

# THE LOCOMOTIVE ENGINEER NEWSLETTER • OCTOBER 2003

## Ballots mailed in IBT merger

Town Hall Meetings continue as counting of ballots begins December 4

The Brotherhood of Locomotive Engineers is continuing to host a series of Town Hall Meetings regarding the proposed merger with the International Brotherhood of Teamsters as ballots were mailed on October 20.

The timeline established in Section 1(e) of the current BLE Constitution & Bylaws governs the balloting process.

In accordance with Section 1(e)(6) — Constitution, the required merger documents and ballots were mailed to over 37,000 members in the United States and Canada on October 20, 2003. Due to the large volume and weight of the documents, it was necessary to hand stuff each envelope, so be sure to examine your packet carefully. If the ballot or any other documents are missing, call the American Arbitration Association (AAA) at (800) 529-5218. The



voting period does not end until December 4, 2003, so there is ample time to request a replacement ballot if necessary.

Any new members who were recently initiated, processed and are reported on the International Division records as of October 20 are eligible to vote on the merger and will also be sent ballots.

“Every member is strongly encouraged to review the documents and vote on this most important proposal, so we can send the entire industry a strong message of unity,” said BLE International President Don Hahs. “The merger agreement and related bylaws establish a structure that preserves BLE autonomy and creates an opportunity for growth under the umbrella of the Teamsters.”

The proposed merger would give

### Frequently Asked Questions

A list of 16 Frequently Asked Questions regarding the proposed BLE-IBT merger appears on Page 7 of this issue.

locomotive engineers and trainmen membership in the largest transportation union in North America.

The Town Hall Meetings provide a chance for BLE members to participate in a question and answer session with BLE leaders regarding the proposed IBT merger. Upcoming Town Hall Meetings for November are published in the “Calendar and Events” section on Page 8 of the Newsletter.

On February 26, 2003, the BLE Advisory Board unanimously approved a motion that allowed the BLE Executive Committee to explore a possible merger with the Teamsters. •

### Breaking News!

## BLE, carriers initial tentative contract

The Brotherhood of Locomotive Engineers reached a tentative agreement with the National Carriers Conference Committee, BLE International President Don M. Hahs announced on October 9.

The tentative agreement covers work rules, wages and health care. Terms of the proposed agreement were reviewed at a meeting of BLE General Chairmen and State Legislative Board Chairmen in Cleveland on October 21.

Following the meeting with the General Chairmen and State Legislative Board Chairmen, details of the agreement will be made available as it undergoes the constitutionally required ratification process.

## IBT/BLE chalks up another shortline organizing win

The International Brotherhood of Teamsters/Brotherhood of Locomotive Engineers Rail Operating Employees’ Council (IBT/BLE) scored a shortline organizing victory on October 2 after workers at the previously non-union Great Western Railway of Colorado selected IBT/BLE as their designated collective bargaining representative.

The National Mediation Board released election results on October 2, reporting that 83 percent of voters selected IBT/BLE.

“I welcome these new Brothers and Sisters to the House of Labor,” said BLE International President Don M. Hahs. “I wish to thank everyone at the Great Western Railway for their hard work during the organizing campaign and I thank them for voting. Our new Brothers and Sisters will benefit from the strength of bargaining collectively and having a

strong, unified voice on the job.”

President Hahs recognized the efforts of Tommy Miller, the BLE’s Director of Organizing. Brother Miller thanked the Great Western employees and also thanked Terry Sutton, Local Chairman of BLE Division 186 (Denver), and Frank Bruner, also of Division 186, for their assistance.

The Great Western Railway win is the latest in a string of shortline organizing victories for the IBT/BLE, which has organized nearly 600 new members since last year.

On August 1, the IBT/BLE successfully organized the St. Lawrence & Atlantic Railroad. Other shortline organizing wins dating back to August of 2002 include the Utah Railway; the Iowa, Chicago & Eastern Railroad; the Indiana Southern Rail-

See Great Western, Page 8

## TTD targets contract van safety

Studies show 15-passenger vans have poor safety record

The Executive Committee of the AFL-CIO’s Transportation Trades Department passed a resolution on September 17 calling on the federal government to apply its motor carrier safety regulations to commercial passenger vans.

The resolution stated that “Given the inherent safety problems of vans designed to transport between nine and 15 passengers, it is unacceptable that the Bush Administration recently issued a so-called van safety rule that continues to allow too many regulatory loopholes and in the process threatens the safety of passengers and drivers alike. There are too many well-documented and highly publicized hazards associated with these vehicles to allow this segment of the industry to escape compliance with basic safety standards that are required of other commercial motor vehicles.”

The Bush Administration opted to issue an incomplete rule that does not universally apply safety requirements to

all 15-passenger vans. The rule limits the application of safety regulations to those interstate operations that are outside a 75 mile radius from the location where the driver normally reports to work. Also, these requirements do not cover passenger vans entering or leaving Mexico unless the vehicle meets the 75 mile criteria. The rule also restricts applicability to passenger van operations that are directly compensated for their service by passengers, i.e. hotel shuttles, rental car shuttles and outdoor recreation transporter services.

