

## Amtrak unions threaten strike

One-day job action would draw attention to importance of passenger rail

More than 8,000 Amtrak union members, fed up with what they call inadequate government rail funding, threatened to walk off the job on Oct. 3 in a one-day strike.

"The idea is to try and give the public a snapshot of what the country would look like without a national rail system," said Charles Moneyppenny, a director of the AFL-CIO's Transport Workers Union.

"We believe we have the legal right to politically protest the persistent underfunding of Amtrak. Our members are fed up with trying to duct tape the railroad together so it can run," Moneyppenny said.

Amtrak employs roughly 20,000 unionized workers. Moneyppenny said labor groups representing 8,000 key workers have agreed to the walkout. "If you don't have engineers or mechanics the trains are not going to run," he said. The Brotherhood of Locomotive Engineers is one of the unions planning to participate in the walk-out.

A railroad industry source said Amtrak would likely seek a court injunction to block the threatened walkout on Oct. 3, but a spokesman for the railroad

would not confirm that.

Amtrak President David Gunn said the railroad needs to be adequately funded but opposed labor's approach to putting pressure on Congress and the Bush administration.

"Amtrak has a legal and public service obligation to provide inter-city passenger rail service each and every day. We anticipate all of our employees will abide by existing contracts and the law," Gunn said in a statement.

Moneyppenny said his union was passing out leaflets to passengers urging them to call their representatives in Congress to urge full funding.

Amtrak has requested \$1.8 billion in subsidies for the fiscal year beginning Oct. 1, citing the need for urgent repairs to its Northeast Corridor infrastructure.

In an advisory sent to employees, Gunn said on "any given day" something could fail and large parts of the system could be shut down." The Senate is considering \$1.34 billion in subsidies, while the House of Representatives has approved \$900 million.

In related Amtrak news, the Executive Committee of the AFL-CIO's Transportation Trades Department (TTD) unanimously adopted a policy resolution calling for \$1.8 billion in Amtrak funding for Fiscal Year 2004, and a reversal of the House vote that allocated only half that amount. TTD leaders said that the House vote means, "Amtrak could face financial collapse, thereby stranding millions of passengers and eliminating more than 20,000 jobs."

"Congress must finally give Amtrak the resources it needs to succeed. And they must reject policies — and policymakers — that seek to 'reform' Amtrak for the benefit of a select few at the expense of many," said TTD President Sonny Hall.

The TTD did not take a position on the one-day strike because only six of the 11 TTD Rail Division unions are scheduled to participate.

The resolution noted that Amtrak's workers have paid the price for these policies, as their wages are more than 20 percent below those in freight and commuter rail, and new contracts are years overdue.

*(Reuters contributed to this report.) •*

## AFL-CIO state federations enact remote control safety resolutions

In the past three months, six state labor federations have adopted safety resolutions that call upon local, state and federal officials to examine remote control train operations to make sure the technology is implemented in the safest manner possible.

AFL-CIO state federations in Arizona, Texas, Michigan, Nevada, North Carolina and Missouri have all adopted similar resolutions since June 11. In addition to these six bodies, 36 communities (26 cities and 10 counties) throughout the United States have adopted similar remote control safety resolutions.

In general terms, the resolutions oppose the unregulated use of remote control locomotives. The resolutions also request that state officials, as well as the Federal Railroad Adminis-

tration, examine remote control technology in the name of public safety.

### Arizona AFL-CIO

The Arizona AFL-CIO became the first AFL-CIO body to adopt a resolution calling for more stringent safety practices in the implementation of remote control. The federation unanimously adopted the resolution on June 11.

The Arizona AFL-CIO cited the dangers of transporting hazardous materials and the lack of FRA oversight in remote control operations among its reasons for passing the resolution. It calls for the "Arizona Corporation Commission to prohibit the use of RCL technology in switching operations until such time as... A thorough risk assessment study of RCL operations has been made and published by a third party."

The resolution also states that, "railroad companies have

failed to adopt and/or enforce the operational practices most critical for employee and public safety" during hasty implementation of remote control operations."

### Texas AFL-CIO

The Texas AFL-CIO has become the second state AFL-CIO affiliate to enact a remote control safety resolution, which was introduced on July 26.

The Texas AFL-CIO called for an examination of the implementation of remote control train operations and urged the state of Texas and the FRA to develop and adhere to comprehensive guidelines for remote control operations.

BLE Texas State Legislative Board Chairman Terry Briggs, along with

*See Remote Control, Page 8*

## BLE-IBT Town Hall Meetings underway

The Brotherhood of Locomotive Engineers is conducting a nationwide series of Town Hall Meetings to explain details of the proposed merger with the International Brotherhood of Teamsters.

Delegates to the BLE's Seventh Quinquennial International Convention in Miami changed Section 1 (e) of the BLE's Constitution & Bylaws in September of 2001. The changes established a 135-day timeline or "ratification schedule" that the International President must adhere to when considering a merger or affiliation with another organization. The change came about after delegates felt a "quickie" or cram-down merger was being forced upon the organization.

The ratification schedule provides time for BLE leadership to review the documents, to submit questions and to ask for clarifications, and for parties to distribute advocacy documents and/or partisan



materials. The ratification schedule for the current IBT proposal began on July 22, the day the merger documents were mailed to BLE leaders, after winning the unanimous approval of the BLE Advisory Board. The BLE-IBT merger ratification schedule, per Section 1(e) of the BLE Constitution & Bylaws, is as follows:

- **July 22, Day 1:** "Mailing Date" — documents mailed to leadership;
- **September 5, Day 45:** Request for clarifications and/or interpretations due;
- **September 20, Day 60:** Agreed-upon answers mailed and notice provided of right to distribute advocacy documents and/or partisan materials;

*See Town Hall Meetings, Page 3*

# RAILROAD RETIREMENT NEWS

## Acting for impaired beneficiaries

The Railroad Retirement Board's policy is that every annuitant has the right to manage his or her own benefits. However, when physical or mental impairments make a railroad retirement annuitant incapable of properly handling benefit payments, or where the Board determines that the interests of the annuitant so require, the Board can appoint a representative payee to act on the annuitant's behalf. A representative payee may be either a person or an organization selected by the Board to receive benefits on behalf of an annuitant.

