

THE LOCOMOTIVE ENGINEER NEWSLETTER • AUGUST 2003

BLE Rail Traffic Controllers end strike at CP Railway

Seven-week strike/lock-out ends with improved pay, benefits

BLE-Rail Canada Traffic Controllers ratified a contract on August 5 with Canadian Pacific Railway, ending a seven week strike.

The contract was ratified by a 75 percent majority and more than 200 RCTC members returned to work on August 9.

"Ratification gets our members back to work and we are happy about that," said BLE Special Representative Darrell Arnold. "While many of our targeted improvements have been met, the strike has taken its toll on the union/management relationship. The company has made a solid commitment to

address several of the outstanding issues and they have assured us that work will get underway immediately."

The agreement, which extends to December 31, 2005, provides for wage, pension and benefit improvements. RCTC members will see the collapse of their rate levels into two for RTC and additional yearly wage increases over the next three years.

The company has realized work rule flexibility will help to improve rail traffic control.

"Our members did not strike for the sake of striking Canadian Pacific Railway," BLE-RCTC General Chairman

Jim Ruddick said. "This was a strike based on principles and respect. Some of the issues our members walked the picket line for could have had an effect on all railway unions.

"When our members on CP Rail start returning to work on Saturday, August 9, they can hold their heads high for their solidarity, convictions and commitment towards a just cause. Our negotiating committee is pleased to see our members returning to work and welcomes the commitment made by both the company and the union to

See Rail Traffic Controllers, Page 8

BLE-IBT merger documents now available online

July 22 is "mailing date"

Documents governing the proposed BLE-Teamsters merger are now available in the members area of the BLE website, in line with Section 1(e)(2) of the BLE Constitution & Bylaws.

The documents, unanimously approved by the BLE Advisory Board on July 11, were mailed on July 22 to the general chairmen, state and provincial legislative chairmen, Advisory Board, and division presidents, also in keeping with Section 1(e) (2).

July 22 will be the "mailing date" that will trigger the sequence of events leading to a vote by the membership.

The documents include: Merger Agreement; IBT Constitution; IBT Rail Conference Bylaws; Brotherhood of Locomotive Engineers and Trainmen Bylaws; Teamsters Canada Rail Conference Bylaws; Teamsters Canada Bylaws; and the Advisory Board Resolution Approving Merger.

A password for the members' area is required to view the documents at: <<http://www.ble.org/members/merger>>. •



IBT-IBLE organizes another shortline

Persistence paid off again as the joint IBT-IBLE Rail Operating Employees' Council scored another shortline organizing victory, this time on the St. Lawrence & Atlantic Railroad (SL&A).

In the last 12 months, the BLE has organized four shortline properties — the Utah Railway, the Iowa, Chicago & Eastern Railroad (IC&E), the Indiana Southern Railroad, and the Texas-Mexican Railway (Tex-Mex).

By a vote of 22-1, operating employees at the SL&A chose the BLE over the United Transportation Union. The National Mediation Board certified election results on August 1.

BLE International President Don M. Hahs first and foremost thanked employees at the SL&A for working with the BLE throughout the organizing drive and for selecting the BLE as their designated collective bargaining representative.

He also praised Tommy Miller, BLE Director of Organizing; John Mullen, Shortline Director; and John Brown, Vice-Chairman of the Springfield Terminal/Delaware & Hudson General Committee of Adjustment, for their efforts in making the organizing campaign a success. He recognized SL&A employees Jeremy Collice and Maurice

Lemieux, who is now the acting Local Chairman on the property. President Hahs also acknowledged General Secretary-Treasurer Bill Walpert, who heads the BLE's Department of Organizing, Mobilizing, and Strategic Planning.

A part of the Genesee & Wyoming shortline network, the SL&A operates over 260 miles of mainline track between Portland, Maine, and Ste. Rosalie, Quebec. The SL&A crosses the international border at Norton, Vt., and interchanges with the Canadian National (CN) at Ste. Rosalie. It carries a variety of commodities including the

BLE, Springfield Terminal/D&H reach five-year agreement

The Brotherhood of Locomotive Engineers and the Springfield Terminal Railway reached a new five-year contract agreement in May, which provides for improved health care provisions and a 15 percent pay increase over the life of the deal.

BLE International President Don Hahs congratulated the bargaining

team for their hard work in bringing the negotiations to a successful conclusion. The deal was negotiated over a two-year period by International Vice-President Merle Geiger, General Chairman Mike Twombly, Vice Chairman John Brown, and Division 191 (Lunenburg, Mass.) Local Chairman Kevin Moore.

See ST/D&H, Page 8

List of communities enacting remote control safety resolutions continues to grow

A total of 34 different communities in the United States — 24 cities and 10 counties — have enacted remote control safety resolutions, each calling for improved safety of remote control trains.

Since the last issue of the *Locomotive Engineer Newsletter* was published, three cities and one county have joined the ever-growing list — Commerce, Calif., Clinton, Iowa, Montebello, Calif., and Knox

County, Tenn.

Many of the resolutions urge the Federal Railroad Administration to develop comprehensive and enforceable regulations to govern the operation of remote control locomotives.

The FRA has issued recommended guidelines intended for use in remote control "pilot projects." However, railroad companies have seized the opportunity to use

the non-binding guidelines, not for pilot projects, but for full-scale implementation of remote control operations in their yard operations.

Commerce, Calif.

Under the direction of BLE California State Legislative Board Chairman Tim Smith, the effort to obtain the Commerce resolution was spear-

See Remote Control, Page 2

AFL-CIO statement condemns raiding

Plans to crack down 'aggressively' on rogue unions

In a statement issued on August 6, the AFL-CIO continued its support of affiliated unions raided by rogue unions, such as the raid currently perpetrated by the United Transportation Union against the Brotherhood of Locomotive Engineers on the Canadian Pacific Railway.

The statement condemns raids such as the UTU's and ones by other unaffiliated unions, saying: "rather than organizing the unorganized workforce, (these organizations) make their living by preying on already organized workers

or otherwise interfering with legitimate AFL-CIO organizing campaigns. The labor movement stands united in opposition to these pariah organizations."