The TTD resolved to urge Congress and the Bush Administration to ensure the safety of van passengers by applying Federal Motor Carrier Safety Regulations to all commercial 15-passenger van operations, regardless of distance traveled; to seek application of commercial drivers license and drug and alcohol testing requirements to operators of 15-passenger vans; and to educate the public and policy mak-

ers on the inherent rollover dangers of 15-passenger vans and importance of having trained, experienced drivers behind the wheel.

On March 21, 2001, BLE member Raymond J. St. Marie of Division 366 was killed while deadheading from Houston to the Union Pacific terminal in Alexandria, La. As the van he was traveling in slowed down for a highway construction zone on Interstate 10, just east of Lake Charles, La., it was rear-ended by an 18-wheeler. The van was shoved into the rear of another 18-wheeler, killing Brother St. Marie, the van driver, and a conductor, M. Deramus, 48.

Brother St. Marie’s death was added to the 864 occupants who died in van crashes between 1990 and 2000.

When compared to other passenger vehicles, 15-passenger vans are involved in a disproportionate number of single vehicle crashes involving rollovers. •



# RAILROAD RETIREMENT NEWS

## Medicare for railroad families

The Federal Medicare program provides hospital and medical insurance protection for railroad retirement annuitants and their families, just as it does for social security beneficiaries. Part A (hospital insurance) is financed through payroll taxes paid by employees and employers, while Part B (medical insurance) is financed by premiums paid by participants and by Federal general revenue funds.

The following questions and answers provide basic information on Medicare eligibility and coverage.

### 1. Full retirement age for unreduced social security benefits and some unreduced railroad retirement benefits is gradually increasing. Is Medicare eligibility based on age also changing?

No. Medicare eligibility based on age has not changed. Although the age requirements for some unreduced railroad retirement benefits are rising just like the social security requirements, beneficiaries are still eligible for Medicare at age 65. All railroad retirement beneficiaries age 65 or over, and other persons who are directly or potentially eligible for railroad retirement benefits, are covered by the program.

### 2. Who is eligible for Medicare coverage before age 65?

In general, coverage before age 65 is available for disabled employee annuitants who have been entitled to monthly benefits based on total disability (i.e., the employee must have met the Social Security Act's requirements for a disability benefit) for at least 24 months. Disabled widow(er)s under 65, disabled surviving divorced spouses under 65, and disabled children may also be eligible.

Medicare coverage before age 65 on the basis of permanent kidney failure is also available to employee annuitants, employees who have not retired but meet certain minimum service requirements, spouses, and dependent children who suffer from permanent kidney failure requiring hemodialysis or a kidney transplant. (Special rules also apply for individuals diagnosed with Amyotrophic Lateral Sclerosis.)

### 3. How do persons enroll in Medicare?

If a retired employee or a family member is receiving a railroad retirement annuity, enrollment for both Part A (hospital insurance) and Part B (medical insurance) is generally automatic and coverage begins when the person reaches age 65. An individual may decline Part B if so desired, and this does not preclude him or her from applying for medical insurance at a later date. Premiums may be higher, however, if enrollment is delayed.

If an individual is eligible for but not receiving an annuity, he or she should contact the nearest Board office approximately three months before attaining age 65 in order to apply for Medicare. (This does not mean that the individual must retire if presently working.) The best time to apply is during the three months before the month in

which the individual reaches age 65. He or she will then have both hospital and medical protection beginning with the month age 65 is reached. If the individual does not enroll for Part B in the three months before attaining age 65, he or she can enroll in the month age 65 is reached or during the next three months, but there will be a delay of one to three months before medical insurance is effective. Individuals who do not enroll during their initial enrollment period may sign up in any General Enrollment Period (January 1 - March 31 each year). Coverage for such individuals begins July 1 of the year of enrollment.

### 4. How much can Medicare Part B premiums increase for delayed enrollment?

Premiums for Part B are increased 10 percent for each 12-month period the individual could have been, but was not, enrolled. However, individuals who wait to enroll in Part B because they have group health plan coverage based on their own or their spouse's current employment may not have to pay higher premiums because they are eligible for special enrollment periods.

### 5. What should be considered by a person who can delay Part B enrollment because he or she is covered by an employer group health plan?

Individuals deciding when to enroll in Medicare Part B should consider how this will affect eligibility for health insurance policies, known as "Medigap" insurance, which supplement Medicare coverage.

Individuals can get more detailed information about Medigap policies from the publications Medigap Policies or Guide to Health Insurance for People with Medicare. To get a copy, they can call the Medicare toll-free number 1-800-MEDICARE (1-800-633-4227) or go to [www.medicare.gov](http://www.medicare.gov) on the Internet and click on "Publications."

### 6. What is covered by Part A (hospital insurance) of the Original Medicare Plan?

The hospital insurance program is designed to help pay the bills when an insured person is hospitalized. The program also provides payments for required professional services in a skilled nursing facility (but not for custodial care) following a hospital stay, home health services, and hospice care.

There is a limit on how many days of hospital or skilled nursing care Medicare helps pay for in each "benefit period." A benefit period begins the first day a patient receives services in a hospital. It ends after a person has been out of a hospital or other facility primarily providing skilled care for 60 days in a row.

Benefits are ordinarily paid only for services received in the United States or Canada. Hospital insurance also covers hospital stays in Mexico under very limited conditions.