The following questions and answers provide information for family members, or others, who may have to act on behalf of an annuitant.

### 1. Does the Railroad Retirement Board have legal authority to appoint a representative payee for an annuitant?

The Railroad Retirement Act gives the Board authority to determine whether direct payment of benefits, or payment to a representative payee, will best serve an annuitant's interest. The Board can appoint a representative payee regardless of whether there has been a legal finding of incompetence or commitment and, depending on the circumstances in a particular case, the Board can select someone other than the individual's legal representative to be the representative payee.

### 2. What if a person has been given power of attorney by a beneficiary?

Power of attorney is a legal process where one person grants another the authority to transact certain business on his or her behalf; but the Railroad Retirement Board, like the Social Security Administration, does not recognize power of attorney for purposes of managing benefit payments for a beneficiary. For this purpose, the Board uses the position of representative payee.

### 3. Why doesn't the Board recognize power of attorney?

The Railroad Retirement Act pro-

tections a person's right to receive benefits directly and to use them as he or she sees fit by prohibiting the assignment of benefits. Power of attorney creates an assignment-like situation that is contrary to the protections given by this law. The Act likewise gives the

Board exclusive jurisdiction in determining whether to appoint a representative payee for an annuitant. If the Board recognized power of attorney, the Board would be deferring to a designation made by someone outside of the agency and would, in effect, be abdicating its responsibility to the annuitant.

Also, events often occur which may affect an annuitant's eligibility for benefits. The responsibility for reporting these events to the Board is placed, by law, directly on the annuitant or the annuitant's representative payee. When benefits are accepted, the annuitant or his or her payee attests to a continued eligibility for such benefits. And if payments are misused, they can be recouped from the payee. This is not true with power of attorney.

### 4. How are these representative payees selected?

Generally, the Board's local field offices determine the need for a representative payee and interview potential payees. The field office also advises the payee of his or her duties, monitors the payee, investigates any allegations of misuse of funds, and changes the method of payment, or the payee, when appropriate.

The Board provides 15 days' advance notice to an annuitant of its intent to appoint a representative payee, and the name of the payee, in order to allow the annuitant a period of time in which to contest the appointment.



### 5. What are the primary duties and responsibilities of a representative payee?

The payee must give first consideration to the annuitant's day-to-day needs. This includes paying for food, shelter, clothing, medical care and miscellaneous personal needs. Beyond day-to-day needs, railroad retirement benefits may be used for other expenses.

The payee is also responsible for reporting events to the Board that affect the individual's annuity, and is required to account for the funds received on behalf of the annuitant.

In addition, since railroad retirement benefits are subject to Federal income tax, a representative payee is responsible for delivering the benefit information statements issued each year by the Board to the person handling the annuitant's tax matters.

Periodically, the payee will be asked to complete a report which includes questions regarding how much of the railroad retirement benefits available during the year were used for the support of the beneficiary, how much of the benefits were saved, and how the savings were invested. In order to complete the questionnaire correctly, a payee must keep current records of the railroad retirement benefits received and how the benefits were used. The records should be retained for four years.

### 6. What are a representative payee's primary responsibilities for an annuitant's Medicare coverage?

When an annuitant requires covered medical services, the payee must have the annuitant's Medicare card available. The payee must also keep records of the services received and the expenses incurred or paid, just as for any other usage of railroad retirement benefits.

### 7. What if an annuitant is confined to an institution?

When annuitants are in a nursing home, hospital or other institution, their railroad retirement benefit payments should be used to meet the

charges for their current maintenance. Current maintenance includes the usual charges the institution makes for providing care and services.

The payee should use the benefit payments to aid in the annuitant's possible recovery or release from the institution, or to improve his or her living conditions while confined. Payments may be used to provide such items as clothing, personal grooming supplies, transportation of relatives to visit the patient, trial visits to relatives, medical and dental care, and reading materials and hobby supplies.

### 8. How should railroad retirement benefits not immediately required to meet an annuitant's needs be handled?

Benefit payments which will not be needed in the near future must be saved or invested unless they are needed for the support of the annuitant's legally dependent spouse or child, or to pay creditors under certain circumstances. It is recommended that conserved funds be held in interest-bearing accounts. Preferred investments are Federally-insured or State-insured accounts at financial institutions and obligations of, or those backed by, the federal government, such as U.S. Savings Bonds. Funds should not be kept in the home where they may be lost or stolen, nor can they be mingled with the payee's own funds or other funds.

### 9. How can a person get more information about being appointed as a representative payee, or whether the use of railroad retirement benefits for a particular purpose would be proper?

For more information, a person should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday.

Persons can find the address and phone number of the Board office serving their area by calling the automated RRB Help Line at (800) 808-0772. They can also get this information from the Board's Web site at [www.rrb.gov](http://www.rrb.gov).

## NEWS BRIEFS

### FBI: U.S. rail lines targeted for attacks

Al-Qaida is targeting the nation's railroads for terrorism so it can disrupt the nation's economy, according to FBI officials.

The threat has become so real that on May 7, the FBI issued an alert when equipment capable of derailing a train was stolen from an east Texas rail yard.

Fears of an attack on strategic points along America's railroads were reinforced on September 11 with the release of a study on threats to rail by the RAND Corp., the Los An-

geles Economic Development Corp. and Orange County rail officials.

Possible terrorist acts include putting a bomb on a train to cause havoc in the rail system or tampering with the rail lines to cause a derailment, according to the study.

The study suggests that the nation concentrate its counterterrorism efforts along strategic corridors in Los Angeles, New York, Las Vegas, Houston and Chicago, said Wally Baker, senior vice president of the Los Angeles County Economic Development Corp.