The AFL-CIO said it would establish a committee of union presidents to develop plans to respond "aggressively" to the threats created by organizations that raid AFL-CIO affiliates.

The statement also reiterates that a union found guilty of raiding an affiliate will be prohibited from affiliating with any AFL-CIO union. This would preclude the UTU from future mergers with AFL-CIO

affiliates unless it ceases its raiding practices. An impartial AFL-CIO umpire found the UTU guilty of raiding the BLE on the Union Pacific Railroad in 1998.

The UTU withdrew from the AFL-CIO on March 15, 2000 in an attempt to avoid sanctions levied by the AFL-CIO for raiding the BLE. It has continued its attempts at raiding the BLE since that time.

Prior to its current raid on the Canadian Pacific Railway, the UTU most recently attempted to raid the BLE on the Kansas City Southern. •

Remember recent UTU history

As the United Transportation Union spreads campaign promises regarding craft autonomy in its raid of the Brotherhood of Locomotive Engineers in Canada, the BLE reminds its members not to forget recent actions by the UTU to combine operating crafts in the United States.

According to a UTU news release dated July 23, "UTU officials in Canada are reassuring Canadian locomotive engineers that their craft autonomy will be preserved."

UTU and BLE members in Canada should remember 1998, when the UTU attempted to force a combined operating craft on locomotive engineers and trainmen at the Union Pacific Railroad.

UTU and BLE members in Canada should also remember

2000, when the UTU successfully petitioned the U.S. National Mediation Board (NMB) to forcefully combine operating crafts on the Texas-Mexican Railway in the U.S.

UTU and BLE members in Canada should remember 2001, when the UTU once again destroyed craft autonomy by successfully convincing the NMB to combine operating crafts on the Terminal Railroad Association of St. Louis.

Finally, UTU and BLE members in Canada should not forget 2002, when the UTU unsuccessfully attempted to destroy craft autonomy at the Kansas City Southern Railway.

"Does this sound like a union you can trust to preserve craft autonomy?" asked BLE President Don Hahs. •

34th community enacts remote control safety resolution

Remote Control

Continued from page 1

headed by Eric Johnson, Legislative Representative of BLE Division 662 (Los Angeles), Ray Enriquez, Legislative Representative of BLE Division 660 (Los Angeles), and Kent Richards, Legislative Representative of BLE Division 56 (West Colton).

The brothers made a computer and video presentation to the city council in support of the resolution, which was adopted in mid-July.

In June, 28 runaway Union Pacific cars loaded with lumber reached speeds of 86 mph before derailling in Commerce, a Los Angeles suburb. Thirteen people were injured and two houses were demolished. While the accident was not attributed to remote control, it served to heighten the City Council's awareness of railroad operations in their community and their need to take steps to protect the safety of their citizens.

The brothers involved expressed thanks to Chairman Smith and the members of the Commerce City Council. They also noted that their ability to work together, even though they represent different railroads, helped to get the job done. Brother Johnson represents members from the Burlington Northern Santa Fe while Brothers Enriquez and Richards represent members from the Union Pacific.

A copy of the Commerce resolution is available on the BLE as a PDF at:

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

Clinton, Iowa

Brother William Peart, a member of BLE Division 125 (Clinton, Iowa), served as spokesman for the group that lobbied in favor of the Clinton resolution, which was adopted on July 22. He described the lobbying effort as a "pretty tough fight."

While the BLE members involved had hoped to secure a resolution with

"more teeth," Brother Peart said they were successful in achieving their main goal.

"At least we made the City Council and the citizens of Clinton aware of remote control implementation," he said, noting that the issue received coverage in the local newspaper.

Brother Peart recognized those who were involved in organizing the lobbying effort: Bob Harvey, BLE Regulatory Research Coordinator; Tim Windsor, Regional Mobilization Coordinator; Steve Fye, Local Chairman of Division 125; W.J. "Bill" McClimon, Acting Legislative Representative of Division 125; Dan Jacobsen, Division 125; Art Wilkens, Division 125; and Shane Nixon, Division 125.

Peart also noted that members of the United Transportation Union helped the BLE in its lobbying effort. The UTU Brothers contacted members of City Council privately by telephone in support of the remote control safety resolution, but did not attend public meetings and did not wish to have their names published.

"The guys who have the contract to operate remote control don't think it's safe, but they don't have a choice," Peart said.

Brother Peart also thanked members of the Clinton City Council for their patience and for adopting the safety resolution.

A copy of the resolution is available on the BLE website at: <<http://www.ble.org/pr/pdf/clinton.pdf>>.

Montebello, Calif.

California State Legislative Board Chairman Smith led another successful campaign to enact a remote control safety resolution, this time in Montebello, Calif. Montebello neighbors Commerce, Calif., which passed a safety resolution a few weeks prior to Montebello.

Chairman Smith praised the efforts of Brother Johnson, Division 662, and Brother Enriquez, Division 660, who also worked on the Commerce resolu-

tion. Chairman Smith also thanked Montebello Mayor Kathy Salazar for her kindness and consideration.

A copy of the resolution is available on the BLE website at: <<http://www.ble.org/pr/pdf/montebello.pdf>>.

Knox County, Tenn.

Knox County became the second Tennessee county to express concerns regarding remote control train operations in their community, joining Unicoi County, Tenn., in adopting a remote control safety resolution.

On July 28, the Knox County Commission overwhelmingly enacted a resolution that asks the Federal Railroad Administration to adopt comprehensive regulations for the use of remote control engines. A similar resolution was enacted by Unicoi County on March 24.

Knox County is the 34th community in the United States to adopt such a resolution, joining 24 cities and nine other counties.

In adopting the resolution, the Knox County Commission recognized that Class I railroads operating in Knox County handle many dangerous and hazardous materials, not only through the community, but switch them as well, and that the U.S. government has issued warnings to the nation's railroads to be on the alert for vandalism and terrorist threats. In verbal discussions, many commissioners said that this could be a first step in addressing what could become a serious safety concern for the citizens of Knox County.

Brother T. R. (Ray) Dobson, Legislative Representative of BLE Division 782 (Etowah, Tenn.), said this has been a unique opportunity for two BLE Divisions to work together — Division 782 (CSX Transportation) and 239 (Norfolk Southern).