### 7. What are the Medicare Part A deductible and coinsurance charges in 2003?

For the first 60 days in a benefit period, a Medicare patient is responsible for paying a deductible which for 2003 is the first \$840 of all covered inpatient hospital services. The daily coinsurance charge that a Medicare beneficiary is responsible for paying for hospital care for the 61st through the 90th day is \$210 in 2003. If a beneficiary uses "lifetime reserve" days, he or she will be responsible for paying \$420 a day for each reserve day used in 2003. Lifetime reserve days are an extra 60 hospital days a beneficiary can use if illness keeps him or her in the hospital for more than 90 days; a beneficiary has only 60 reserve days during his or her lifetime and the beneficiary decides when to use them.

In addition, the daily coinsurance charge a beneficiary is responsible for paying for care in a skilled nursing facility for the 21st through the 100th day is \$105 in 2003.

### 8. What are some of the services Part B (medical insurance) of the Original Medicare Plan covers?

Medicare medical insurance helps pay for doctors' services and many medical services and supplies that are not covered by the hospital insurance part of Medicare, such as certain ambulance services, outpatient hospital care, X-rays, laboratory tests, physical and speech therapy, blood, mammograms, Pap smears, and colorectal cancer screening.

### 9. What are the basic Medicare Part B premium and medical insurance deductible in 2003?

The basic Medicare medical insurance premium deducted from railroad retirement or social security payments is \$58.70 a month in 2003. Also, the annual medical insurance deductible for doctor bills a beneficiary must pay is \$100 in 2003. After the deductible is paid, Medicare will generally pay 80 percent of the approved charges for covered services during the rest of the year; the beneficiary is responsible for paying the remaining 20 percent of the cost.

### 10. What does Medicare not cover?

Medicare provides basic protection against the high cost of illness, but it will not pay all health care expenses. Some of the services and supplies Medicare cannot pay for are custodial care, such as help with bathing, eating, and taking medicine; dentures and routine dental care; most eyeglasses, hearing aids, and examinations to prescribe or fit them; long-term care (nursing homes); personal comfort items, such as a phone or TV in a hospital room; most prescription drugs; and routine physical checkups and most related tests.

### 11. Besides the Original Medicare Plan, what other Medicare health care options are available?

The Medicare + Choice program was created to provide more health care options under the Medicare laws. To be eligible for these other options, the beneficiary must have Medicare Part A and Part B, must not have permanent kidney failure requiring hemodialysis or a kidney transplant, and must live in the service area of a health plan.

The plans must provide basic Medicare Part A and Part B services (except hospice services). They may charge additional amounts to provide extra services. In addition to the Original Medicare Plan and the Original Medicare Plan with a Medigap policy, Medicare Managed Care Plans and Medicare Private Fee-for-Service Plans are available.

The most common Managed Care Plans are health maintenance organizations (HMOs). Managed Care Plans that have contracts with the Medicare program must provide all hospital and medical benefits covered by Medicare. However, usually services must be obtained from the Managed Care Plan's network of health care providers (doctors, hospitals, skilled nursing facilities, for example). In most cases, neither the Managed Care Plan nor Medicare will pay for services not authorized by the Managed Care Plan (except emergency services or services urgently required while the patient is out of the Managed Care Plan service area).

Many Managed Care Plans that have contracts with Medicare also provide benefits beyond those Medicare pays for. These include preventive care, prescription drugs, dental care, hearing aids and eyeglasses. The benefits may vary by Managed Care Plan.

Private Fee-for-Service Plans are also a health care choice in some areas of the country. A Private Fee-for-Service Plan is a Medicare health plan offered by a private insurance company. It is not the same as the Original Medicare Plan, which is offered by the Federal Government. In a Private Fee-for-Service Plan, Medicare pays a set amount of money every month to the private company. The private company provides health care coverage to people with Medicare on a pay-per-visit arrangement. The insurance company, rather than the Medicare program, decides how much the patient pays for the services received.

In any case, while more options are available, beneficiaries can remain with the Original Medicare Plan if they are satisfied with it.

### 12. Are there other sources that will provide additional information on Medicare?

A handbook, Medicare & You, is mailed to Medicare beneficiary households each fall by the Centers For Medicare & Medicaid Services. It describes the benefits, costs and health service options available. To get a copy, beneficiaries can call the Medicare toll-free number 1-800-MEDICARE (1-800-633-4227) or go to [www.medicare.gov](http://www.medicare.gov).

## AFL-CIO State Federations act on remote control

Eight State Feds call for improved RCO safety; Nebraska, North Dakota pass resolutions

Eight AFL-CIO State Federations have now enacted remote control safety resolutions, the latest in North Dakota and Nebraska.

Prior to September, six other AFL-CIO State Federations had passed remote control safety resolutions, including Arizona, Texas, Michigan, Nevada, North Carolina and Missouri.

In addition to these eight State Federations, 36 different communities (26 cities and 10 counties) have enacted remote control safety resolutions.

### North Dakota

The North Dakota AFL-CIO adopted a remote control safety resolution on September 26 at its annual

convention in Minot, N.D.

BLE members Mike Muscha, Chairman of the North Dakota State Legislative Board, and Rod Albrightson, a member of Division 695 (Minot) worked the floor during the convention.

