the National Labor College in Silver Spring, Md.

On June 24, R.J. Darcy of Division 373 (Trenton, N.J.), Mike Thiellen of Division 622 (Alliance, N.E.) and Bob Shaw of Division 292 (Beach City, Ohio) received Bachelor of Arts degrees from the National Labor College, which is on the campus of the George Meany Center.

All three received their degrees in labor studies. "These three local chairmen are to be commended for their hard work and dedication to their studies," said BLE President Edward Dubroski. "They combined this dedication to their studies with their dedication to their members. This is an admirable feat."

All three Brothers submitted senior projects that were received with honors by the college administration.

"It was an excellent course of study," Brother Shaw said. "The environment was nurturing but intense."

Shaw said there's increasing interest among the administration of the National Labor College in information pertaining to the Railway Labor Act. His senior project highlighted this interest and presented new curriculum material under the Railway Labor Act, which covers both the airline and railroad industries.

Shaw is a Wheeling & Lake Erie locomotive engineer. He began his railroad career in 1971 and earned his promotion to engineer in 1974. The BLE organized the W&LE property in 1992, and Shaw first joined the BLE in 1984.

Richard Darcy has worked for five different railroads over his 26-year career in engine service. He hired on the Central Railroad of New Jersey in 1974 as a fireman, was furloughed, then hired by the Penn Central. He was promoted to engineer in 1976 and has

spent the past 15 years running passenger trains for New Jersey Transit.

Darcy was elected to office of local chairman of Division 373 in December 1997. On July 11, of 1998, he attended the BLE Local Chairman's Workshop at the George Meany Center in Silver Springs, MD. Upon returning to his duties as Local Chairman, he enrolled in the National Labor College Bachelors Degree program at the George Meany Center. After two years of working full time, studying nights and weekends, Darcy finally completed all course requirements for a Bachelors Degree in Labor Studies.

"It is a proud moment for my family, my division, and the 93 members of the NLC class of 2000," Brother Darcy said. "With the support of my family and friends and the encouragement of many good union brothers and sisters I hope to spend the remainder of my working days returning something to the craft and organization that made my dreams a reality."

"The BLE officers and the George Meany Center staff who organized the Local Chairman's workshop, created a vision of union success in the 21 participants. I believe that the labor education of our current representatives and their replacements is key to the survival and growth of our organization. For every dollar we invest in labor education there will be a tenfold return to our members."

"No representation campaign has a chance on a property with a strong organizational structure already in place. Our organization's strength lies in the ability of its members and representatives to grasp their roles in today's labor movement. For Division 373, the education began on July 11, 1998."

Mike Thiellen always wanted to earn a college degree. He took a few



From left: R.J. Darcy, M.J. Thiellen, BLE Regulatory Affairs Coordinator Bob Harvey and R.G. Shaw

college courses years ago but never finished after joining the railroad industry.

"The National Labor College is a way to fulfill your dream of completing a college education other than the traditional method," Thiellen said. "It's a program designed for unionists."

"I feel the important message is for our members to know this college degree program is out there and available to them. I'm sure there are some others out there who would utilize it if they knew about it."

While on the campus of the Meany Center, Thiellen said he was proud to be a member of the BLE because the union is so heavily involved in the AFL-CIO.

"The BLE is slowly becoming more than just a voice for railroaders," he said. "Through the AFL-CIO, we're

speaking for the betterment of all workers."

In the end, Thiellen says the program was worth it, and suggests all BLE members take advantage of the opportunity.

"There's no question I'm a better local chairman as a result of the education I received," he said. "I can't think of a day that goes by that I don't use something I learned."

"You're so much better prepared to recognized what management is trying to do at the negotiating table. You're better equipped to handle it and fight the fight."

"Education is the key for us to win our battles," he continued. "I wish I could personally take every BLE member to the George Meany Center. I often think how great our union could become. Nothing could stop us." •

BLE recognizes 50-year employee Aud Balogh

A testament to dedication and loyalty in the workplace, BLE employee and Honorary Member Audré H. "Aud" Balogh celebrated 50 years of employment with the Brotherhood of Locomotive Engineers on June 23.

In a brief ceremony held at the BLE's International Division in Cleveland, Balogh was presented with a Brass Bell by General Secretary-Treasurer Russ Bennett as a token for his years of loyal service.