Brother John Mason, President of Division 239 (Knoxville, Tenn.), and John Norman, Legislative Representative of Division 239, were very helpful and instrumental in the passage of this resolution, Dobson said. •

Brother Dobson thanked Knox County Commissioners Mark Cawood and Larry Stephens, who served as sponsor and co-sponsor of the resolution, respectively.

"Their work and guidance in getting the resolution passed was tremendous," Dobson said. "I would also like to thank Division 782 Local Chairman Rick Skidmore for his constant support and help. A thanks goes to Chairman Jimmy Brittain and the rest of the Tennessee State Legislative Board for their support and help."

He also recognized the assistance of: Division 781 (Erwin, Tenn.) Legislative Representative J. T. (John) Little; Michigan State Legislative Board Chairman G. D. Powell; and the Texas State Legislative Board and its Vice-Chairman Herb Yambra, for all their help in putting together a successful presentation.

A copy of the resolution is on the BLE website.

24 Cities Enact Resolutions

In addition to Montebello, Calif., Commerce, Calif., and Clinton, Iowa, 21 other U.S. cities have adopted similar remote control safety resolutions: 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.; Dupon, Ill.; Durand, Mich.; Flat Rock, Mich.; Woodhaven, Mich.; Flint, Mich.; and Sparks, Nev.

10 Counties Enact Resolutions

In addition to Knox County, Tenn., nine counties have passed similar remote control resolutions.

They are: Douglas County, Wis.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron County, Ohio; Erie County, Ohio; Whitley County, Ky.; Unicoi County, Tenn.; and Contra Costa County, Calif. •

CARRIER INCOME REPORTS

Burlington Northern Santa Fe



Burlington Northern Santa Fe said quarterly profit rose only slightly amid weak increases in volume as fuel costs edged higher. The company reported net income of \$200 million. In the same quarter a year earlier, it reported net income of \$194 million.

BNSF's operating ratio was 81.8 percent, higher than the 80.7 percent posted in same quarter of 2002 (the lower the operating ratio, the better).

A pickup in consumer product revenue and in coal revenue helped total operating revenue.

Consumer Products revenue rose 7.4 percent to \$911 million on growth in international, truckload and perishable sectors. Coal revenue rose 3.3 percent to \$504 million largely on rate increases, the company said. A pickup in consumer product revenue and in coal revenue, a key category for North America's largest railroads, helped total operating revenue rise to \$2.29 billion in the quarter from \$2.21 billion a year earlier.

Fuel expense rose 27 percent in the quarter from a year earlier. •

Canadian National Railway



Canadian National Railway's second-quarter profit dropped 12.8 per cent as a surging Canadian dollar, fuel costs and lower grain volumes hit its bottom line. CN reported profit of \$244 million compared with \$280 million for the same quarter of 2002 (all figures in Canadian dollars).

The railroad's operating ratio for the latest quarter was 70.1 per cent, compared with 68.4 per cent for the same quarter last year. Carloadings declined one per cent.

CN's operating income for the second quarter of 2003 declined 11 per cent to \$437 million. Revenue fell 6 per cent to \$1.46 billion from \$1.55 billion a year ago, while operating expenses dropped 3 per cent to \$1 billion.

The stronger Canadian dollar reduced CN's second-quarter 2003 operating income by about \$25 million and net income by about \$11 million. It also hurt the railroad's revenues in a big way.

"The stronger Canadian dollar reduced second-quarter revenues by approximately \$90 million," Hunter Harrison, president and chief executive officer, said in a statement. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway saw its second-quarter earnings drop on a restructuring charge of \$150 million, high fuel prices and a stronger Canadian dollar.

Net income declined to \$29 million in the quarter, from \$169 million in the second

quarter of 2002 (all figures in Canadian dollars).

CPR pointed to a special charge of \$150 million, announced in June, that was largely responsible for the drop on profit. The charge is for a program to eliminate 820 job positions by the end of 2005 and for a restructuring of CPR's North-eastern U.S. network to improve its economic performance.

Excluding the special charge, CPR's operating ratio for the second quarter this year was 79.1 per cent, compared with 76.3 per cent in the second quarter of 2002.

Second-quarter 2003 operating income, excluding the special charge, was \$191 million, compared with \$219 million in the same period last year. The decline was due to the effect of persistently high fuel prices, a reduction in other revenues, and the net result of the stronger Canadian dollar. •

CSX Transportation



CSX reported a drop in earnings for the second-straight quarter. The railroad reported quarterly earnings of \$127 million compared to \$135 million a year ago. Revenue was \$1.94 billion vs. \$2.07 billion a year ago. Operating ratio was 86.3 percent, up from 84.0 percent in the same quarter of 2002.

The company's surface transportation division, which includes the railroad and the intermodal unit, reported revenue of \$1.89 billion, up from \$1.83 billion for the same period last year. But operating income slumped to \$259 million compared to \$293 million in 2002.

The company has eliminated 451 jobs so far this year, and it's accelerating the job-cutting pace to reach 900 total before the end of the year. The railroad has said the jobs are being eliminated through layoffs and attrition.

"It's painful to admit, but we didn't run the railroad real well in the second quarter," Chairman and Chief Executive Officer Michael Ward told the *Florida Times-Union* newspaper. "We're not real pleased with these results, and we're taking steps to resolve some issues. Failure to resolve these issues is not an option." •

Kansas City Southern



Kansas City Southern reported a quarterly loss amid sluggish cargo volumes and disappointing results from a Mexican railway. KCS said losses were \$500,000 in the second quarter. In 2002's second quarter, the company earned \$14.5 million.

The railroad's second-quarter 2003 operating ratio was 86.9% compared with 86.7% for second quarter 2002, and was improved from the 93.3% operating ratio in first quarter

2003. KCS said its quarterly results had been hurt by a \$2.3 million loss associated with its stake in Grupo Transportacion Ferroviaria Mexicana, S.A. de C.V., or Grupo TFM.

Quarterly revenues at KCS were \$146.3 million, 5 percent more than the \$139.2 million posted for the year-ago quarter.