Brother Ron Huff, 1st Vice Chairman of the BLE North Dakota State Legislative Board, represents the BLE on the Executive Council of the state AFL-CIO. He carried the resolution to the Executive Council.

Chairman Muscha acknowledged the efforts of Brother Huff and Brother Albrightson, and thanked the delegates and members of the Executive Council for adopting the resolution.

Part of the resolution says, "The North Dakota AFL-CIO

admonishes the Federal Railroad Administration to develop comprehensive safety regulations for the use of remote control locomotives."

A copy of the North Dakota resolution is available at: <http://www.ble.org/pr/pdf/ndaflcio.pdf>.

### Nebraska

At its 35th state convention, the Nebraska State AFL-CIO passed a remote control safety resolution.

The resolution was passed on September 27 after a speech by BLE International Vice-President Dale McPherson, in which he spoke about the progress of national negotiations, the Railway Labor Act, and the BLE's possible merger with the International Brotherhood of Teamsters.

The Nebraska State Legislative Board presented the resolution on behalf of all seven BLE Divisions in the state.

Nebraska State Legislative Board Chairman Randy Meek and the rest of the State Legislative Board thanked State AFL-CIO President Ken Mass and the delegates for their support in passing the resolution.

The Nebraska AFL-CIO joins state federations in Arizona, Texas, Michigan, Nevada, North Carolina, Missouri and North Dakota, in passing a remote control safety resolution.

A copy of the resolution is available on the BLE website at:

<http://www.ble.org/pr/pdf/ez26svis.pdf>. •

## County AFL-CIO passes remote control resolution

The AFL-CIO in Harris County, Texas, adopted a remote control safety resolution at its monthly meeting on September 24.

It is the first AFL-CIO county organization to enact such a resolution, which calls for improved safety in the operation of remote control locomotives.

Herb and Kathy Yambra, along with BLE members in Harris County, Texas, drafted the language of the resolution. Brother Yambra is President & Legislative Representative of BLE Division 194 (Houston) and serves as Second Vice-Chairman of the Texas State Legislative Board.

Seven state-level AFL-CIO bodies have enacted remote control safety resolutions this summer, as have 36 different local communities (26 cities and 10 counties). •

## PASSENGER NEWS BRIEFS

### BLE, other Amtrak unions call off strike

Amtrak unions called off a one-day strike set for October 3 to give a federal judge more time to determine if the walkout would violate the law, Reuters reported.

Lawyers for some 8,000 unionized Amtrak workers agreed to defer any job action until U.S. District Judge James Robertson sorts out labor law questions later in October.

Robertson brokered the agreement at a hearing on Amtrak's request to block the strike and set an October 20 hearing on the railroad's request for a preliminary injunction.

Six unions, including BLE, threatened to strike to put pressure on Congress, which is considering Amtrak's annual funding level. Lawmakers are considering far less in subsidies for fiscal year 2004 than the \$1.8 billion the railroad has requested.

Congressional negotiators must

still address a \$1.34 billion spending proposal in the Senate and a \$900 million package in the U.S. House of Representatives that Amtrak says would force a shutdown.

"We're trying to say, think about what will happen if there is no Amtrak," said Richard Edelman, the lead attorney for the unions that threatened to strike. "Let's see how the transportation system operates if there isn't one."

(Reuters contributed to this report.) •

### NTSB, BLE investigate Metra derailment

The National Transportation Safety Board and the BLE's Safety Task Force dispatched investigators to the scene of the derailment of Metra commuter train number 519 in Chicago on October 12. The following is an update of factual information collected by the Safety Board's team. Brother Carl W. Fields is representing the BLE.

The derailment occurred at 4:38 p.m. near 47th Street in Metra's Rock Island District (milepost 4.7). Both locomotives and all five passenger cars derailed. The train was carrying a three-man crew and approximately 375 passengers on a westbound trip from Chicago to Joliet. Although dozens of passengers were transported to local hospitals, there were no fatalities. Damage has been estimated to exceed \$5 million.

The train's event recorders were recovered from both locomotive units and have been read out by Safety Board investigators. The train derailed at a recorded speed of about 67 mph as it traversed a crossover from main track 1 to main track 2. Maximum allowable speed for the crossover movement is 10 mph. The recorders will be transported to the NTSB's Washington headquarters for further analysis in its laboratories.

The train's dispatcher told investigators that he had established the train's intended route through the

crossover once train 519 had commenced its trip. The train's engineer reports that he believed the signals were set for continued operation on track 1, with no crossover movement indicated. The maximum operating speed limit for passenger trains for a clear signal is 70 mph. The engineer has about 9 years of railroad experience, becoming an engineer in July of 2003.

(From NTSB news releases.) •

### Division 269 to host annual Dinner Dance

The members and officers of BLE Division 269 and the Long Island Rail Road General Committee of Adjustment are making preparations for the 36th annual Dinner Dance on November 15.

Retirees and long-time members are honored at the black-tie event.