Brother Balogh hired out as a carpenter for the BLE's Building Association and received his first BLE paycheck on June 23, 1950. He followed in the footsteps of his father, Frank Balogh, who worked for 22 years as a carpenter for the BLE.

Brother Balogh was eventually promoted to Building Superintendent, but is proud of the work he per-

formed as a craftsman on the BLE's Engineers Building and Standard Building. He is currently Coordinator of Purchases & Supplies for the BLE's Building Association.

"It is rare in today's society for employees to spend so many years with one employer," said BLE International President Edward Dubroski. "The Brotherhood of Locomotive Engineers is truly blessed to have such an employee in Aud Balogh. On behalf of the 59,000 men and women of North America's senior rail labor organization, I thank Brother Balogh for his loyalty and dedication."

The BLE's Advisory Board granted Balogh honorary membership in the BLE on October 16, 1989. Balogh is one of only 14 honorary members in the 137-year history of the BLE. He was nominated for honorary membership by B.G. Crawford, a member

of BLE Division 597.

"Notwithstanding his love for our industry, he possesses an unparalleled knowledge of the railroad, its operation, rules, regulations, and much of its physical plant," wrote Crawford in a letter nominating Balogh for honorary BLE membership. "He is a collector of railroad memorabilia and belongs to not less than three railroading historical societies. His knowledge of the 'past' Engineers Building and the 'present' Standard Building, their construction, design, costs, materials, use and history are beyond comprehension."

Balogh was overwhelmed with the honor of becoming an honorary BLE member.

"I have three loves of my life my God, my wife and family, and this great Brotherhood of Locomotive Engineers," Balogh said. •

Nominations for division officers begin in September; election in December

As outlined in Section 7(a) of the BLE Constitution & By-laws (page 64), nominations for BLE division officers will be held at the first regular meeting in September.

The Secretary-Treasurer of each division will post a notice stating the date, time and location of the September meeting (the notice may also be mailed). A member may be

nominated for office whether he/she is at the meeting or not, but he/she must be a member in good standing at the time of nomination.

The election of officers will

be held at the first division meeting in December. Another notice will be posted stating the date, time and location of this meeting. At least 15 days before the meeting, the S-T will

mail the printed ballot along with envelopes to each division member. After voting, the ballot can be mailed to the post office box for the division. The ballots will be counted at the December division meeting. •

New UP GCA structure now in place

General Committees of adjustment reduced from 11 to six in streamlining move

Earlier this year, BLE members working for North America’s largest railroad voted to change their General Committee structure to reflect the impact of recent mergers involving the Union Pacific Railroad. The new structure is now in place, and general committee officers have been elected.

Union Pacific gained its titanic status through various mergers and acquisitions over the past few years, most notably the 1995 take-over of Chicago & NorthWestern and the 1997 acquisition of Southern Pacific. Prior to UP’s merger mania, BLE members on UP’s predecessors were represented by 11 separate general committees of adjustment.

The resulting GCofA structure was cumbersome and not cost effective. In approving the

various UP mergers, the U.S. Surface Transportation Board used its “cram down” policy to force consolidation of various seniority districts and the elimination of a number of collective bargaining agreements. This “cram down” resulted in overlapping jurisdiction for several general committees.

In a December 30, 1999, letter to all BLE members on the UP, International President Dubroski proposed a modification to improve the UP general committee structure. The President’s proposed changes were approved by an overwhelming 82.54 percent of the rank-and-file UP members.

“While no one likes change — it creates much pain — we

simply have to restructure our general committees for reasons of economy, efficiency, sound business principles and effective representation,” the BLE President wrote.

“The maintenance of 11 separate committees, or even more as some suggest, is too costly and would require increases in dues or even debt. Furthermore, the committees must be formed in a fashion that can provide strong, adequate and unsplintered representation for all members within their geographic jurisdiction.

“Only through... change... could we be reasonably assured of a financially stable, healthy organization on Union



Pacific that will meet the present and future needs of you, the members, in negotiating agreements and enforcing them.”