The study calls on the federal government to fund training for emergency teams that

would respond to a rail disaster. The Association of American Railroads already operates a facility in Pueblo, Colo., to teach emergency personnel how to handle rail accidents, said John Bromley, spokesman for Union Pacific.

*(The Press-Enterprise of Riverside, Calif., contributed to this report.)* •

### CSX worker wins \$2.74 million case

A Jefferson Circuit Court jury awarded \$2.74 million to a CSX Transportation employee September 10, finding the railroad company negli-

gent in allowing him to be exposed to toxic solvents that led to brain damage.

Troy Moody worked in what was the Louisville & Nashville Railroad's south Louisville shops, where locomotives were cleaned with solvents, for about four years beginning in 1978, according to court records and his wife, Janet Moody.

Moody, 51, and his attorney argued that CSX exposed Moody and other employees to toxic solvents, even though they knew that the chemicals could cause brain damage.

In his closing argument, an attorney for CSX said that Moody's brain damage wasn't

caused by exposure to the solvents and denied that CSX failed to protect its workers from any known hazard.

The CSX attorney contended that if solvents had caused the brain damage, the effects would have been immediate.

Jurors voted 9-3 that negligence by CSX — not Moody — was a cause of the brain damage. The jury awarded Moody \$200,000 for future medical expenses, \$540,000 for future lost wages, and \$2 million for past and future pain and suffering.

*(The Louisville, Ky., Courier-Journal contributed to this report.)* •



# Remote control info spreads

## 36th community passes remote control safety resolution

The number of local communities enacting remote control safety resolutions grew to 36 in August. Mankato, Minn., and Saginaw, Mich., joined the growing list of communities that are asking the Federal Railroad Administration to make sure that remote control locomotives are operated in the safest manner possible.

### Mankato, Minn.

On August 11, the city of Mankato, Minn., passed a resolution opposing remote control locomotives within its jurisdiction.

The effort to pass the resolution was spearheaded by BLE Division 9 (Waseca, Minn.) President D.A. Boeck. BLE Union Pacific Northern Lines General Chairman Bruce D. MacArthur commended Boeck and the rest of the members of Division 9 for their effort.

The resolution stated that the city of Mankato took action in order to ensure the safety of its citizens, and it asked that the FRA develop comprehensive regulations for the use of remote control locomotives.

### Saginaw, Mich.

In August, the city of Saginaw, Mich., also adopted a safety resolution regarding the use of remote control trains within its boundaries.

The Saginaw City Council unanimously approved a resolution calling for the FRA to develop comprehensive regulations for the use of remote controlled locomotives, and that "those regulations ensure that the safety and well-being of the citizens of Saginaw will not be jeopardized by the use of such devices."

Greg Powell, Michigan State Legislative Board Chairman, thanked the members of BLE Division 304 (Saginaw), especially Local Chairman Dave Norman and Legislative Representative Don Roach. He also thanked Joe Smith, President of the Saginaw Central Labor Council; Wilmar Jones-Harm, Saginaw Mayor; Carol Cotrell, City Councilwoman; and the rest of the Saginaw City Council.

### The List

In addition to Mankato and Saginaw, 24 U.S. cities have adopted

similar 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.; Sparks, Nev.; Commerce, Calif.; Clinton, Iowa; and Montebello, Calif.

Also, 10 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.; Contra Costa County, Calif.; and Knox County, Tenn.

### Links at <www.ble.org>

For a PDF copy of the Mankato resolution, visit:

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

For a PDF of the Saginaw resolution, visit:

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

## Meany Center offers hazmat workshops

The George Meany Center-National Labor College is offering two hazmat training classes in 2003-2004.

The four classroom training programs are eight hours per day for four consecutive days. The dates are:

- October 5-9, 2003 (Silver Spring, Md.)

- May 2-6, 2004 (Silver Spring, Md.)

This training, eligible for three academic credits from the George Meany Center-National Labor College, addresses OSHA and DOT required procedures and different levels of response and worker protection in case of a hazardous materials emergency or release. Training also includes advanced classroom instruction and intensive hands-on drills. The highlight of the course is a simulated hazmat response in full safety gear.

Transportation, lodging and meals are provided for all training participants by a Federal grant from the National Institute of Environmental Health Sciences (NIEHS). In addition, participants who are unable to receive regular pay through the railroad to attend training are eligible for a stipend of \$428.

Completed registration forms should be faxed, mailed or e-mailed to the Hazmat office as soon as possible. Online registration is also available at <http://www.hazmatgmc.org>. Space is limited to approximately 25 for each program.

Railway Workers Hazardous Materials Training Program  
10000 New Hampshire Ave.  
Silver Spring, Md. 20903  
(301) 439-2440  
(301) 431-6464 - fax  
[crodgers@georgemeany.org](mailto:crodgers@georgemeany.org)

## BLE recognizes employee on 35th anniversary

BLE International President Don M. Hahs recognized Betty A. Child, who celebrated her 35th anniversary as an employee of the Brotherhood of Locomotive Engineers on August 20

She is secretary and administrative assistant to the BLE's U.S. National Legislative Representative Raymond Holmes and has worked in the BLE's Washington, D.C., office since 1968.

In 1998, Sister Child became the first woman selected as an honorary member of the BLE by a unanimous vote of the Advisory Board.

"On behalf of the 59,000 men and woman of the Brotherhood of Locomotive Engineers, I thank Betty Child for her years of dedicated service and valu-

able contributions to our organization," President Hahs said.

"Congratulations to Betty on her anniversary," Vice-President Holmes said, "I thank her for her patience and persistence over the years."

She came to work for the BLE as a young widow with two small children in August 1968. She has served under the leadership of 10 International Presidents, beginning with then-Grand Chief Engineer Perry S. Heath.

In unanimously accepting her as an honorary member in 1998, the Advisory Board declared: "Betty's many years of dedication, knowledge of the BLE's history and overall contribution to the organization as a whole is incomparable.