LIRR General Chairman Bob Evers reports that approximately 16 retirees will be recognized as part of this year's festivities. •

## 2003 BLE Fees Objector Policy

### 1. Employee Rights

a. Any employee covered by a union or agency shop agreement in the United States has the legal right to be or remain a nonmember of the Union. Nonmembers have the legal right: (1) to object to paying for Union activities not related to collective bargaining, contract administration and grievance adjustment, and to obtain a reduction in fees for such activities; (2) to be given sufficient information to intelligently decide whether to object; and (3) to be appraised of internal Union procedures for filing objections. Employees who choose to object have the right to be appraised of the percentage of the reduction, the basis for the calculation, and the right to challenge these figures.

b. To the extent permitted by law, nonmembers may not participate in Union elections as a voter or as a candidate; attend Union meetings; serve as delegates to the Convention; or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

### 2. Publication of Policy

The fee objector policy shall be published annually in the BLE's newsletter in the month preceding the objection notice period and mailed annually to each objector. It shall also be provided to each new employee when s/he first becomes subject to a union shop agreement.

### 3. Making Objection Known

Objecting nonmembers shall provide notice of objection by notifying the International General Secretary-Treasurer of the objection by first-class mail postmarked during the month of November preceding the calendar year to which s/he objects, or within thirty (30) days after s/he first begins paying fees and receives notice of these procedures, except for 1996 only objectors to 1997 fees shall state their objection by January 31, 1997.

The objection shall contain the objector's current home address. Nonmembers wishing to continue their objection from year to year must renew their objection each year as specified in this paragraph.

Objections may only be made by individual employees. No petition objections will be honored.

### 4. Major Categories of Chargeable Expenses

All objectors shall pay their fair share of expenses germane to collective bargaining including:

a. All expenses concerning the negotiation of agreements, practices and working conditions;

b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;

c. Convention expenses and other union internal governance and management expenses;

d. Social activities and union business meeting expenses;

e. Publication expenses to the extent coverage is related to chargeable activities;

f. Expenses of litigation related to collective bargaining, contract administration and internal governance;

g. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;

h. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;

i. All costs of strikes and other lawful economic actions.

### 5. Determination of Chargeable Share

The BLE shall retain a certified public accountant to perform an independent audit of the records of the International Division. The BLE shall also retain an independent referee for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 4. The amount of the expenditures that fall within Section 4 shall be the basis for calculating the reduced fees that must be paid by the objector. The independent referee shall also give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Sec-

tion 10, and later will verify the existence and the amounts of money in any escrow account.

### 6. Report of Chargeable Share and Basis of Its Calculation

The independent referee shall report the determination no later than May 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable. A copy of the independent referee's report shall be sent to all nonmembers whose timely objections have not been revoked.

### 7. Challenge Procedure

Each person entitled to receive the referee's report may challenge the validity of the calculations made by the independent referee by filing an appeal with the International General Secretary-Treasurer. Such appeal must be made by sending a letter to the International General Secretary-Treasurer post-marked no later than June 30.

### 8. Arbitration of Challenges

a. After the close of the appeals period, the International General Secretary-Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator pursuant to its Rules for Impartial Determination of Union Fees. The AAA shall inform the International.

b. The arbitration shall commence by August 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

c. Each party to the arbitration shall bear their own costs. The appellants shall have the option of paying a pro-rata portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the BLE.

d. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the official record of the proceedings and may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the International during normal business hours.

e. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not

appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the hearing closes.

f. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in the case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

g. The International shall have the burden of establishing that the reduced fees set forth in the referee's report are lawful.

h. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case no more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

i. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

### 9. Payment of Reduced Fees

Objectors shall pay reduced monthly fees based on the most recent report of the independent referee pending determination of the objection year's chargeable ratio.

### 10. Escrow of Disputed Funds

An amount equal to 25 percent of the reduced monthly fees, or such other greater amount as the independent referee may recommend, shall be placed in an interest-bearing escrow account pending final determination of the chargeable share. Escrowed funds shall be disbursed to objectors and the Union upon issuance of the arbitrator's decision or fifteen (15) days after the conclusion of the appeal period if there are no challenges to the independent referee's determination. •

# SOUTHWESTERN CONVENTION MEETING



Color guard and bagpipe procession during the opening ceremonies.



From left: Scott Rhodes, Division 83 (Springfield, Mo.); Mike King, Division 567 (Springfield, Mo.); Don Gordon, Division 567; and Bill Dake, Division 83.



BLE International President Don Hahs discusses political issues during an informal meeting with several BLE legislative leaders. Seated, from left: Raymond Holmes, BLE International Vice-President & U.S. National Legislative Representative; J.T. Norris, Virginia State Legislative Board Chairman; Jim Ussery, Secretary-Treasurer of the Texas State Legislative Board; and President Hahs. Standing: Terry Briggs, Texas State Legislative Board Chairman.



Ruth and R.W. "Windy" Windham. Ruth is GIA International President Emeritus and Windy is a retired member of BLE Division 182 (North Little Rock, Ark.).



From left: Janice Hahs and Frances Srubas, who were instrumental in planning and organizing many of the GIA events at the SWCM.



General Chairman Gil Gore, Union Pacific-Southern Region.



From left: George Leyndecker, Tex-Mex Railway General Chairman; Mike Clark, BLE member from Tex-Mex Railway; Don Hahs, BLE International President; and Juan Garza, BLE member from Tex-Mex Railway.