Second-quarter 2003 KCS expenses increased \$6.4 million compared with second quarter 2002 due primarily to higher expenses for depreciation (\$2.2 million), fuel (\$2.0 million), purchased services (\$1.5 million), and casualties and insurance (\$0.6 million). The railroad's fuel costs rose from first quarter to second quarter due to a 24% increase in the average price per gallon. •

Norfolk Southern



Norfolk Southern Corp. reported second-

quarter net income of \$137 million, an increase of 15 percent compared with net income of \$119 million in the second quarter of 2002.

However, operating ratio for the quarter (the percentage of revenues required to operate the railroad) was 81.8 percent compared with 79.8 percent in the same period of 2002.

Second-quarter railway operating revenues of \$1.63 billion were the highest of any quarter in Norfolk Southern's history and improved 3 percent compared with \$1.59 billion in the second quarter of 2002. Railway operating revenues for the first half of 2003 also set a six-month record rising 3 percent to \$3.19 billion compared with \$3.09 billion for the same period a year earlier.

Intermodal revenues set records, rising 2 percent to \$300 million in the second quarter and 4 percent to \$589 million for the first six months, compared with the same periods of 2002.

Operating expenses increased 5 percent for both the second quarter and the first six months of 2003 compared with the same periods last year. •

Union Pacific Corp.



Union Pacific Corp. reported second quarter net income of \$288 million, down from net income of \$304 million in the second quarter of 2002. Operating income was \$605 million, compared to \$602 million in 2002.

Revenue of \$3.3 billion for the period ended June 30 was the best quarter ever for the company and marked a 3 percent increase over the same period last year.

UP's operating ratio was up 0.5 percent to 79.8 percent over the same quarter in 2002. UP's year-to-date operating ratio is 83.1, up 2.7 percent from 80.4 percent at the same point in 2002.

In its corporate earnings release, UP cited employee productivity (gross ton-miles/employee) as one of the highlights, boasting that employee productivity increased four percent to a second quarter record level. UP noted other highlights, including a 3 percent increase in operating revenue.

For its first six months, Union Pacific had net income of \$717 million on \$6.3

billion in revenue, compared with \$526 million on \$6.1 billion in revenue in the first half of last year.

Compared to the second quarter of 2002, agriculture revenues were up 6 percent in the 2003 second quarter; Energy revenues were up 6 percent; Revenues from industrial products were up 5 percent; Intermodal revenue was flat; Automotive revenue was down 2 percent; and revenue from chemical shipments fell down 2 percent.

Overnite Corp., a subsidiary of UP, reported a 15 percent increase in second quarter operating income of \$21.0 million, compared to \$18.2 million in 2002. Operating revenue was up 10 percent to \$372.0 million from \$337.1 million last year. Overnite's operating ratio was 94.4 percent compared to 94.6 percent. On August 4, UP announced it would sell the trucking company in hopes of capitalizing on the impressive second-quarter number.

"We are cautiously upbeat about the second half of the year," said UP Chairman and CEO Dick Davidson in a statement. "One cloud on the horizon, however, continues to be energy prices. Diesel fuel and natural gas prices have remained stubbornly high... creating a drag on the overall economy. We remain focused on running a quality, profitable company." •

SOUTHEASTERN MEETING ASSOCIATION



From left: Ben Lee, Local Chairman and Legislative Representative of Division 166 (Charlotte, N.C.), and G.L. Payne, Secretary-Treasurer of Division 435 (Hamlet, N.C.).



GIA International President Onita Wayland and BLE International President Don Hahs (center) with the flag bearers who participated in the traditional GIA flag procession during opening ceremonies at the 76th annual SMA, which was held at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn., from June 15-20.



From left: Tommy Miller, the BLE's Director of Organizing; and Ray Wallace, Norfolk Southern (Southern Lines) General Chairman.



From left: BLE General Secretary-Treasurer William C. Walpert discusses Brotherhood finances with Ben Blissett, BLE Division 301 (Roanoke, Va.); Donnie Young, Local Chairman and Secretary-Treasurer of Division 301; and John A. Nutter, President of Division 301.



From left: David Bowen, Local Chairman of BLE Division 332 (Montgomery, Ala.); and Bill Overton, Chairman of the 76th annual SMA and Local Chairman of BLE Division 239 (Knoxville, Tenn.).



From left: Fielding membership questions regarding positive train control is Raymond Holmes, BLE International Vice-President & U.S. National Legislative Representative, and Robert A. Harvey, the BLE's Regulatory Research Coordinator.



From left: Ed McCulloch, former BLE International Vice-President & U.S. National Legislative Representative and retired member of BLE Division 182 (N. Little Rock, Ark.), his wife Louise, and Ray Clark, a retired member of BLE Division 275 (Pensacola, Fla.).



From left: LeBron Wingo, Local Chairman of BLE Division 198 (Chattanooga, Tenn.), gets some advice from veteran engineers Tony Wayland, a retired member of BLE Division 620 (Fort Worth, Texas) and Cooksey Humphrey, a retired member of BLE Division 326 (Bossier City, La.).



From left: Tony Smith, General Chairman of the CSX Eastern Lines, and Ray Wallace, General Chairman of Norfolk Southern's Southern Lines.

PIGEON FORGE, TENN.



From left: Jeff Wood, Legislative Representative of BLE Division 26 (Richmond, Va.), and Cleatus Roy, General Chairman of the CSX Western Lines.



From left: During the opening ceremony, BLE President Don Hahs; SMA-BLE Chairman Bill Overton; SMA-GIA Chair DeLaine Morris; and GIA President Onita Wayland.



BLE International President Don M. Hahs



BLE International President Paul T. Sorrow, center, shares a laugh with members of the SMA arrangements committee.



From left: Terrence Carter, Secretary-Treasurer of BLE Division 205 (Chattanooga, Tenn.), with Robert D. Broka, the BLE's Director of Records.



From left: Ed Rodzicz, BLE First Vice-President; Raymond Holmes, Vice-President & U.S. National Legislative Representative; Merle Geiger, Vice-President; and Paul Wingo, Vice-President.