Betty Child, who in late August marked her 35th year as a BLE employee, with Raymond A. Holmes, BLE Vice-President & U.S. National Legislative Representative.

We only grant this membership to persons who have made an extremely valuable contribution to the cause of railroading in general, and/or to the cause of the craft of the locomotive engineer."

## BLE conducting Town Hall Meetings on proposed IBT merger

### Town Hall Meetings

Continued from Page 1

#### • September 30, Day 70:

Deadline for notice from those desiring to distribute materials per above;

#### • October 5, Day 75:

Deadline for Canadians to request separate vote;

#### • October 20, Day 90:

Deadline for mailing documents and ballot to each active member; and

#### • December 4, Day 135:

Deadline for receipt and counting of all ballots.

The office of BLE First Vice-President Ed Rodziewicz is coordinating the Town Hall meetings. 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 Town Hall Meetings provide a chance for BLE members to partici-

pate in a question and answer session with BLE leaders regarding the proposed IBT merger.

As the schedule for these events remains fluid, dates and locations of all meetings were not available for publication in the *Newsletter*. Confirmed Town Hall meetings are as follows:

#### October 22, 6 p.m.-8 p.m.

Holiday Inn Airport  
5000 Tenth Ave. North  
Birmingham, Ala.

#### October 23, 9 a.m.-11 a.m.

Holiday Inn Airport  
5000 Tenth Ave. North  
Birmingham, Ala.

#### October 23, 6 p.m.-8 p.m.

IBT Local 667 Meeting Hall  
796 East Brooks Road  
Memphis, Tenn.  
(901) 396-5331

#### October 24, 9 a.m.-11 p.m.

IBT Local 667 Meeting Hall  
796 East Brooks Road  
Memphis, Tenn.  
(901) 396-5331

#### October 24, 6 p.m.-8 p.m.

IBT Local 480 Meeting Hall  
1050 Cornelia St.  
Nashville, Tenn. 37217  
(615) 361-4900

#### October 25, 9 a.m.-11 a.m.

IBT Local 480 Meeting Hall  
1050 Cornelia St.  
Nashville, Tenn. 37217  
(615) 361-4900

BLE members can look for the dates and locations of Town Hall Meetings to be published on the BLE website when meetings are formally scheduled for a particular area. •



# EASTERN UNION MEETING ASSOCIATION



Representing Canadian BLE members at the 68th annual EUMA are, from left: Glenn Wightman, Division 91 (Montreal); and George Hucker, BLE International Vice-President & National Legislative Representative-Canada.



BLE International President Don M. Hahs, right, shakes hands with IBT General President James Hoffa.



From left: Mark Counsman, Local Chairman of Division 459 (Harrisburg, Pa.); Brian Simon, Local Chairman and Legislative Representative of Division 226 (Newark, N.J.); Ed Rodzicz, BLE International First Vice-President; Charles Otten, Division 46 (Albany, N.Y.); Richard Thomas, Division 867 (Waterbury, Conn.); and Corey Engel, Division 867.



From left: Carlos Lizarraga, Local Chairman of Division 106 (Muncie, Ind.); President Hahs; and Kevin Barker, Secretary-Treasurer of Division 106.



From left: IBT General President Hoffa visits the BLE Education & Training Department booth during the EUMA and meets with BLE Special Representative and Education & Training Department Coordinator Ken Kroeger.



From left: General Chairman Tommy Roberts (Conrail Shared Assets/CSX Northern District); Ron Pasquarella, Local Chairman and Legislative Representative of Division 682 (Hammond, Ind.); and General Chairman Don Menefee (CSXT Northern Lines).



From left: Ray Wagner, Regional Coordinator for CSX Operation Redblock; Leon Stockwell, CSX Northern Region SENSE Coordinator; Larry James, CSX System Labor Liaison; and Tom Vassie, Northeast Regional SENSE Coordinator and Secretary-Treasurer of the Conrail Shared Assets/CSX Northern District General Committee of Adjustment. Wagner belongs to BLE Division 286 (Grand Rapids, Mich.), Stockwell belongs to Division 561 (Richmond, Va.), James belongs to Division 284 (Parkersburg-Grafton, WV.), and Vassie to Division 382 (Buffalo, N.Y.)



# BALTIMORE, MD.



Frank Battaglia, Legislative Representative of BLE Division 1 (Detroit), asks a question during the closed session.



Bruce Cushing and his daughter Katie. Brother Cushing is Local Chairman and Legislative Representative of BLE Division 112 (Greenfield, Mass.).



From left: John Rupp, Local Chairman of Division 74 (Harrisburg, Pa.), and Fred Cox, Chairman of the 2003 EUMA in Baltimore.



From left: GIA International President Onita Wayland and BLE General Secretary-Treasurer William C. Walpert.



EUMA Chairman Mark Kenny, who is also General Chairman of the BLE's Amtrak General Committee of Adjustment.



Teamsters General President Hoffa and BLE International Vice-President Paul T. Sorrow.

## Next Eastern Union Meeting Association • August 8-11, 2004

At the Holiday Inn — Grand Island, N.Y.  
Hosted by Jimmy & Janet Louis and members of BLE Division 421 (more details to come)



# RAILROAD RETIREMENT NEWS

## How to calculate railroad, social security benefits

The payment of a railroad retirement annuity can be affected by entitlement to social security benefits, as well as certain other government benefits. Such dual entitlement, if not reported to the Railroad Retirement Board, can result in benefit overpayments which have to be repaid, sometimes with interest and penalties. The following questions and answers describe how dual benefit payments are adjusted by the Railroad Retirement Board for annuitants eligible for social security benefits and/or other benefit payments.

### 1. How are dual benefits paid to persons entitled to both railroad retirement and social security benefits?

Since 1975, if a railroad retirement annuitant is also awarded a social security benefit, the Social Security Administration determines the amount due, but a combined monthly dual benefit payment should, in most cases, be issued by the Railroad Retirement Board after the railroad retirement annuity has been reduced for the social security benefit.