BLE International Vice-President Rick Radek during an impromptu performance with the Richard Bruton Band during the banquet. Vice-President Radek has a Bachelor's Degrees in Education and Music from Northern Illinois University and spent time as a professional musician prior to working full time on the railroad. Richard Bruton is the brother of Janet Walpert, wife of BLE General Secretary-Treasurer Bill Walpert.



Ron Hagar of BLE Division 462 (Arkansas City, Kan.) with a future locomotive engineer, both having a good time at the banquet.



BLE and GIA officers at the head table during opening ceremonies of the 68th annual SWCM.

## 69th Annual SWCM — The Week of September 13, 2004

At The Woodlands Waterway Marriott Hotel and Convention Center in The Woodlands, Texas, a suburb of Houston.

Hosted by G.Y. Bailey and the members of BLE Division 62 (Houston)

# BRANSON, MO.



From left: Mike Young, Union Pacific-Eastern District General Chairman; Sam Caruso, BLE Division 183 (Omaha); and Jim Keele, Kansas State Legislative Board Chairman.



From left: Gregory Smith, Local Chairman of Division 32 (Chicago); Jim Bradford, Special Representative; and Herb Yambra, President and Legislative Representative of BLE Division 194 (Houston).



Several retired professional athletes participated in the SWCM and posed for this picture with SWCM Chairman Rick Gibbons. They are, from left: Tony Reed, retired running back from the Kansas City Chiefs; Bud Stallworth, retired NBA star from the Seattle Supersonics; Brother Gibbons; and Walter White; retired tight end from the Kansas City Chiefs.



In addition to the retired pro sports stars at the SWCM, at least four golf legends were in attendance. They are, from left: Mike Sharber, Local Chairman of BLE Division 500 (Cleburne, Texas); Kent Confer, of the BLE National Mobilization Team and member of Division 623 (McCook, Neb.); Dennis Pierce, BNSF/MRL General Chairman; and Gregory Smith, Local Chairman of BLE Division 32 (Chicago).



From left: J.A. Woyak Jr., Local Chairman of Division 174 (Stevens Point, Wis.) and Vice-General Chairman of the Wisconsin Central General Committee of Adjustment; and J.W. Reynolds, General Chairman of the Wisconsin Central General Committee of Adjustment.



Janet Schultz, a member of BLE Division 6 (Boone, Iowa) and Secretary-Treasurer of the Iowa State Legislative Board, wins a door prize during the banquet.



From left: At the podium during an emotional memorial service for late BLE member Rodney Stutes is his wife, Patrice, and GIA International President Onita Wayland.



From left: Jeff Thurman, a member of BLE Division 172 (Fort Worth, Texas); and Dale McPherson, BLE International Vice-President.



Members didn't seem to mind when weather conditions forced the barbecue indoors, enthusiastically hitting the dance floor.

### Schedule for 2004 BLE-GIA Regional Meetings

**JUNE 13-17, 2004...** 77th Annual Southeastern Meeting Association, Greenville, S.C.

At the Hyatt Recency 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.

**WEEK OF SEPTEMBER 13, 2004...** 69th Southwestern Convention Meeting in Houston, TX

At The Marriott Woodlands Waterway Hotel & Convention Center, hosted by G.Y. Bailey & Division 62.

# BLE NEWS

## CSX charges tolls to cross Fla. tracks

In Bryceville, Fla., a rural part of Nassau County, many of the homes are on the other side of the tracks. Now it is going to cost to get there.

"First of all I think they're trying to bribe us, then I think it's a bunch of bull and it is not necessary" says resident Robert Mizell.

Mizell and four other families live on Hambone Drive. The only way in and out is across the CSX railroad tracks.

In early October, they found a bright orange sign posted near the tracks. It told them to call within 30 days or the tracks might be closed.

"This caught me by surprise" says Danny O'Neal. O'Neal has lived on Hambone Drive more than seven years and says he has never had to pay to use the railroad crossing. "This is our only ingress and egress. I was told they want each family to pay \$800 a year. That is not fair."

CSX spokesman Gary Sease says the company has launched an aggressive program to close unnecessary or redundant crossings.

"Those for the exclusive use of property owners will remain open, but we would like them to pay a portion of liability, protection, maintenance and upkeep," says Sease.

The bright orange signs are the first step to begin a dialog he says. Sease says anyone

with the bright orange sign near their crossing needs to call.

"We are very willing to negotiate (a fee) based on the property owner's ability to pay," says Sease.

The idea is all a part of the railroad's safety program. Closed crossings are safe crossings, Sease said.

Residents would like safer crossings, but feel they're being railroaded by the railroad to pay a toll to keep their crossings open.

"I think \$800 per year is a bit much for access," says O'Neal.

*(Florida television station WJXX published this story on its website on October 6.)*

## UP limits severance pay for executives

Union Pacific Corp. will begin requiring its most generous severance packages be put to a shareholder vote.

Shareholders asked for the change at Union Pacific's annual meeting in Salt Lake City in April, where 56 percent voted in favor of the idea.

UP's board of directors met Sept. 25 and adopted a policy that says shareholders need to approve executive severance packages where benefits are three times or more the individual's salary plus

The severance policy will only affect UP's 17 top executives.

UP employs about 48,000

people and operates rail lines in 23 states across the western two-thirds of the country.

