BLE agrees to support Senate bill after removal of fuel tax provision

The Brotherhood of Locomotive Engineers (BLE) has agreed to support legislation designed to reform the Railroad Retirement system by improving benefits and reducing industry contributions. The move came on September 8, one day after the U.S. House of Representatives passed the bill — HR 4544 — by a 291-25 vote.

Prior to coming to the House floor for a vote, a provision that would have repealed a 4.3 cent diesel fuel tax, which the BLE strongly opposes, was stripped from the bill. The Senate is expected to act swiftly on the measure.

The decision to support the bill was announced Friday, during the national wage/rule negotiations between the BLE’s National Wage Committee and the National Carriers’ Conference Committee (NCCC) in Washington, D.C. It is expected to extend early retiree health benefits improvements immediately to the BLE and its members, while talks continue on the full range of matters covered in the parties’ Section 6 notices.

BLE International President Edward Dubroski, in commenting on the announcement, said that supporting the bill was a necessary and prudent measure at this time.

“The margin of the House vote sent a very clear message about the strength and depth marching on this measure,” stated Dubroski. “Because the health insurance improvements contained in the package are collectively bargained, rather than legislated, we found ourselves in a position whereby those improvements could be jeopardized for locomotive engineers who plan to retire prior to age 61 in the new year. That risk was unacceptable.”

Dubroski also said that the focus of the battle will now shift to the bargaining table. “The carriers may soon have over a dozen fewer reasons not to provide BLE members with a fair contract, and we are going to continue to pay close attention to health benefits for early retirees.” • • •

BLE, FRA join forces to beat the heat

The USW’s Safety & Health Specialist for the past 30 years, Keith Hurst, said that improvements on the operation of remote control locomotives have been made in the steel industry, delivered by United Steelworkers of America Safety & Health Specialist Frank Grimes, is now available on the BLE website.

Grimes, a 46-year veteran of the steel industry, delivered his testimony at the recent FRA Technical Conference on remote control locomotives. This type of operation has been used in steel mills for 20 years.

Since 1980, there have been 41 fatalities involving railroads in steel mills. Of the 41 workers killed, 13 were operating employees such as engineers, conductors or switchmen. And of those 30 fatalities, 13 involved a remote controlled locomotive.

“(Any piece of equipment, like the remote control devices, will malfunction at some point and no matter how reliable they are, they will fail,” Grimes warned. “So when you are considering the use of remote control devices you must consider the added danger you are putting on the engineers when you take them out of the cab. You must consider the added (danger of being hit) by a moving locomotive... There is less visibility on the ground than in the cab.”

Hurst said that the added reason for switching cars and running the locomotive (is) enormous.”

Grimes, the USW’s Safety & Health Specialist for the past 30 years, provided details of the gruesome deaths that 13 steelworkers suffered while working with remote control locomotives. A transcript of his testimony is available on the BLE website.

http://www.ble.org/pr/newsletter/0800newsletter/0800newslette”rctech.pdf • • •

Steelworkers document injury, death by remote control

Harrowing testimony about workers’ deaths related to the operation of remote control locomotives in the steel industry, delivered by United Steelworkers of America Safety & Health Specialist Frank Grimes, is now available on the BLE’s International Western Conference website.

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Burlington Northern Santa Fe earned $249 million in the second quarter of 2000, down from earnings of $257 million in the 1999 second quarter. The nation’s second-largest railroad had revenue of $2.24 billion, 2 percent higher than the $2.19 billion in the 1999 quarter.

For the first six months of 2000, BNSF earned an adjusted $492 million, or $1.14 a share, down slightly from $493 million, or $1.04 a share on more shares, in the comparable period last year.

Second-quarter earnings for CSX Corp. fell 43 percent as the owner of the third-largest U.S. railroad had higher costs from the division of Conrail.

The latest results include revenue from Conrail for three months, compared with one month last year. In last year’s second quarter, a gain of $17 million for the sale of resort property led to net income of $114 million. For the first half of 2000, net income fell to $88 million. The gain of $17 million from the sale made first-half 1999 net income $140 million.