The new structure consists of six different general committees of adjustment. The general chairmen who lead these six restructured committees are as follows:

- UP Northern Region GCofA (former CNW) is chaired by Bruce D. MacArthur;
- UP Eastern District GCofA is chaired by Michael Young;
- UP Western Region GCofA is chaired by Marv Mitchell;
- UP Western Lines GCofA is chaired by Lee Pruitt;
- UP Southern Region GCofA is chaired by Gil Gore; and

• UP Central Region GCofA is chaired by Charlie Rightnowar.

Brother Gore is the only newly-elected general chairman. The other five were incumbents from former GCofAs.

The six restructured GCofAs were formed from the following:

Denver & Rio Grande Western Railway, the St. Louis Southwestern Railway, the Southern Pacific Transportation Co. (Eastern Lines), the Southern Pacific Transportation Co. (Former PE Lines), the Southern Pacific Transportation Co. (Western Lines), the SPCSL, Union Pacific Southern Region, UP Eastern Region, UP Central Region, UP Western Region, and the former Chicago & North Western Transportation Co. •

PRE-REGISTRATION FORM 65TH S.W.C.M

NAME _____
SPOUSE _____
COMPLETE ADDRESS _____

ZIP _____
RAILROAD & DIV. NO. _____
UNION TITLE _____
GIA DIV. NO. & TITLE _____
CONVENTION FEE: **\$75.00** PER PERSON _____ PERSONS= _____

MAKE CHECKS PAYABLE TO: 65th S.W.C.M. TOTAL= _____

SEND PRE-REGISTRATION TO: J.A. KEELE, REGIONAL TREASURER, 28420 OLD KANSAS CITY RD., PAOLA, KS 66071.

**PRE-REGISTRATION IS DUE BY SEPTEMBER 5, 2000.
REGISTRATIONS RECEIVED AFTER THAT DATE AND ON SITE AT THE CONVENTION WILL HAVE AN ADDITIONAL \$25.00 PER PERSON CHARGE FOR A TOTAL OF \$100.00 PER PERSON CONVENTION FEE. IF YOU DO NOT ATTEND THE CONVENTION YOUR MONEY WILL BE REFUNDED UPON WRITTEN REQUEST TO THE TREASURER.**

CHECK THE EVENTS YOU WISH TO ATTEND:

Monday: ___ Old St. Charles/Station Casino or ___ Museum of Transportation
___ Designated Counsel Reception

Tuesday: ___ BRCF Luncheon ___ BLE-GIA Banquet

Wednesday: ___ Designated Counsel Luncheon ___ Cardinals Baseball Game

Thursday: ___ Designated Counsel Luncheon ___ GIA Trip ___ Reception

Dubroski addresses British locomotive engineers union

BLE International President Edward Dubroski addressed the Associated Society of Locomotive Engineers and Firemen at the union’s 120th annual convention in London, England, on June 15.

The BLE’s British counterpart, the ASLEF represents locomotive engineers and firemen in Great Britain. Dubroski was invited to speak as a guest of the ASLEF after a delegation of ASLEF representatives visited the BLE’s International Division in Cleveland late last summer.

Dubroski’s speech focused on the challenges facing rail labor, such as new technology, in the wake of international railroad mergers and multi-national railroad ownership.

“A number of U.S. railroads are heavily invested in railroads outside the States. As an example, I would point to the Wisconsin Central Railroad, which has ownership interests in New Zealand, and in the English, Welsh and Scottish Railway.

“Because labor laws pertaining to union rep-

resentation in New Zealand differ from the United States, the Wisconsin Central is using that country as a proving ground for remote control locomotive and engineer-only crew operations, for introduction in the U.S. when the bugs are worked out...

“The challenge before us today is to expand our horizons to meet the employers on the new, enlarged field of battle they have created. That means building ties among unions representing railroad workers that span the world. Through international solidarity we can strengthen ourselves at home.

“We must build relationships and exchange information and views, for the betterment of North American engineers and British drivers alike...

“During the past year, we have begun to forge those bonds...

“The best defense against the tyranny of international capital is through international labor solidarity, and I thank you for accepting the BLE as a partner in this endeavor.” •

BLE NEWS

Bill to alter Railroad Retirement introduced

Railroad Retirement

Continued from Page 1

tus is as secure as the Railroad Retirement Board is today.