### 2. Why is a railroad retirement annuity reduced when a social security benefit is also payable?

The tier I portion of a railroad retirement annuity is based on both the railroad retirement and social security credits acquired by an employee and reflects what social security would pay if railroad work were covered by social security. Tier I benefits are, therefore, reduced by the amount of any actual social security benefit paid on the basis of nonrailroad employment, in order to prevent a duplication of benefits based on the same earnings.

The tier I dual benefit reduction also applies to the annuity of an employee qualified for social security benefits on the earnings record of another person, such as a spouse. And, the tier I portion of a spouse or survivor annuity is reduced for any social security entitlement, even if the social security benefit is based on the spouse's or survivor's own earnings. These reductions follow principles of social security law which, in effect, limit payment to the higher of any two or more benefits payable to an individual at one time.

However, the tier II portion of a railroad retirement annuity is based on railroad service and earnings alone, is computed under a separate formula, and is not reduced for entitlement to a social security benefit.

### 3. Are there any exceptions to the railroad retirement annuity reduction for social security benefits?

No. However, if an employee qualified for dual benefits before 1975 and meets certain vesting requirements, he or she can receive an additional annuity amount which offsets, in part, the dual benefit reduction. This additional amount, reflecting the dual benefits payable prior to 1975, is called a vested dual benefit payment. Legislation enacted in 1974 coordinated dual railroad retirement and social security benefit payments to eliminate certain duplications; 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.

Awards of these vested dual benefit amounts are now limited only to vested railroad employees with dual coverage on their own earnings. Spouses and widow(er)s retiring since 1981 no longer qualify. Of the over 16,000 employee annuities awarded in Fiscal Year 2002, less than 230 contained vested dual benefit payments.

### 4. Are there any funding limitations on the payment of vested dual benefits?

Vested dual benefit payments are funded by annual appropriations from general U.S. Treasury revenues, rather than the railroad retirement payroll taxes and other revenues that finance over 98% of the railroad retirement system's benefit payments. Payment of these vested dual benefits is dependent on the time and amount of such appropriations. If the appropriation in a fiscal year is for less than the estimated total vested dual benefit payments, individual payments must be reduced by proration. Vested dual benefits are not increased by cost-of-living adjustments.

### 5. Can Federal, State, or local government pensions also result in dual benefit reductions in a railroad retirement annuity?

Tier I benefits for employees first eligible for a railroad retirement annuity and a Federal, State or local government pension after 1985 may be reduced for receipt of a public pension based, in part or in whole, on employment not covered by social security or railroad retirement after 1956. This also applies to certain other payments not covered by social security, such as payments from a non-profit organization or from a foreign government or a foreign employer. However, it does not

include military service pensions, payments by the Department of Veterans Affairs, or certain benefits payable by a foreign government as a result of a totalization agreement between that government and the United States.

This reduction is made by adjusting certain weighting factors in the social security and tier I benefit formulas. These factors increase benefits for workers with low lifetime social security and/or railroad retirement earnings. The weighting factors were not, however, intended to increase benefits for those whose major employment was not covered by social security or railroad retirement.

### 6. How does the public service pension apply to spouse or widow(er)s' benefits?

The tier I portion of a spouse's or widow(er)'s annuity may also be reduced for receipt of any Federal, State or local pension separately payable to the spouse or widow(er) based on her or his own earnings. The reduction generally does not apply if the employment on which the public pension is based was covered by social security on the last day of public employment. (A special rule applies to Federal employees who switch from the Civil Service Retirement System to the Federal Employees Retirement System.) For spouses and widow(er)s subject to the government pension reduction, the tier I reduction is equal to 2/3 of the amount of the government pension. The public service pension reduction in railroad retirement spouse and widow(er) benefits was brought about by 1977 social security legislation which also applied to the tier I portion of railroad retirement spouse and widow(er) annuities. Since a social security spouse or widow(er) benefit is reduced if the beneficiary is also entitled to a social security benefit based on her or his own earnings, it was considered equitable that a social security spouse or widow(er) benefit also be reduced for a public service pension based on the beneficiary's own nonsocial security earnings.

### 7. What dual benefit restrictions apply when both a husband and wife are rail employees entitled to railroad retirement annuities?

If both the husband and wife are qualified railroad employees and either has some railroad service before 1975, both can receive separate railroad retirement employee and spouse annuities, without a full dual benefit reduction under the phase-out provisions of

the 1974 Railroad Retirement Act. However, if both the husband and wife started railroad employment after 1974, only the railroad retirement employee annuity or the spouse annuity, whichever he or she chooses, is payable.

If a widow(er) is qualified for a railroad retirement employee annuity as well as a widow(er)'s annuity, a special guaranty applies in some cases. If both the widow(er) and the deceased employee started railroad employment after 1974, the survivor annuity payable to the widow(er) is reduced by the amount of the employee annuity.

If either the deceased employee or the widow(er) had some railroad service before 1975 but had not completed 120 months of service before 1975, the widow(er)'s own employee annuity and the tier II portion of the survivor annuity would be payable to the widow(er). The tier I portion of the survivor annuity would be payable only to the extent that it exceeds the tier I portion of the widow(er)'s own employee annuity.

If either the deceased employee or the widow(er) completed 120 months of railroad service before 1975, the widow or dependent widower may receive both an employee annuity and a survivor annuity, without a full dual benefit reduction.

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

If an employee is receiving a disability annuity, tier I benefits for the employee and spouse may, under certain circumstances, be reduced for receipt of workers' compensation or public disability benefits.

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

If an annuitant becomes entitled to any of the previously discussed dual benefit payments, or if there is any question as to whether a dual benefit payment requires a reduction in an annuity, a Board field office should be contacted. In any situation, the best rule is, "When in doubt-report."

Annuitants can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help Line at (800) 808-0772 or by checking the Board's Web site at [www.rrb.gov](http://www.rrb.gov). Most field offices are open to the public from 9 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. •

## Upcoming 2003 Railroad Retirement informational conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected BLE officers during 2003. Registration begins at 8 a.m. Meetings are from 8:30 a.m. to 12:30 p.m.