Wisconsin Central Transportation’s $7.8 million net income for the second quarter slightly exceeded analysts’ estimates and was approximately equal to the second quarter of 1999. The Company’s North American operating income for second quarter 2000 was $24.2 million compared to $25.1 million in the year-ago quarter. Second quarter 2000 North American operating revenues of $89.0 million set a quarterly record, up more than 2 percent from 1999 revenues of $86.8 million. The operating ratio (operating expenses as a percentage of operating revenues) was 73.9 percent versus 72.3 percent for the 1999 quarter.

Canadian National reported net income of $230 million for the second quarter of 2000, an 18 percent rise over year-earlier net income of $195 million.

CN’s industry-leading operating ratio — the percentage of revenue required to operate and maintain the railroad — improved by 1.3 points in the quarter to a record 68.6 percent.

CN’s operating ratio for the six-month period improved by 2.9 points to 70.4 percent. Revenue for the first six months of 2000 grew by five percent to $2.705 billion, with carloads rising by six percent to 1.604 thousand.

Canadian Pacific reported record second quarter operating income of $204 million, 29 percent higher than the operating income in the 1999 second quarter. Net income increased $22 million, or 30 percent, to $106 million.

Revenue increased $76 million, or 9 percent, to $804 million in the quarter, while operating expenses increased $29 million, or 4 percent, to $778 million. As a result, the ratio of operating expenses to income, a key bottom line indicator, improved to 77.4 percent, a 3.6 point decrease from a year earlier.

CP business in the U.S. Northeast continues to improve, particularly with Norfolk Southern since the break-up of Conrail between NS and CSX in 1999. The D&H unit has haulage agreements with NS that give the U.S. carrier access to New England and eastern Canada.

Norfolk Southern’s earnings rose 51 percent in the second quarter, the first time the company posted an increase in net income since II and CSX took over Conrail a year ago. The railroad earned $116 million in the three months ended June 30, beating the expectations of Wall Street analysts. It had net income of $77 million in the same quarter a year earlier. Railroading revenues for the quarter were $1.58 billion, up 13 percent from $1.19 billion a year earlier. Railroading operating expenses for the quarter grew 11 percent, from $996 million to $1.3 billion.

The quarter was the fourth full quarter in which NS operated its portion of Conrail lines. NS and CSX carved up Conrail’s northeastern freight routes in a $10.3 billion takeover in June 1999. Since then, NS’s earnings declined 87 percent in the third quarter of 1999, 81 percent in the fourth quarter and 88 percent in the first quarter of 2000.

Kansas City Southern Industries reported second quarter 2000 income of $38.8 million compared to $5.2 million in second quarter 1999, a diluted earnings per share improvement of 67 percent.

KCS’s consolidated second quarter 2000 revenues and operating expenses declined $4.3 million and $3 million, respectively, resulting in this decline in operating income.

For the six months ended June 30, 2000, income from continuing operations increased 50 percent to $13.2 million from $8.5 million for the six months ended June 30, 1999.
The Railroad Retirement Board is required by law to submit annual financial reports and triennial actuarial valuations to Congress on the financial condition of the railroad retirement system, as well as annual financial reports on the railroad unemployment insurance system. These reports must also include recommendations for any financing changes which may be advisable in order to ensure the solvency of the systems. In June, the Board submitted its 21st Actuarial Valuation of the railroad retirement system’s assets and liabilities, and its 6th financial report on the railroad unemployment insurance system.

The following questions and answers summarize the findings of these reports.

1. How much money is in the Railroad Retirement Trust funds?
   By the end of Fiscal Year 1999, the net position of the railroad retirement trust funds was almost $18 billion, while the railroad unemployment insurance account balance was almost $10 million.