Second, payment of Railroad Retirement benefits would no longer be made by the U.S. Treasury, at the direction of the Railroad Retirement Board. Instead, the Railroad Retirement Board, in consultation with the Railroad Retirement Investment Trust, will retain a non-governmental financial institution to serve as disbursing agent for benefits. That disbursing agent will receive Tier I and Dual Benefit Payment benefits from the Treasury, at the direction of the Railroad Retirement Board, and Tier II and Supplemental Annuity benefits from the Railroad Retirement Trust Fund, and will make payments to all annuitants.

Third, there remains a question concerning investment of Tier I — or Social Security Equivalent Benefit Account (SSEBA) — funds. Today, that portion of SSEBA required to pay current benefits is kept liquid, and no Railroad Retirement funds may be in-

vested, except in securities backed by the full faith and credit of the federal government. Section 107(c) of the bill would require the transfer of that excess into the Railroad Retirement Trust Fund, and appears to keep the present limitation on investment. This raises questions why this provision is necessary.

There also is a series of questions concerning liability and enforcement that need to be aired. The Railroad Retirement exemption from ERISA is continued, with a new legal standard and provisions for providing liability insurance for trustees. Who has standing to bring a lawsuit against the trustees: the Railroad Retirement Board; the industry; unions; individual retirees? We simply don't know, because the bill is unclear.

Until hearings are held and the issues with which we are concerned are taken up in public debate, it will not be possible for the BLE to evaluate whether those concerns have been addressed and, if so, the adequacy of their treatment. The bill will be marked-up in the House without hearings, but the Senate is expected to hold hearings when it takes up the legislation. •

Legal Victory

Continued from Page 1

devised framework,” the Court said in its decision. “If we imply a statutory damages remedy in the case of minor dispute strikes, the parties will be drawn into contentious and time-consuming litigation in a separate venue when they should be devoting their energies to face-to-face bargaining or arbitration to resolve the underlying labor dispute. In short, litigating about damages in a judicial forum would divert the parties’ attention from the Act’s comprehensive process for dispute resolution.”

The Court also said that giving carriers a statutory right to damages following strikes over minor disputes would upset the balance of power Congress sought to create when it enacted the Railway Labor Act in 1934.

SAFETY TASK
FORCE HOTLINE

(800) 306-5414

Report major accidents when they happen

JULY 2000
CALENDAR & EVENTS

SEPTEMBER 15... Railroad Retirement Board Informational Conference in Spokane
The U.S. Railroad Retirement Board will conduct a free informational conference in Spokane, Wash. On-site registration begins at 8 a.m. with sessions starting promptly at 8:30 a.m. All sessions end at 12:30 p.m. To be held at the Airport Ramada Inn, Spokane International Airport. For more details, visit the RRB website at <http://www.rrb.gov>; or call the toll-free RRB Help Line at: (800) 808-0772.

SEPTEMBER 15... Railroad Retirement Board Informational Conference in Sacramento
The U.S. Railroad Retirement Board will conduct a free informational conference in Sacramento, Calif. On-site registration begins at 8 a.m. with sessions starting promptly at 8:30 a.m. All sessions end at 12:30 p.m. To be held at the Radisson Hotel, Highway 160 at Canterbury Rd., 500 Leisure Lane.

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.

OCTOBER 13... Railroad Retirement Board Informational Conference in Fort Worth
The U.S. Railroad Retirement Board will conduct a free informational conference in Fort Worth, Texas. On-site registration begins at 8 a.m. with sessions starting promptly at 8:30 a.m. All sessions end at 12:30 p.m. To be held at the Holiday Inn South, 100 Alta Mesa East Blvd.

JUNE 24-28, 2001... 74th Southeastern Meeting Association in Pine Mountain, Ga.
At the beautiful Callaway Gardens resort. See page 4 of this issue for details.

Advisory Board June 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; IWC, Jackson Hole, Wyo.; Annual assembly of delegates-Associated Society of Locomotive Engineers & Firemen, London, England; Attended various mtgs./functions-with RMT/TSSA, IFT, and TUC; EUMA, Niagara Falls.