Hugh L. Sawyer Jr., Legislative Representative of BLE Division 316 (Atlanta), makes a point regarding the proposed BLE-IBT merger during the closed session.



Manning the BLE Legislative Department booth, from left: Tommy Mayne, Kentucky State Legislative Board Chairman; J.T. Norris, Virginia State Legislative Board Chairman; and T.E. Hudson, Alabama State Legislative Board Chairman.



Several BLE members and their spouses proudly participated in a motorcycle rally instead of the golf tournament, led by (kneeling and holding sign, from left) J.G. "John" Mason, President of Division 239 (Knoxville), and C.R. "Rusty" Jones, Secretary-Treasurer and Vice Local Chairman of Division 239.



Roger Peace, standing, is chairman of the 2004 SMA, which is slated for Greenville, S.C. He is pictured here with his wife, Karen, and John Mowbray, a member of BLE Division 84 (Greenville, S.C.).

PASSENGER RAIL

Labor condemns Bush Amtrak plan

Calling it a "death knell for passenger rail" in the United States, the Brotherhood of Locomotive Engineers joined other transportation labor unions in condemning President Bush's plan for the privatization of Amtrak.

"The White House plan (for Amtrak) is a death knell for passenger rail in this country," said Sonny Hall, President of the AFL-CIO's Transportation Trades Department (TTD). The BLE is one of 35 unions that belong to the TTD.

The Bush Administration's plan to restructure Amtrak was sent to Congress on July 28, and was soundly rejected by labor and other supporters of Amtrak.

Critics of the Bush plan say it would effectively kill Amtrak by dividing into separate entities, privatizing portions of it, and shifting its costs to the states, which say they don't have the funds to run it. Critics wonder who will guarantee the consistency of the safety and maintenance of the lines and how states with budget troubles will pay for it. Some say the legislation is meant to kill Amtrak.

"The widespread problems of privatized passenger rail — which, in England for example, led to rampant delays, increased accident rates, and higher fares — explains why the noted Economic Policy Institute (EPI) titled its recent report Amtrak Privatization: The Route to Failure," President Hall

said. "The EPI report noted that many of the British problems grew out of a labyrinth-like carving up of the railroad, a bureaucratic shell game now mirrored in the Bush plan. Amtrak was borne out of the ashes of defunct network of private passenger railroads, so calling for a privatized Amtrak reflects a gross ignorance of both history and economics."

As part of the Bush plan, Amtrak would become three companies over a six-year span: a private passenger rail company that runs trains under contract to states; a company that operates and maintains the Northeast Corridor; and a government corporation that would retain Amtrak's rights to use freight railroad tracks and its corporate name.

Also, states would contract for the right to use tracks and Amtrak's name for the passenger rail service they sponsor. States would form multistate compacts to invest in and run passenger railroads. States would submit proposals for capital investment and operations to the Transportation Department. Eventually, the states could pick a train operator from private companies and public transit agencies that would presumably bid for the contract.

The federal government would no longer pay for operating costs; that would be left up to the states. But the federal government would pay for 50 percent of infrastructure costs.

Many critics argue that, like highways and the

air transport system, railways don't stop at state borders and thus require federal oversight and funding.

"The Bush administration is badly out of touch on this issue," President Hall continued. "Bipartisan majorities on Capitol Hill — and large numbers of those surveyed in public opinion polls — support federal investment in Amtrak. And slashing service to hundreds of communities and millions of passengers benefits no one in a struggling economy. The White House is taking Amtrak down a track few want it go.

"The Bush plan would further starve an already anemic railroad and make scapegoats of Amtrak's 20,000 workers. We will not permit this debate to ignore these employees, who make over 20 percent less than those in freight and commuter rail and who have sacrificed for years to keep the trains running. Their needs must be not be forgotten as we debate Amtrak's future. We call upon Congress to reject this misguided proposal," President Hall concluded.

On July 30, Republican senators announced a six-year, \$60 billion plan to help Amtrak, countering the Bush administration proposal. Their plan would give Amtrak the \$2 billion in annual operating subsidies it has requested. The plan also calls for issuing \$48 billion in bonds to raise money for repairs and track construction.

(The Associated Press contributed to this report.) •

PASSENGER NEWS BRIEFS

Amtrak, TCU reach tentative contract

Amtrak and the Transportation Communications International Union (TCU), which represents 5,000 Amtrak employees, have reached a tentative contract agreement.

Details of the agreement were not released pending ratification by TCU members. The group represents about 25 percent of Amtrak workers.

According to the *Washington Post*, Amtrak is looking for concessions from its employees on work rules as part of an aggressive drive to cut costs, improve efficiency and obtain

another round of federal subsidies.

The tentative deal with the TCU, which covers ticket and reservations agents, baggage handlers and clerical employees, is the first successful contract renegotiation under the cost-cutting initiative Amtrak began earlier this year with its 13 unionized bargaining groups.

The agreement is retroactive to January 2000 and runs through December 2004.

"This contract represents the best possible settlement given Amtrak's precarious situation," TCU International President Robert Scardelletti said in a statement. "Going to

an Emergency Board appointed by President Bush would be insane in light of his plan to dismantle Amtrak altogether."

(The Washington Post contributed to this report.) •

Tracks caused Auto Train derailment

A failure by CSX Transportation crews to properly maintain railroad tracks — which were already in substandard condition — caused the derailment of Amtrak's Auto Train near Crescent City, Fla., last year that killed four people, the National Transportation

Safety Board (NTSB) said.

The northbound train, with 413 passengers and 33 crew members, derailed April 18, 2002, as it rounded a curve. At the time, it was operating over CSX tracks under contract with the freight railroad. The Amtrak engineer reported seeing the track badly out of alignment just ahead of him.

The board offered a laundry list of mistakes, improper procedures and substandard work by CSX maintenance crews that it said was directly responsible for the wreck, which also injured 142 people. The board also said CSX managers failed to oversee maintenance standards.

CSX did not dispute the report. It said it had implemented the recommendations made by the board, including a quality-control program to ensure that maintenance personnel follow CSX standards.

The NTSB said the track on the curve where the accident occurred failed to meet minimum standards before the accident. Among other things, there was insufficient ballast to make certain that the track was restrained during passage of trains. Also, the track had an insufficient number of rail anchors, and some were improperly installed.