2. What was the overall finding of the 21st triennial valuation of the railroad retirement system’s assets and liabilities?
   The 21st triennial actuarial valuation was generally favorable and reflected an improvement over the last triennial valuation and the two most recent annual financial reports, which it attributed primarily to favorable economic and employment experiences, a barring of large, sudden, unanticipated, large drop in railroad employment, no cash-flow problems during the next 35 years. Unlike previous railroad retirement system financial reports, the valuation also indicated that the long-term stability of the system, under its current financing structure, is still dependent on future railroad employment levels.

Over the years, the main source of income to the railroad retirement system has been a payroll tax on railroad employment. The amount of payroll tax producers is directly dependent on the number of railroad employees covered under the system. Therefore, under current law, actual levels of railroad employment over the coming years will largely determine whether any financing changes are necessary to ensure the system’s solvency.

3. What methods were used in forecasting the financial condition of the railroad retirement system?
   The 21st valuation projected the various components of income and outgo of the railroad retirement system under three employment assumptions, utilizing different patterns of change in the railroad work force. The Board’s most pessimistic assumptions indicated that an immediate increase in tax rates is not required. However, because of future financing problems occurring under the pessimistic employment assumption, a decrease in tax rates was not recommended.

4. Did the 21st valuation of the railroad retirement system recommend any railroad retirement payroll tax rate changes?
   The report did not recommend any change in the rate of tax imposed by current law on employers and employees.

5. What were the findings of the 2000 report on the financial condition of the railroad unemployment insurance system?
   The Board’s 2000 railroad unemployment insurance financial report was also favorable, indicating that even as maximum benefit rates increase 50 percent (from $46 to $69) from 1999 to 2010, the unemployment insurance account remains solvent, even under the Board’s most pessimistic employment assumption.

6. What methods were used to evaluate the financial condition of the railroad unemployment insurance system?
   The economic and employment assumptions used in the unemployment system forecasts were identical to those used in the report on the retirement system. Projections were made for various components of income and outgo for three employment assumptions, but for the period 2000-2010, rather than a 75-year period.

7. What did the report indicate regarding tax rates during the projection period?
   Under the experience rating provisions, each employer’s tax rate is determined by the Railroad Retirement Board on the basis of benefit payments made to the railroad’s employees.

The report predicted that, even under the most pessimistic assumption, the average employer tax rate remains well below the maximum throughout the projection period, but a periodic resumption of the surcharge required to maintain a minimum account balance was also predicted.

8. Did the 2000 report on the railroad unemployment insurance system recommend any financing changes to the system?
   No financing recommendations were recommended at this time by the report.

Calculating dual payment of benefits under Railroad Retirement

The payment of a railroad retirement annuity can be affected by entitlement to benefits under the railroad retirement and social security systems, as well as certain other government benefits. Such dual entitlement, if not reported to the Railroad Retirement Board, can result in benefit overpayments which may be recoverable, sometimes with interest, from the beneficiaries.

1. How are dual benefits paid to individuals entitled to both railroad retirement and social security benefits?
   Dual benefit payments, identical to those payable by the Railroad Retirement Board, are paid for receipt of any Federal, State, or local government pension as well as certain other government benefits. Such dual benefit payments, if not reported to the Board, can result in benefit overpayments which may be recoverable, sometimes with interest, from the beneficiaries. Individuals entitled to social security benefits and railroad retirement annuity are entitled to reduced railroad retirement benefits if they receive social security benefits.

2. What is a dual benefit reduction?
   A “dual benefit reduction” is the additional reduction of railroad retirement annuity paid to an individual meeting certain vesting requirements, who receives social security benefits.

3. Are there any exceptions to the railroad retirement annuity reduction for social security benefits?
   Yes. If, in addition to payment of railroad retirement benefits, the individual is also entitled to railroad retirement and social security benefit payments to eliminate certain duplicative tax issues, but this legislation also included a “grandfather” provision to preserve the pre-1975 dual benefits of persons meeting certain vesting requirements by including vested dual benefit payments in their annuities.

4. Are there any funding limitations on the payment of vested dual benefits?
   Yes. Awards of these vested dual benefit amounts are now limited only to vested railroad retirement annuities. No vested dual benefits are payable to a spouse or widow(er) on the basis of a spouse’s or widow(er)’s earnings. Spouses and widow(er)s retiring since 1981 no longer qualify. Of some 12,000 employee annuitants awarded in Fiscal Year 1999, less than 600 contained vested dual benefit payments.