**October 3 — Philadelphia, Pa.**  
Wyndham Hotel at Franklin Plaza  
17th and Race Streets

**October 17 — Pittsburgh, Pa.**  
Radisson Hotel, Pittsburgh Green Tree  
101 Radisson Drive

**October 24 — Portland, Ore.**  
Hilton Garden Inn., Portland Airport  
12048 N.E. Airport Way

**November 7 — New Orleans, La.**  
Holiday Inn Metairie, 3400 I-10 & Causeway Blvd.

**December 5 — Jacksonville, Fla.**  
Holiday Inn Baymeadows  
9150 Baymeadows Road



## NEWS BRIEFS

### Study: BNSF one of five worst companies for employee privacy

IBM Corporation is ranked best for employee workplace privacy and Burlington Northern Santa Fe one of the worst among the largest publicly traded companies, according to research conducted by WIRED magazine.

"Ranking Privacy at Work" in the October 2003 issue reports that with tools like e-mail and Internet monitoring, keystroke tracking and even genetic testing, on-the-job spying has never been more common or effective.

According to WIRED's findings, Burlington Northern Santa Fe ranks with Eli Lilly, Wal-Mart, New York Times Company, and Hilton Hotels as one of the five worst. It ranked Eli Lilly as the worst.

BNSF scored near the bottom for illegally testing workers for genetic defects. In May of 2002, BNSF paid \$2.2 million in damages to 36 workers who said they were genetically tested without their knowledge by the railroad as part of a comprehensive medical exam after filing claims for carpal tunnel syndrome. Most were maintenance of way workers.

The five best companies are IBM, Hewlett-Packard, Ford, Baxter Healthcare and Sears.

(From *Wired Magazine*) •

### Hurricane Isabel hits Eastern U.S. railroads

As much as the railroads in the path of Hurricane Isabel would like to

return to normal service, flooding and electrical outages are still interrupting schedules.

As this *Newsletter* went to press, Amtrak was still experiencing delays between Washington, D.C., and Baltimore due to high water at Landover, Md. As of September 24, the water had receded to a level that enabled Amtrak to restore full service on two tracks.

On its Harrisburg Line, Amtrak reported several downed trees blocking tracks and affecting overhead power lines. Passengers were notified that they may expect significant delays between Philadelphia and Harrisburg until further notice.

Local power outages have played havoc with scheduling and train operations because of concerns about grade-crossing protection. Norfolk Southern and CSX have placed hundreds of portable generators in North Carolina and Virginia to power crossing gates and flashers. CSX has managed to reopen all of its lines with the exception of the one from Garysburg, N.C., to Portsmouth, Va., which it hoped to have in service by September 24.

(From *Trains.com*) •

### UP told to get safety back on track in Calif.

Responding to a series of recent accidents and near misses involving Union Pacific trains in California — including two in September when freight cars almost crashed into Metrolink trains in Los Angeles — state officials criticized the Omaha-based railroad and called on it to improve its safety practices.

"We do not appreciate trains in our

rivers, our backyards or running uncontrolled through our neighborhoods, our intersections and past our schools," said Richard Clark, director of rail safety for the Public Utilities Commission.

On June 20, a UP train broke loose at a rail yard in Montclair and traveled out of control for about 30 miles at speeds greater than 80 mph before derailling in a Commerce neighborhood. Nobody was killed, but the derailment crushed several houses.

Since then, Clark said, UP trains have been involved in five more seri-

ous incidents in California.

The PUC is so concerned about UP's performance in California that Clark and PUC board President Michael Peavey held an emergency telephone meeting last week with the head of the Federal Railroad Administration and Union Pacific's operations director.

During the phone call, Clark said, he and Peavey told UP that the commission would step up its monitoring of the company's tracks and trains in California, and that UP should do more to prevent accidents or near misses.

(From the *Los Angeles Times*) •

## BLE Job Bank

### Amtrak

Amtrak, the National Railroad Passenger Corp., is recruiting Locomotive Engineers to work out of Washington, D.C. Duties include the safe operation of diesel-electric locomotives, complying with train orders, wayside signals, railroad operating rules, special instructions, and federal, state and local regulations to transport passengers and equipment safely and efficiently.

Locomotive Engineers perform equipment and air brake tests as required. Job involves working alone and apart in physical isolation while integrating activities with others. Engineers must make timely and critical decisions under stressful situations to safeguard lives and property.

Candidates must have a current Class I Engineer Certificate and must currently be working as a Locomotive Engineer with one year of service. Any candidate whose driving record indicates a conviction for an alcohol or substance violation, or a refusal to submit to testing in connection with a moving violation within the past 36 months, will be automatically disqualified. Candidates must be able to report to their Crew Base within a 2-hour call.

Resumes may be forwarded to Amtrak Human Resources Department, 900 Second Street, NE, Washington, D.C., faxed to 202-906-3349, or emailed to [thomaswa@amtrak.com](mailto:thomaswa@amtrak.com).

Amtrak is an equal opportunity employer: EOE, M/F, D/V

## BLE a hit at AFL-CIO Union Industries Trade Show in Pittsburgh

The BLE Education & Training Department booth at the AFL-CIO Union Industries Show in Pittsburgh, Pa., offered show attendees an opportunity to experience the thrill of operating a locomotive.

Baultar's newly completed train simulator, installed in a 26-foot travel trailer, attracted the attention of young and old at the May 2-5 show, and was featured in an article published by the *Pittsburgh Post-Gazette*.

The simulator is a replica of the CN FD70 MAC comfort cab, complete with all the controls, an ergonomically-correct, adjustable Baultar 3500 series reclining seat, and a computer screen where a videotape of an actual run is displayed. Next to the "trainee" seat in the cab is a seat for the instructor to observe and critique while the simulator is in operation. Dozens of show goers entered the trailer to sit in the simulated cab and operate the controls during the four-day show.