(The Washington Post contributed to this report.) •

RAILROAD RETIREMENT NEWS

Schwartz sworn in as new Retirement Board Chairman

Michael S. Schwartz was sworn into office as Chairman of the U.S. Railroad Retirement Board (RRB) on July 1. His nomination by President Bush was confirmed in the Senate on May 23. He succeeds Cheryl T. Thomas.

The RRB administers the \$8.5 billion-a-year benefit programs provided under the Federal Railroad Retirement & Unemployment Insurance Acts covering the nation's railroad workforce and their families.

A long-time official with the State of Illinois, Schwartz previously served as the Director of the Illinois Department of Central Management Services (CMS) from 1995 to 2002, and as Associate Director of CMS from 1989 to 1995.

Schwartz has also served the State of Illinois as Assistant Director of Personnel, Office of Governor (1988-1989); as Executive Assistant to the Director of Revenue (1986-1988); and as Assistant to the Di-

Railroad Retirement informational conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected BLE officers during 2003. Registration for all conferences begins at 8 a.m. The programs will begin promptly at 8:30 a.m. and end at 12:30 p.m.

<p>September 12 — Fort Worth, Texas Holiday Inn South 100 East Alta Mesa Blvd.</p> <p>October 3 — Philadelphia, Pa. Wyndham Hotel at Franklin Plaza 17th and Race Streets</p>	<p>October 17 — Pittsburgh, Pa. Radisson Hotel, Pittsburgh Green Tree 101 Radisson Drive</p> <p>October 24 — Portland, Ore. Hilton Garden Inn., Portland Airport 12048 N.E. Airport Way</p> <p>November 7 — New Orleans, La. Holiday Inn Metairie, 3400 I-10 & Causeway Blvd.</p> <p>December 5 — Jacksonville, Fla. Holiday Inn Baymeadows 9150 Baymeadows Road</p>
---	--

rector of Professional Regulation (1985-1986). Prior to his service with the State he was an elementary school teacher in New Berlin, Illinois.

A native of Illinois, Schwartz received his B.S.

degree in Education from Illinois State University (1975), and his M.A. degree in Educational Administration from the University of Illinois at Springfield (1980). •

Deadlines draw near for 68th SWCM

Members can save \$20 on their registration fees for the 68th annual Southwestern Convention Meeting (SWCM) by pre-registering by September 1. After that date, registration fees will increase to \$95 per person.

The meeting will take place at the Chateau on the Lake in Branson, Mo., from September 28-October 2. As of August 5, the Chateau was completely booked and overflow arrangements have been made at two other hotels.

“Both of these properties are within five minutes of the convention and have plenty of space available,” SWCM Chairman Rick Gibbons said. “We will try to accommodate all that need transportation to and from these hotels and the convention.”

The overflow hotels are:

Welk Resort

1984 State Hwy 165
Branson, Mo. 65616
(800) 505-9355

Reference: Group #2852
Two queen beds: \$75 (plus tax)
www.welkresortbranson.com

Pointe Royale Nightly Condo Rentals

158-A Pointe Royale Drive
Branson, Mo. 65616
(800) 962-4710

Reference: Brotherhood of Locomotive Engineers

One bedroom condo: \$105 (plus tax)
Two bedroom condo: \$159 (plus tax)
Three/four bedroom condos: Contact group sales manager (Scott)
www.pointeroyal.com

Activities for the SWCM will include the annual golf tournament, a barbeque and the formal banquet. The golf tournament will take place at the Ledgestone Country Club.

Educational activities will include workshops for Local Chairmen, Secretary-Treasurers, Legislative Representatives, and an Arbitration Workshop.

Members with questions should contact Chairman Rick Gibbons at: (417) 887-5267, (417) 860-4396 or by e-mail at: <rick@blegca.org>.



**68th SWCM Golf Tournament
Tuesday, Sept. 30, 2003 (8 a.m.)**

Greystone Golf Course

1100 Ledgeston Way • Reeds Spring, Mo. 65737 • (417) 335-8187

Four Man Scramble, \$75.00 per player
(includes transportation, refreshments and prizes)

Make check or money order payable to: 68th SWCM Golf

Mail this form by September 15, 2003 to:

Randy Dumey <rdumey@showme.net>
1266 State Hwy EE • Chaffee, Mo. 63740

Name: _____

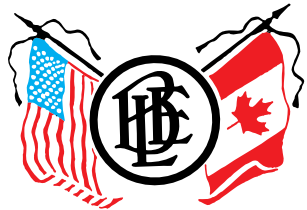
Phone Number: _____

E-mail: _____

Team Members (optional):

Name: _____ Name: _____

Name: _____ Name: _____



**SWCM 2003 Pre-Registration Form
68th annual Southwestern Convention Meeting
Branson, Mo. • Sept. 28-Oct. 2, 2003**

HOTEL RESERVATIONS

Chateau on the Lake, 415 N. State Hwy. 265, Branson, Mo. 65616 • Phone: (888) 333-LAKE
BLE room rate is \$114 per night; Cut-off for BLE rate is August 28, 2003

SWCM INFORMATION

Name of Attendee: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

BLE Division: _____ Office: _____

GIA Division: _____ Office: _____

Spouse/Other: _____

PRE-REGISTRATION FEE

\$75.00 per person attending if post marked prior to Sept. 1, 2003
\$95.00 per person if registering by mail after Sept. 1, 2003, or at time of arrival
Make checks payable to: **68th SWCM**

ACTIVITIES

(Please indicate number attending each activity. Note: Golf registration is separate.)

- Sunday, Sept. 28: Reception _____
- Monday, Sept. 29: Breakfast _____ DLC Luncheon _____
- Tuesday, Sept. 30: Breakfast _____ Barbeque _____
- Wednesday, Oct. 1: Breakfast _____ Luncheon _____ Banquet _____
- Thursday, Oct. 2: Breakfast _____ Luncheon _____

FOR ADDITIONAL INFORMATION, CONTACT:

Chairman Rick Gibbons, (417) 887-5267 or (417) 860-4396 or <rick@blegca.org>

MAIL THIS FORM ALONG WITH CHECK OR MONEY ORDER TO:

R.T. Windsor
SWCM Treasurer
202 Maple
Frontenac, KS 66763

**BLE to conduct
Town Hall meetings
on IBT merger**

Over the next several weeks, the office of BLE First Vice-President Ed Rodzwick will coordinate a series of Town Hall meetings to explain the proposed BLE-IBT merger.