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BLE members in the market for a new computer can take advantage of a discount program through the AFL-CIO's internet community, known as Workingfamilies.com.

Thanks to the AFL-CIO Workingfamilies.com/IBM Discount Computer Offer, members of AFL-CIO affiliated unions can now equip their homes with powerful IBM personal computers from the comfort of their own homes. The offer includes two computer models that are perfect for the individual user or the family, and are available to union members belonging to AFL-CIO affiliated unions at a 5 percent discount. Financing is also available.

BLE members eligible for discounted computer systems

1. Employee Rights

(a) The rail labor contract is an agreement to which the existing contract or a successor contract shall be applied. An employee is entitled to a contract or a successor contract which shall provide the employee with the same rights and benefits that were enjoyed by the employee under the existing contract, and to be called, except for exhibits and witnesses that may be introduced without objection.

2. Publication Expense Accounts

(a) The rail labor contract shall be published in the form of a printed publication by the union and the rail labor contract shall be published in the form of a printed publication by the union.

3. Making Objection Notices

(a) The labor contract shall provide notice of objection by the union and the rail labor contract shall be published in the form of a printed publication by the union.

4. Major Categories of Chargeable Expenses

(a) All costs of strikes and other lawful economic actions, including the cost of enterprising an employee annuity, shall be chargeable activities.

5. Arbitration of Challenges

(a) The rail labor contract shall be published in the form of a printed publication by the union and the rail labor contract shall be published in the form of a printed publication by the union.

6.國家 Fees

(a) The rail labor contract shall be published in the form of a printed publication by the union and the rail labor contract shall be published in the form of a printed publication by the union.

7. What dual benefit restrictions apply when both the husband and wife are railroad employees?

(a) If an employee is receiving a disability annuity, the employee's twelve months of service before 1974, the survivor annuity for the employee as well as a widow(er)'s annuity, whichever is less, is reduced by 25 percent of the amount of the dual annuity.

8. How can an annuitant find out if receipt of any dual benefits might affect his or her railroad retirement annuity?

(a) An annuitant shall be entitled to receive a copy of all the notices of chargeable activities sent to all nonmembers whose timely objections have not been sent to the union's claims administrator or the union's attorney, except that the union shall not be required to verify the existence and the amounts of any escrow accounts.

9. Can workers' compensation or public disability benefits affect railroad retirement benefits?

(a) If an employee is receiving a disability annuity, the employee's twelve months of service before 1974, the survivor annuity for the employee as well as a widow(er)'s annuity, whichever is less, is reduced by 25 percent of the amount of the dual annuity.

10. How does the Federal Employees Retirement System differ from the Railroad Retirement System?

(a) The Federal Employees Retirement System differs from the Railroad Retirement System in that the Federal Employees Retirement System provides benefits based on the employee's own earnings, while the Railroad Retirement System provides benefits based on the employee's earnings and the earnings of the employee's spouse.

11. What is the survival annuity?

(a) The survival annuity is a benefit that provides a monthly payment to the surviving spouse of a railroad employee who dies before the age of 60 and who has completed 120 months of service before 1974.

12. How much does a railroad retirement annuity cost?

(a) The cost of a railroad retirement annuity is determined by the amount of the annuity and the number of months the annuity is paid.

13. How does the railroad retirement annuity compare to the social security annuity?

(a) The railroad retirement annuity is calculated using the same formula as the social security annuity, but the railroad retirement annuity is paid on a monthly basis, while the social security annuity is paid on a quarterly or semi-annual basis.

14. How are railroad retirement annuities calculated?

(a) Railroad retirement annuities are calculated using a formula that takes into account the employee's earnings, the number of years the employee worked in the railroad industry, and the employee's age at the time of retirement.
Four RTC desks were upgraded one rate level amounting to approximately $1.00 per hour increase for each and the interlocking RTC’s at 12th Street Tower (Calgary) and Rugby (Winnipeg) received a $7.35 per hour increase in addition to the general wage increases.