*(From the Associated Press.)*

## Labor scores victory in House

Organized labor scored a victory in the U.S. House of Representatives on October 2 when lawmakers opposed a Bush administration proposal that foes say could cost millions of Americans overtime pay.

On a non-binding vote of 221-203, the House backed a Senate-passed provision to block the proposed expansion of overtime exemptions for white-collar workers under the 1938 Fair Labor Standards Act.

AFL-CIO President John Sweeney hailed the bipartisan vote and called on Bush "to withdraw his assault on overtime and withdraw his threat to veto any legislation that protects overtime."

"At a time when the economy is bleeding jobs, when wages are falling and family incomes have declined by more than \$1500 in just three years, when poverty is up and health care coverage is down, President Bush and his Labor Department have no business doing the bidding of American business by stripping away overtime pay protections from American workers," Sweeney said.

*(From Reuters and AFL-CIO news releases.)*

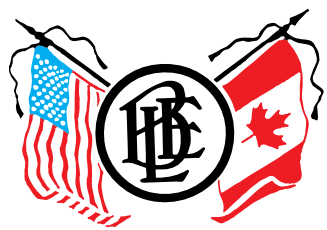
## Unions see politics in new, strict disclosure rules

Labor leaders have sharply criticized new financial disclosure regulations that the Labor Department issued on October 3, asserting that the Bush administration is intent on retaliating against unions.

"These new rules are blatantly political," said Jonathan Hiatt, the AFL-CIO's general counsel, charging that the administration wanted to punish labor for supporting many Democrats and battling the president on numerous issues. "They aim to send a retaliatory message."

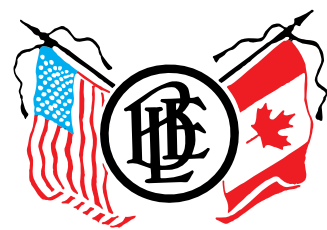
But administration officials said the new rules were not designed to punish labor, but to prevent union corruption and provide union members with more information about their unions' operations and financial health.

Under the new rules — which require more disclosure than the old rules — local, regional and national unions



### MEMORANDUM

TO: All BLE Members  
 FROM: R.A. Holmes  
 DATE: October 16, 2003  
 RE: BLE PAC Fund



#### Brothers and Sisters:

I hear it almost every day: "What has the BLE done for me?"

In short order, here's a list of what the BLE has done for you — and a quiz:

**1 Higher wages** than your next door neighbor who doesn't belong to a union — unless your neighbor is a doctor or a lawyer. If you are living in that type of area, a good union job probably helped you get there.

*Do you want these wages protected?*

**2 More and better health benefits.** Look around you at the people who have no health benefits.

*Do you want these health care benefits protected?*

**3 Generally better pension benefits.** Ask your neighbors what their Social Security benefits are, then compare it to your Railroad Retirement benefits.

*Do you want these pension benefits protected?*

**4 A process for job security** through union agreement.

*Do you want your job security protected?*

**5 Less inequality** in the work place.

*Do you want these rights protected?*

**6 Dignity and democracy** at work.

*Do you want your right to vote protected?*

**7 Better enforcement of legal workplace rights...** too numerous to list individually.

*Do you want these rights protected?*

**8 And, unions give you a social and political voice.** That political voice is part of what I do. Part of my duties is to represent the BLE before the various agencies and the U.S. Congress.

*Do you want these rights protected?*

If you are a reasonable and rational person and answer yes, then you can clearly see what the BLE has done for you. And, if you answer yes, then you must also understand your duty to protect these rights and benefits. Individually we can't do much, but collectively, we can do a lot. **Please send a donation or sign up for a monthly contribution to the BLE PAC fund.** Help me help you in the fight to protect your rights and benefits. It's easy and painless.

Fraternally,

**Raymond A. Holmes**  
 Vice President and  
 U.S. National Legislative Representative

**SUPPORT BLE PAC!**

# BLE-IBT merger: Frequently Asked Questions

## What would be the name of the merged organization? What about current BLE finances?

### Q-1: What will be the name and organizational structure of the merged union?

A-1: The Merger Agreement (MA) establishes a Rail Conference in the United States and the Teamsters Canada Rail Conference in Canada as affiliates of the International Brotherhood of Teamsters (IBT). The Rail Conference will be comprised of individually chartered, independent and autonomous craft divisions with jurisdiction over all rail industry employees in the United States.

The present International Brotherhood of Locomotive Engineers (IBLE) in Canada will become the Teamsters Canada Rail Conference (TCRC) and be directly affiliated with Teamsters Canada of the IBT. The jurisdiction of TCRC shall include all railway employees within Canada including, but not limited to, all locomotive engineers, all trainmen and all related operating personnel within Canada.

The IBLE is the first rail union to merge with IBT and will become a craft division in the Rail Conference renamed as the Brotherhood of Locomotive Engineers and Trainmen (BLET) with jurisdiction over all engineers, trainmen and related operating personnel in the United States. The BLET will no longer be an international union; therefore, the present International Division of the IBLE has been renamed the National Division (ND) of BLET.