This year's show attracted more than 200,000 visitors to the newly constructed, 330,000 square-foot David L. Lawrence Convention Center in downtown Pittsburgh. All the latest in union-made automobiles, motorcycles, appliances, hardware, work clothes, sporting goods, baked goods, and groceries were on display, as well as services and skills performed by America's union members.

The show, produced by the AFL-CIO Union Label & Service Trades Department, is held each year in a different part of the country. "The American Dream — Union Made" was the theme for the Pittsburgh show.

Education and Training Coordinator Ken Kroeger planned and organized the BLE's exhibit. Len Woolgar of Baultar Manufacturing towed the travel trailer from Windsor, Quebec, to Pittsburgh, and maneuvered it into the convention center. Kroeger, Woolgar, and Sereena Hogan of the GIA staffed the booth from 11 a.m. to 7 p.m. each day. Engineer Will Amaya, of Seattle, Wash., and Pennsylvania State Legislative Board Secretary-Treasurer Dave Caniff of Pittsburgh also volunteered their time to interact with show attendees and to work as instructors on the simulator.

General Secretary-Treasurer Bill Walpert was on hand when the show opened. Several hundred Pittsburgh-area junior high and high school students attending the show.



Ken Kroeger of the BLE Education & Training Department works with a young railroad enthusiast at the AFL-CIO's Union Industries Trade Show in Pittsburgh. The simulator used by the BLE as part of the show was provided by Baultar.

"The Union Industries Trade Show is a great opportunity for these students to get a first-hand look at the wide range of good union jobs available to those who prepare for them," GST Walpert said. "Many potential future hogheads took away our handout titled 'Becoming a Locomotive Engineer.'"

Next year's show will be in St. Louis, Mo. •



# BLE NEWS

## CSX retaliates over RCO resolution

CSX Transportation is retaliating against a Tennessee County Commission for passing a remote control safety resolution earlier this year. The railroad is refusing to allow public parking on its property during the county's annual Apple Festival.

In March, the Unicoi County Commission (Tenn.) passed a resolution that urged CSX not to use remote-control switching devices in its rail yard, saying that replacing live engineers with machines was a safety issue.

In August, the Unicoi County Chamber of Commerce requested permission from CSX to allow public parking on its property for the annual Unicoi County Apple Festival.

CSX has provided the property for festival parking at no charge to the Chamber for years. This year, however, the railroad changed its tune.

"In the past, we have been happy to authorize public parking on our property for the Apple Festival, but since the County Commission has taken official actions to question the safety of our operations, we do not feel that it would be appropriate to have members of the public parking in the vicinity of those operations," said a CSX official in a letter to the County.

Members of the county commission did not show signs of changing their opposing positions on the issue.

"My vote as a commissioner was for safety, and I don't see the commission going back and changing it," County Commissioner Jimmy Erwin said. "Any time you take a person from behind the wheel (train engineers), you have more of a chance of error."

*(The Erwin Record contributed to this report.)* •

## Remote Control

Continued from Page 1

members of his board, introduced the resolution. It noted that Texas leads the nation in the transportation of hazardous materials, including nuclear materials, and that these materials could endanger lives if released in an accident.

### Michigan AFL-CIO

In mid-August, the Michigan AFL-CIO called for a halt of remote control train operations until enforceable federal regulations are in place.

The federation resolved that the state of Michigan ban remote control until it has been thoroughly studied and the FRA promulgate regulations regarding the technology.

Greg Powell, the BLE's Michigan State Legislative Board Chairman, was instrumental in the passage of the resolution. He thanked Michigan AFL-CIO President Mark Gaffney, Michigan AFL-CIO Lobbyist Ken Fletcher and the Michigan AFL-CIO Executive Board for passing the resolution.

### Nevada AFL-CIO

Delegates attending the 47th annual Nevada AFL-CIO Convention passed a resolution calling for improved safety in the operation of remote control locomotives on August 26.

In unanimously adopting the resolution the Nevada AFL-CIO called upon the FRA to issue comprehensive guidelines for remote control operations.

Joe Carter, BLE Nevada State Legislative Board Chairman, thanked the delegates at the convention, especially Danny Thompson, Executive Secretary-Treasurer of the Nevada AFL-CIO, and Larry Wilson of the United Auto Workers, for their help in getting the resolution passed.

### North Carolina AFL-CIO

Allies from different unions helped BLE delegates pass a remote control safety resolution at the North Carolina State AFL-CIO Convention. BLE submitted the resolution on September 5.

Members of the firefighters union and North Carolina State AFL-CIO President James Andrews were especially helpful in getting the resolution

to the floor, according to BLE Division 435 (Hamlet, N.C.) Local Chairman Curtis Driggers. It passed unanimously.

Brother Driggers worked with Brother Wayne Fuller, Division 435 President and Legislative Representative, on the passage of the resolution. Together, they attended the convention and, with the help of President Andrews, got the resolution to the delegates.

"We also met several allies, including firefighters, who are very interested in helping us with this important public safety issue," said Brother Driggers.

### Missouri AFL-CIO

The Missouri AFL-CIO passed a remote control safety resolution on September 8.

The Missouri resolution, which opposes the unregulated use of remote control locomotives, asks the FRA to promulgate regulations regarding the safe use of remote control.

BLE Missouri State Legislative Board Chairman Mickey Gage thanked Missouri AFL-CIO President Hugh McVey and Secretary-Treasurer Herb Johnson for their help in getting the resolution passed.

### More Information

The full text of each resolution is available on the BLE website for download at:

<http://www.ble.org/remotecontrol/resolutions.asp> •

## SEPTEMBER 2003 CALENDAR & EVENTS

**OCTOBER 22, 2003... Town Hall Meeting on proposed BLE-IBT merger, Birmingham, Ala.**  
The BLE will host a Town Hall Meeting at the Holiday Inn-Airport in Birmingham, Ala., from 6 p.m. to 8 p.m. The address is: 5000 Tenth Ave North, Birmingham, Ala.