The major component of the settlement is in the area of pension plan improvements with no additional contributions from the employees. Changes in work rules which were necessary to both sides were also negotiated between the parties.

The Brotherhood’s bargaining committee consisted of Vice-President and Canadian Director Gilles Hallé, Rail Canada Traffic Controller General Chair- man Jim Ruddick, National Advisor/Special Representative Darrell Arnold and Local Chairmen Danny Maiver (Division 954, Quebec) and Kari Essery (Division 954, Calgary).

“We would like to extend a special thanks to Federal Mediator, Mr. Tom Hodges, for his assistance in providing the two parties his expertise in order to reach this settlement,” Brother Hallé said.
Honoring members past and present

A special Labor Day message from International President Edward Dubroski

According to Samuel Gompers, founder and longtime president of the American Federation of Labor: “Labor Day differs in every essential from the other holidays of the year in any country. All other holidays are in a more or less degree connected with conflicts and battles of man’s prowess over man, of strife and discord for greed and power, of glories achieved by one nation over another. Labor Day...is devoted to no man, living or dead, to no sect, race, or nation.”

Labor Day, the first Monday in September, is dedicated to the social and economic achievements of American workers. It constitutes a yearly national tribute to the contributions workers have made to the strength, prosperity and well-being of our country.

Labor Day is dedicated to a movement of people without whom this nation would be a very different place. Labor has been at the forefront of social change throughout the past century and a half. Many facets of American life that we regard as undeniable rights were fought for by our brothers and sisters who came before us. Things like unemployment insurance, worker compensation, and the eight-hour work day are the result of the hard work — and even bloodshed — of the past.

The BLE is proud of its role in this fight. We know that without organization there is no strength. The strength of the labor movement comes from the rank-and-file members. This is the most important thing to remember on Labor Day.

When our organization was founded 157 years ago, members had to meet in secrecy because they feared retaliation by railroad bosses. They were involved in a great struggle, not only for the rights of railroaders, but for the rights of all workers. As North America’s oldest labor organization, we have been on the front lines of many major struggles. On Labor Day, we commemorate those struggles of the past and the fights that are still going on. As the International President of the BLE, I urge all members to take time this Labor Day to honor those members of our organization who have fought in the great battles of the past, those who continue to fight today, and those who will keep fighting for generations to come.

State Legislative Board chairmen hold annual meeting

The National Association of State Legislative Board Chairmen held its annual meeting in Niagara Falls, Ontario, from July 23-26.

Thirty state chairmen and five provincial legislative board chairmen attended the meeting, along with International President Edward Dubroski, First Vice-President Jim McCoy, General Secretary-Treasurer Russ Bennett, Vice-President & U.S. National Legislative Representative Leroy Joch and National Legislative Representative-Canada George Hucker. The featured guest speaker was Jack Wells, Deputy Administrator of the Federal Railroad Administration.

Raymond Holmes, Chairman of the Texas State Legislative Board, is Chairman of the NASLBC.

“At the present time we have 36 states with either full or part time legislative chairmen,” Brother Holmes said. “We meet annually to discuss common issues, state initiatives, to hear reports from our International officers, to lay the framework for future legislation and to decide what legislation should be handled on the national level. The input of our Canadian Brothers allows us to share ideas and discuss common interests.”

Standing on staircase, front row, from left: Leroy Jones, Vice-President & U.S. National Legislative Representative; Jim McCoy, First Vice-President & Alternate President; Raymond Holmes, SLBC-TX and Chairman NASLBC, Edward Dubroski, International President; and Russell Bennett, BLE General Secretary-Treasurer.

Second row: James Britton, SLBC-TN; Edward Way, SLBC-IL; Jack Wells, Deputy Administrator, Federal Railroad Administration; Betty Child, BLE National Legislative Office, Executive Assistant; and Tommy Mayne, SLBC-KY

Third row: Jim Chappelle, SLBC-NJ; Keith Luebke-SLBC-WI; and Bob Harvey, BLE National Legislative Office, Regulatory Research Coordinator.