The first is scheduled for September 9 in Kansas City, Mo. (see page 8 “Calendar” for details).

The First Vice-President and other BLE International officers are expected to participate in approximately 16 Town Hall meetings in centralized locations throughout the United States. The BLE’s Canadian headquarters will schedule its own series of Town Hall meetings throughout Canada.

Further dates and locations of these events are not yet confirmed, but BLE General Chairmen, State Legislative Board Chairmen, and all divisions within the region will be notified once a Town Hall meeting is scheduled for their area.

Branson websites

Location of 68th annual SWCM:
www.chateauontheLakebranson.com

Shows, shopping and restaurants:
www.explorebranson.com

Branson-area golf council:
www.golfbranson.com

An 1880s- style theme park:
www.silverdollarcity.com

SWCM overflow hotels:
www.pointeroyal.com
www.welkresortbranson.com

BLE NEWS

BLE-RCTC strike ends

Rail Traffic Controllers

Continued from page 1

jointly work towards a better work environment for all."

BLE International President Don Hahs also praised the RCTC members.

"Congratulations to these brothers and sisters for their hard-fought battle for a decent contract," President Hahs said. "They had the courage to stand up for their convictions and sacrificed for the betterment of themselves, their families and all railway workers in Canada. "I would like to extend my

thanks to all the brothers and sisters from other unions who supported us in this struggle."

The strike began on June 18, after a cooling-off period mandated by Canadian labor laws. RCTC members have been without a contract since January 1, 2003.

During the strike, the company used managers and other employees to fill-in for the striking workers, which may have compromised the safety of rail operations. However, the Rail Canada Traffic Controllers' return to work on August 9 will allow safe operations to resume. •

Contract protects health & welfare

ST/D&H

Continued from page 1

"This round of contract negotiations with Springfield Terminal was extremely difficult to say the least," Vice-President Geiger said. "It was the Organization's intentions — along with reasonable wage increases — to not only maintain present health care benefits, but to improve upon them without additional cost to the membership.

"Further, we were not willing to give up any of the hard-earned rules and benefits gained in previous contracts. We were ultimately successful in attaining these goals."

General Chairman Twombly said the health and welfare package is "the single most important item" in the new contract. In a time when companies are forcing employees to pay out-of-pocket expenses for health care services, the Springfield Terminal agreement ensures that BLE members pay no out-of-pocket contributions for health care.

"It should be pointed out that not only did we hold the line on out-of-pocket contributions, but our health care is being improved," Brother Twombly said.

The major improvement is the addition of eye care coverage to the health and welfare package.

Starting in 2003, the contract provides for six pay increases over a five year and six month period, running through 2008.

The first 2 percent raise is effective

at the date of signing. Rates will be increased again on Jan. 1, 2004. Another 2 percent raise is effective Jan. 1, 2005. Three percent pay raises will come on Jan. 1 2006, Jan. 1 2007 and Jan. 1, 2008, providing for an overall pay increase of 15 percent. Members also receive a \$1,150 bonus at the time of signing.

The new contract provides for improved employee assistance following traumatic incidents.

"A BLE member involved in a traumatic incident will be relieved from duty as soon as possible, transported to the home terminal and compensated for the remainder of the trip," Brother Twombly said. "Further, engineers will be required to contact the Employee Assistance Program within 24 hours for clearance to return to service. During this period, BLE members will be allowed eight hours pay for up to three days. Engineers who are not able to return to work will be allowed to use the balance of any unpaid leave they still have, vacation, and/or personal days."

In addition, the contract gives BLE members increased meal allowances and improved training to become qualified over new territories.

"I cannot say enough regarding the efforts of the negotiating team headed by General Chairman Twombly," Geiger said. "Their endurance and tenacity during this round of bargaining was exceptional. Our members on the Springfield Terminal are in very good hands with these dedicated officers." •

AUGUST 2003 CALENDAR & EVENTS

SEPTEMBER 9, 2003... Town Hall Meeting on proposed BLE-IBT merger, Kansas City, Mo.

The BLE will host a Town Hall Meeting at the Teamsters' Building in Kansas City, Mo., on September 9. The meeting will begin at 9 a.m. and will include a presentation on the proposed BLE/IBT merger. The building is located at: 4501 Emanuel Cleaver II Blvd. in Kansas City, and the phone number is: (816) 924-2000.

SEPTEMBER 12, 2003... Railroad Retirement Board Informational Conference, Fort Worth, TX

The U.S. Railroad Retirement Board will offer a free informational conference for elected BLE officers on September 12 in Fort Worth, Texas. Registration for the conference begins at 8 a.m. and will begin promptly at 8:30 a.m., ending at 12:30 p.m. Located at the Holiday Inn South, 100 East Alta Mesa Blvd.

SEPTEMBER 28-OCTOBER 2, 2003... 68th Annual Southwestern Convention Meeting

General Chairman Rick Gibbons, BNSF-SLSF & M&NA, is Chairman of the 68th annual SWCM, which will be held in Branson, Mo. See Page 7 for Details.

OCTOBER 17, 2003... Railroad Retirement Board Informational Conference, Pittsburgh, PA

The U.S. Railroad Retirement Board will offer a free informational conference for elected BLE officers on October 17 in Pittsburgh, Pa. Located at the Radisson Hotel, Pittsburgh Green Tree, 101 Radisson Dr.

JUNE 13-18, 2004... 77th Annual Southeastern Meeting Association, Greenville, S.C.

To be held at the Hyatt Regency Hotel in Greenville Commons, the 77th annual BLE-GIA Southeastern Meeting Association will be hosted by W.R. "Roger" Peace and members of BLE Division 598 in Greenville, S.C. Early bird reservations can be made by calling the hotel at: (800) 233-1234 or (864) 235-1234. Be sure to ask for the Brotherhood of Locomotive Engineers discounted rate.