**OCTOBER 23, 2003... Town Hall Meeting on proposed BLE-IBT merger, Birmingham, Ala.**  
Same location as above, but from 9 a.m. to 11 a.m.

**OCTOBER 23, 2003... Town Hall Meeting on proposed BLE-IBT merger, Memphis, Tenn.**  
The BLE will host a Town Hall Meeting at the IBT Local 667 Meeting Hall, 796 East Brooks Road, Memphis, Tenn. From 6 p.m. to 8 p.m. For directions, call: (901) 396-5331.

**OCTOBER 24, 2003... Town Hall Meeting on proposed BLE-IBT merger, Memphis, Tenn.**  
Same location as above, but from 9 a.m. to 11 a.m.

**OCTOBER 24, 2003... Town Hall Meeting on proposed BLE-IBT merger, Nashville, Tenn.**  
The BLE will host a Town Hall Meeting at the IBT Local 480 Meeting Hall, 1050 Cornelia St., Nashville, Tenn., 37217. From 6 p.m. to 8 p.m. For directions, call: (615) 361-4900.

**OCTOBER 25, 2003... Town Hall Meeting on proposed BLE-IBT merger, Nashville, Tenn.**  
Same location as above, but from 9 a.m. to 11 a.m.

**JUNE 13-18, 2004... 77th Annual Southeastern Meeting Association, Greenville, S.C.**  
At the Hyatt Regency Hotel in Greenville Commons, hosted by Roger Peace and members of Division 598.

**AUGUST 8-11, 2004... 76th Eastern Union Meeting Association, Grand Island, N.Y.**  
At the Holiday Inn-Grand Island, hosted by Jim & Janet Louis and members of Division 421.

**AUGUST 17-22, 2004... 64th Annual International Western Convention, Albuquerque, N.M.**  
At the Hyatt Regency Albuquerque, hosted by Pat and Barbie Lynch and members of BLE Division 446.

## Advisory Board July 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.; Eastern Union Meeting Association, Baltimore; Advisory Board meeting, Cleveland.  
**First Vice-President & Alternate President Edward W. Rodzowicz**— Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Eastern Union Meeting Association; Advisory Board mtg., BLE-IBT merger; International Association of State Legislative Board Chairmen; Tex-Mex and UP/SP mtg. in Laredo; NCCC contract negotiations; Norfolk Southern-Nickel Plate-Wabash-WLE mtg.  
**General Secretary-Treasurer William C. Walpert**—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Eastern Union Meeting Association, Baltimore; International Association of Legislative Board Chairmen mtg., Wilkes Barre, Pa. Advisory Board mtg.  
**Vice-President Paul T. Sorrow**—Eastern Union Meeting Association, Baltimore; Advisory Board mtg.; Joint mtg. w/ CSX-Eastern and CSX-Western Lines GCofAs; National wage/rules committee mtg.; Attended Intern Meeting of Norfolk Southern Northern Lines GCofA; Worked on issues related to negotiations with Grand Trunk Western RR, SBA 1063; Assisted NS Northern Lines, GTW and CSX GCofAs with various issues.  
**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.; EUMA, Baltimore; Advisory Board mtg., Cleveland; BRC negotiations, Chicago (employee protection, remote control); CN/WC LM mtg., Chicago; Various NRAB arbitration, Sacramento & Lake Tahoe, Calif.; CN/WC general assistance, Chicago; Section 3 Sub-Committee, Madison, Wisc.; Emp: Protection-follow up, BRC, Chicago; FRA Part 240.409 dockets: EQAL 01-16, 01-18, 00-51, 98-84, 01-30, 01-06, 02-45.  
**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.; General office duties; NRRL/BLE negotiations; Advisory Board mtg.  
**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes** — Washington D.C. office; General office duties; EUMA, Baltimore; AFL-CIO Admin. mtg.; TTD/Rail Div. Mtg.; Advisory Board meeting, Cleveland; International Association of Legislative Board Chairmen, Wilkes-Barre, Pa.; Mark-up for Rail Safety and STB Authorization bills; Cong. Young event (R-AK).  
**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; EUMA, Baltimore; Advisory Board mtg., Cleveland; Contract mtgs. on Tex-Mex in corpus Christi, Texas, w/ GC Leyendecker and BLE negotiating team; Mtgs. w/ GC Martin and NYS&W in Cooperstown, N.Y.; Mtgs. w/ GC Koonce and KCS (Midsouth Rail), Kansas City; Conference call w/ KCS GCofA; Review of recent decisions of PLB 6560 (Delaware & Hudson); General office duties, research and paperwork.  
**Vice-President Stephen D. Speagle**—BNSF mtgs. on Safety Summit, Las Vegas; Executive session for PLB 6540, Decatur; Advisory Board mtg., Cleveland; Div. 430 mtg., BNSF on-property negotiations, Ft. Worth; PLB 6345, St. Louis; Wabash Hospital mtg.; Office work, correspondence.  
**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; Advisory Board mtg., Cleveland.  
**Vice-President Paul L. Wingo Jr.** — Assisted NS Southern Lines & NS Eastern GCofAs; Iowa, Chicago & Eastern; Meridian Southern; BLE Security Officer; General office duties; Advisory Board mtg., Cleveland.  
**Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; VIA mtgs., Montreal; CN-East GCofA mtgs., Shawinigan; Advisory Board mtg., Cleveland; Quebec City; CROA Admin Committee, Montreal; National negotiations, VIA, Montreal.  
**Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; National Legislative Board-Canada; EUMA, Baltimore; CN-East GCofA mtgs., Shawinigan; Advisory Board mtg., Cleveland; State and Provincial Legislative Board Chairmen mtgs., Wilkes-Barre, Pa.; Mtgs. w/ Division 295, Scarborough; UTU issues, Saskatoon and Calgary.



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

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 VOLUME 17 • NUMBER 9 • SEPTEMBER 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.