Fourth row: Terry Briggs, First VC-TX; Raymond Taylor, SLBC-GA; Tom Perkovich, SLBC-MN; and Jeff Ramage, SLBC-ID.

Fifth row: James Utsey, Second VC-TX; Wayne Wiedenpick, PLBC-British Columbia; and L.T. Norris, SLBC-VI & Vice Chairman NASLBC

Sixth row: John Collins, SLBC-NY; George Newman, SLBC-MA; and Don Anderson, PLBC-Alberta.

Seventh row: Tom Armstrong, PLBC-Saskatchewan; Brian Gallagher, LR-NY; Darrell Blake, SLBC-WV; Brent Bogg; BLE National Legislative Office, Political Affairs Coordinator; and Mike Moscha, SLBC-ND.

Standing on floor, front row, from left: John Gilbin, SLBC-IA; and Bruce Yates, SLBC-NM.

Second row: Bill Verdyen, SLBC-IN; Tim Young, SLBC-AR; Keith McCarthy, SLBC-WY; Randy Meek, SLBC-NE; Jim Keene, SLBC-KS; and Ken Kertesz, SLBC-PA.

Third row: Robert Sob, SLBC-AZ; Darrell Drywachski, PLBC-Manitoba; Tim Smith, SLBC-CA; Michael O’Brien, SLBC-IA; and Rob McCaffrey, PLB First Vice-Alberta.

Fourth row: Dow Horstman, SLBC-OR; Darrell Azarzola, First VC-CA; Paul Enbeam, First VC-WI; and Perry Renfro, SLBC-OK & Sec-Treas. NASLBC.

Fifth row: Bill O’Brien, SLBC-DH; Mike Wheten, PLBC-Ontario; and Craig Gilchrist, SLBC-MT.

Due to a printer’s error, the caption information for this photo was missing from the July 2000 issue of the Locomotive Engineer Newsletter. The individuals pictured here are, from left: John Rapp (partially obscured), Local Chairman of Division 74 (Harrisburg-Enola, Pa.), Buddy White, Division 496 (Atlanta), Sue White, Jackie Means, Division 267 (Adelphi, N.C.J.), Brendon Means, Melanie Coughran and R.S. Coughran, Division 85 (Columbia, S.C.).
In this issue of the Locomotive Engineer Newsletter, we have published a list of endorsed candidates for the upcoming November elections. While we do not tell our members who to vote for (and who not to vote for), we do offer suggestions based on voting records and support of BLE-friendly legislation.

Also, members are advised to watch their mailboxes for the Locomotive Engineers-Journal. In the upcoming Fall 2000 issue, we will publish the voting records of all current members of Congress who are running for re-election.

We feel it is important to provide our members with this information so they can make informed decisions at the ballot box.

International trade unionists exchange ideas with BLE leaders

A delegation of seven trade unionists from Russia visited the BLE’s International Division in Cleveland on August 28 to learn about collective bargaining, union organizing and grievance procedures. The BLE provided its guests with insights into the Railway Labor Act and its impact on collective bargaining and labor-management relations, differing pay scales, job training and the bidding process for jobs, and dispute resolution under the collective bargaining grievance procedures. The delegates were: Ms. Nadzhedda Grigor’eva Rakshenko, Ms. Tatyan娜 Anatolyevna Novaya, Mr. Andrei Konstantinovich Fadeev, Mr. Sergey Eduardovich Dublo, Mr. Aleksy Ivanovich Chertovoye, and Mr. Pavel Vyshnevich Soboloev.

Pictured fourth from the left above is Sergey Dublo, a representative of the Russian Trade Union of Railroad Engineers. He is chairman of the Soviet Branch of the union, and was nominated by his national union to take part in this high-level study program because he has been very successful in representing his members and blocking management’s efforts to break the union. The Russian Railway Ministry closed the Soversh Branch in a move to destroy his political base and to disperse his membership, but because of his skillful negotiating ability and considerable political skills, he was able to force a reversal of the decision.