First Vice-President & Alternate President James L. McCoy—International Office. Assisted president supervising BLE activities; FVP duties, contacted GCs, SLBCs, telephone calls, correspondence, etc.; IWC, Jackson Hole, Wyo.; Vacation; SMA, Louisville; EUMA, Niagara Falls.

General Secretary-Treasurer Russ Bennett—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; IWC, Jackson Hole, Wyo.; SMA, Louisville; EUMA, Niagara Falls; FRA Roundtable; AFL-CIO human resources mtg.

Vice-President Paul T. Sorrow—General office duties; Assisted GTW, NS and CSX committees; Worked with GTW committee on seniority rules and other matters under litigation; SMA, Louisville; Mtg. w/ NS-northern lines GCofA; Worked on CSX single agreement issues.

Vice-President Joseph A. Cassidy Jr.— General office duties; Mtg. w/ Delaware & Hudson Rwy.; Mtgs. w/ members of Division 521; Mtgs. w/ NYS&W GCofA; Mtgs. w/ Elgin, Joliet & Eastern Rwy. & EJ&E GCofA; EJ&E grievance mtg.; NYS&W contract negotiations; Mtg. w/ NYS&W grievance cmte.; Prepare for arbitration; study & paperwork; St. Lawrence & Hudson Rwy.; PLB 6145; Springfield Terminal Rwy.; EUMA, Niagara Falls; General office duties.

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.; IWC, Jackson Hole, Wyo.; Kansas City Southern GCA mtg., Bossier City, La.; Attended joint mtg. of Divisions 599 and 632, Shreveport, La.; SMA convention and local chairman workshop, Louisville; Grievance mediation on UP, Omaha; LC workshop for NS-Northern Lines GCA; EUMA and LC workshop, Niagara Falls.

Vice-President Edward W. Rodziewicz— General office duties; CSX-Northern Lines-GC merger, Jacksonville; Norfolk Southern-Eastern region, Imperial; Passenger/commuter issues & recommendations, Philadelphia; NS-Eastern region, Imperial; Assignment under direction f President Dubroski, Houston & El Paso; NS-E mtg. w/ Vice General Chairman Thompson, Imperial; EUMA, Niagara Falls.

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; KCS hub mtg., Thompson & Rightnowar; IWC, Jackson Hole, Wyo.; Portland Zone 2 & 3 mtg.; UP/SP merger, G.C. Mitchell; SP-East, Houston; PLB-6310, G.C. Poe; UP-South Issues conf. G.C. Slone.

Vice-President Richard K. Radek— International Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); NRAB arbitration; National Academy of Arbitrators seminar; IWC, Jackson Hole, Wyo., engineer cert. regs. workshop; IHB general assistance, Chicago; Section 152 Sixth Conference, WC, Rosemont, Ill.; SMA, Louisville; UP-W arbitration prep., NY Dock Arbitration, L.A. hub; General assistance/section 3 committee working group, BRC, arbitrator pay system conf.; Local chairman training class, EUMA, Niagara Falls.

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; General office duties; IRR contract negotiations w/ Gen. Chair C. Roy; IWC, Jackson Hole, Wyo.; I&MRL negotiations; UP-East Lines mtgs. w/ G.C. M. Young, UP work-rest project; PLB 5721, CP Rail; UP-East PLB 6040 hearing-discipline cases.

Vice-President & Canadian Director Gilles Hallé—Ottawa Office; CN charity fund mtg.; Mtg. w/ CN Rail; M. Sarrazin golf tournament; CN/Via Rail arbitration; CN West GCofA mtgs.; CCROU mtg.; Mtg. w/ Brad Wood; Mtg. at Minister of Transportation; Mtg. w/ CN Rail-BMW.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; Canadian National Legislative Board; Mtg. w/ BMW&E and United Farmers; Mtg. w/ Transport Canada, re: CNR TIBS equipment; AAR safety conference; Conf. call crossing safety; Mtg. BLE Canada in Quebec City; Rail Safety consultative cmte. mtg.; Conf. call w/ CP Rail; CLC regulatory affairs cmte. mtg.; Board of Trustees LTD mtgs.; CPR fatigue management mtg.; CPR/CNR CTA mtg.; CNR disability case management mtg.; Transport Canada, trespassing crossing mtg.

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Brotherhood of Locomotive Engineers

Since 1863, a Tradition of Forward Thinking

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