AUGUST 17-22, 2004... 64th Annual International Western Convention, Albuquerque, N.M.

Hosted by Pat and Barbie Lynch and members of BLE Division 446 (Gallup, N.M.) at the Hyatt Regency Albuquerque, 330 Tijeras NW, Albuquerque, NM 87102, phone: (505) 842-1234.

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 Don M. Hahs—International Office: General supervision of BLE activities; General office duties; IWC mtgs., Sparks, Nevada; Negotiations w/ NCCC, Washington, D.C.; TTD mtgs., D.C.; Southeastern Meeting Association (SMA), Pigeon Forge, Tenn.; CN-CP GCofA mtgs.; Democratic National Committee, mtgs. w/ various Congressmen, D.C.
First Vice-President & Alternate President Edward W. Rodziewicz— Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Negotiations on South Buffalo RR; IBT unity meeting; LIRR discipline appeal; Holiday; IBT Teamsters Canada; Mtgs. w/ VPs Hucker and Halle.
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; International Western Convention, Sparks, Nev.; Southeastern Meeting, Pigeon Forge, Tenn.; Local Chairmen's Workshop for CP Rail U.S. GCofA, Las Vegas, Nev.; Eastern Union Meeting, Baltimore, Md.
Vice-President Paul T. Sorrow—Attended CSX/conrail shared assets GCA interim mtg.; Attended Association of General Chairmen's mtg.; Mtg. w/ CSX national wage/rules committee; Mtg. in Huntington, W.Va., w/ Divisions 781, 463 & 698; Assisted NS Northern Lines GCofA, CSX GCofAs, and Grand Trunk GCofA with various issues; Finalized awards for SBA 1063; 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.; IWC, Sparks, Nev.; General mtg. & local chairman's workshop; NRAB orientation mtgs., Chicago; IHB, EJE, BRC, CN/WC general assistance, arbitration prep. & mtg., LM mtg. (VP dockel), Chicago; CP Rail-U.S. GCofA mtg. & local chairman workshop, Las Vegas; EUMA, Baltimore; FRA Part 240.409 dockets: EQAL 01-18, 98-84, 00-41, 01-16, 01-06.
Vice-President Dale McPherson — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview 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.; IWC, Sparks, Nev.; General office duties; NRLC/BLE negotiations, D.C.; CP/Metra GCA triennial mtg., Las Vegas.
Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes — Washington D.C. office; General office duties; IWC mtgs., Sparks, Nev.; TTD Rail Div. mtg.; Hearing on railroad safety technology; Receptions: Linda Morgan, former STB Chair, Cong. Eshoo (D-CA), Sweeney (R-NY), Edwards (D-TX), Pastor (D-AZ), Boehlert (R-NY), Quinn (R-NY), Olver (D-MA), Menendez (D-NJ), Senators Reid (D-NV), Hollings (D-SC); DSCC; SMA mtgs., Pigeon Forge, Tenn.; National Democratic Club event; Markup of Amtrak & rail infrastructure legislation; Hearing, re: Financing rail infrastructure; EUMA, Baltimore.
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; SMA mtgs., Pigeon Forge, Tenn.; Contract negotiations on Indiana Southern w/ GC Pinkston and Shortline Director John Mullen, Indianapolis, Ind.; EUMA mtgs., Baltimore; General office duties, research & correspondence, vacation.
Vice-President Stephen D. Speagle—International Western Convention, Sparks, Nev.; ID mtgs., Div. 721 mtg., Oklahoma City, Okla.; ID mtgs., equity mtgs., on-property negotiations, Fort Worth; Safety Summit mtg., Las Vegas; General office duties.
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 merger 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; IWC mtgs., Sparks, Nev.; Meridian Southern contract negotiations, Syracuse, N.Y.; SMA mtgs., Pigeon Forge, Tenn.; TTD-TSA conference call; Mtg. w/ Meridian Southern GC Sullivan, Meridian, Miss.; Division 646 mtg., Savannah, Ga.; General office duties.
Vice-President & Canadian Director Gilles Hallé—Ottawa Office; TRAQ seminar, Quebec; CN/VIA GCofA mtgs., Montreal; CN east GCofA mtg., Grand-Mere; EFAP, Montreal; Pension Board mtgs., Quebec; Teamster subcommittee mtgs., Montreal; VIA mtgs., Montreal.
Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; National Legislative Board-Canada; CCROU work/rest, Quebec City; Canadian BLE-Teamster discussions, Calgary; CPR RMP mtg., Ottawa; BMW mtg. w/ VP Ken Depluck, Ottawa; VIA FMP mtg., Montreal; Mtgs. Division 243, re: Beltpack, Thunder Bay; BLE advisory board mtg., Cleveland; NLB mtg., Calgary; Mtg. w/ CPR VP of Human Resources Andrew Shields; WESTAC, Calgary; Div. 843 health & safety, work/rest regulations; Prince George.

Decertification Helpline

(800) 393-2716

The railroad industry's first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers.



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

BLE Publications Committee:
 Don M. Hahs, International President
 Edward W. Rodziewicz, First Vice-President & Alternate President
 William C. Walpert, General Secretary-Treasurer
 Raymond A. Holmes, Vice-President & U.S. National Legislative Rep.
 John V. Bentley Jr., Editor
 Contact us: www.ble.org • (216) 241-2630
 Kathleen Policy, Associate Editor

COPYRIGHT 2003, ALL RIGHTS RESERVED
 VOLUME 17 • NUMBER 8 • AUGUST 2003

THE LOCOMOTIVE ENGINEER NEWSLETTER (ISSN 0898-8625)
 is published monthly by the Brotherhood of Locomotive Engineers,
 1370 Ontario Street, Cleveland, OH 44113-1702.
 Periodicals postage paid at Cleveland, OH.

POSTMASTER: Send address changes to
 LOCOMOTIVE ENGINEER NEWSLETTER — BLE
 Records Department, 1370 Ontario Street, Mezzanine
 Cleveland, OH 44113-1702.

PERIODICALS
 POSTAGE
 PAID AT
 CLEVELAND, OH