He is pictured above with BLE General Secretary-Treasurer Russ Bennett (fifth from left) and BLE Executive Staff Member Mo Morrow (third from right). The visit was arranged through the U.S. State Department and the AFL-CIO affiliated American Center for International Labor Solidarity.

BLE Job Bank

CSX Transportation

CSX Transportation needs certified locomotive engineers. The seven locations with available positions are:

<table>
<thead>
<tr>
<th>Location</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta, Ga</td>
<td>(404) 548-6000</td>
</tr>
<tr>
<td>Montgomery, Ala</td>
<td>(334) 721-6000</td>
</tr>
<tr>
<td>Fitzgerald, Ga</td>
<td>(404) 548-6000</td>
</tr>
<tr>
<td>Manchaca, Texas</td>
<td>(830) 874-6000</td>
</tr>
<tr>
<td>Willard/Gettysburg, Ohio</td>
<td>(717) 637-6000</td>
</tr>
</tbody>
</table>

For details, contact CSX Transportation at: (500 Water St., Jacksonville, FL 32202) or call their Job Hotline at: (800) 321-1658 or (904) 381-4001.

CREDITS

To all those working at the BLE Headquarters;

BLET Publications Committee:
Edward Dubrovsky, International President
James A. Atkinson, First Vice-President & Alternate President
Russell W. Bennett, General Secretary-Treasurer
Leno De Jean, Div. 779 President & U.S. National Legislative Representative
John Birdley Jr., Editor
Contact us: www.ble.org • (216) 241-0600

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CSX Transportation:

BLE 2000 election special: Congressional endorsements

The U.S. Rail Retirement Board Informational Conference in Pittsburgh, Pa. The U.S. Rail Retirement Board will conduct a free informational conference in Pittsburgh, Pa. On-site registration begins at 8 a.m. with sessions starting promptly at 9 a.m. All sessions end at 12:30 p.m. To be held at the Holiday Inn Greenrriore, 401 Holiday Drive.

MAY 30-JUNE 2, 2001… 46th Annual International Western Convention in Denver, Colo. Come to Denver for the “West High” convention where a room rate of $125 per night has been reserved at the Hyatt-Regency Tech Center. Good for three days before and after the convention. To receive this discount rate, hotel reservations must be made by May 6, 2000, or (800) 232-1234. Reduced airline fares via United Airlines are available through Travel Planners by calling (800) 283-2754. There will be a golf tournament, tour of the Denver mint, Denver botanic garden, and a barbecue at the Colorado Railroad Museum. Questions should be directed to IWC Chairman Skip Colyar by phone (720) 225-7974 or by fax (303) 225-5794 or by e-mail <bule2001@aol.com>.

JUNE 24-28, 2000… 7th Southeastern Meeting Association in Pine Mountain, Ga. Contact N.J. Spriggs Jr. and become a part of BLE Division 777 (Macon, Ga.) We are hosting this year’s convention at Callaway Gardens Resort. Members interested in attending contact Brother Spriggs at (770) 997-0044.

AUGUST 20-24, 2000… Eastern Union Meeting Association in Atlantic City, N.J. At the Tropicana Hotel & Casino in Atlantic City, N.J. Conference registration begins at 3 p.m. on Monday, August 20, and hotel check-out is Friday, August 24. A room rate of $105 per night has been secured throughout the conference, as well as one-at-a-time parking fee for $2. Further details to come when available. Please direct questions to EUA Arrangements Chairman Sonny Kerrite at (732) 458-7447 or <sonny912@aol.com>.

September 2000 Calendar & Events

October 20-22… Railroad Retirement Board Informational Conference in Pittsburgh, Pa. The U.S. Rail Retirement Board will conduct a free informational conference in Pittsburgh, Pa. On-site registration begins at 8 a.m. with sessions starting promptly at 9 a.m. All sessions end at 12:30 p.m. To be held at the Holiday Inn Greenrriore, 401 Holiday Drive.