The Rail Conference is structured as an umbrella organization with separate bylaws and a Policy Committee designed to coordinate the representation efforts of IBT members within the rail industry in the United States. Several other rail unions have expressed an interest in joining the Rail Conference and negotiations with IBT have begun. (MA-Sec. 3.1, 3.2, 4.1, 4.2, 5.1 & 5.2)

### Q-2: What will happen to IBLE assets and funds?

A-2: The BLET National Division and TCRC shall retain and maintain

control of all IBLE assets and funds. All BLET and TCRC general committees, legislative boards and local divisions shall retain control of their assets and funds as well.

(MA-Sec. 4.7.1 & 5.6.1).

### Q-3: Where will the headquarter offices of the National Division (former International Division) of the BLET be located?

A-3: The headquarter office will remain in the Standard Building in Cleveland, Ohio.

(MA-Sec. 4.3).

### Q-4: Where will the National Legislative Office of BLET be located?

A-4: It will remain in Washington, D.C., but will be moved to the IBT headquarters building on Capitol Hill.

(MA-Sec. 4.7.6).

### Q-5: Will ownership of the Standard Building change if the merger is approved?

A-5: No, the IBLE Building Association shall continue to operate under its current Articles of Incorporation and shall maintain the same relationship to the BLET as it currently has with IBLE.

(MA-Sec. 4.7.1).

### Q-6: Will the merger change the relationship between the various bodies of the BLET and TCRC?

A-6: No. The BLET National Division and TCRC will have the same responsibility and authority over the activities of its subordinate general committees, local divisions and legislative boards as the IBLE.

(MA-Sec. 4.7 & 5.6).

### Q-7: What effect will the merger have on current officeholders and elections?

A-7: All current officers will maintain their current offices, and elections will be conducted as currently scheduled under the procedures set forth in the applicable BLET and TCRC Bylaws.

(MA-Sec. 6.4 & 6.9).

### Q-8: Will BLET and TCRC still have control over their own contract negotiations, administration and ratification?

A-8: Yes, and it is anticipated that IBT will provide valuable assistance in these areas when requested.

(MA-Sec. 4.7.4, 5.6.4 & 6.12).

### Q-9: What effect will the merger have on the existing dues structure and other financial obligations within the BLET and TCRC?

A-9: They will remain unchanged. The dues of each subordinate body will remain the same and can be changed only in accordance with the applicable bylaws.

(MA-Sec. 4.6 & 5.5).

### Q-10: Will the UTU be able to merge with IBT and join the Rail Conference?

A-10: No, not without BLET consent. Jurisdiction over all rail industry operating personnel has been vested in the BLET craft division of the Rail Conference of IBT. In order for UTU to be considered for admission to the IBT Rail Conference, it will require the consent of BLET. The BLET shall obtain such consent only through a referendum vote of its membership.

(MA-Sec. 6.21).

### Q-11: Will the salaries of any BLET or TCRC officers change as a result of the merger?

A-11: No. Every level of the BLET and TCRC will retain control over salaries through the provisions of their respective bylaws (refer to BLET and TCRC Bylaws).

### Q-12: What effect will the merger have on the National Division convention schedule?



A-12: The next convention will be held as currently scheduled in 2006 and every four years thereafter as required by federal law.

(MA-Sec. 4.5).

### Q-13: Will the BLET and TCRC send representatives to the IBT Convention?

A-13: Yes, delegates will be allocated and elected pursuant to Article III, Section 2 of the IBT Constitution and Sections 6.16 and 6.17 of the Merger Agreement.

(MA-Sec. 6.16 & 6.17).

### Q-14: What happens to the BLE PAC Fund if the merger is approved?

A-14: The BLET will continue to maintain and control the fund and will have to coordinate political contributions with IBT to avoid exceeding legal limits.

(MA-Sec. 6.19).

### Q-15: Will the merger in any way change our members' rights and benefits under the Railroad Retirement System?

A-15: No. The Railroad Retirement Act is federal legislation that can only be changed by Congress.

### Q-16: Will the membership retain the right to recall its officers?

A-16: No. The IBT Constitution does not provide for the recall of officers. Instead, the IBT Constitution and BLET and TCRC Bylaws provide for filing charges and conducting a trial to remove an officer. •

## NEWS BRIEFS

### Politics

Continued from Page 6

with annual income of \$250,000 or more must report expenditures of \$5,000 or more. Unions will also be required to detail how much they spend on political activities and lobbying, on union administration and on strike benefits.

"The Bush administration's rules are craftily designed to weaken unions — the strongest advocates for American workers — as our nation prepares for the 2004 elections," said AFL-CIO President John Sweeney.

Sweeney said the new rules went far beyond what was required of other nonprofit organizations. He said the rules would require huge amounts of paperwork for 5,000 labor organiza-

tions and would cause the dumping of a large amount of minute information into the Labor Department's database at major expense.

(From the New York Times and AFL-CIO news releases.) •

### Transportation fatalities increase in 2002

Transportation fatalities in the United States increased slightly in 2002, according to preliminary figures released on October 2 by the National Transportation Safety Board.

Deaths from transportation accidents in the United States in 2002 totaled 45,098, up from the 44,969 fatalities in 2001.

Highway fatalities accounted for

more than 94 percent of the transportation deaths in 2002. That number increased from 42,196 in 2001 to 42,815 in 2002.

Total rail fatalities increased in 2002 to 603 from 597, reflecting a rise in pedestrian fatalities associated with intercity rail operations. Seven rail passengers were killed in 2002, compared to three in 2001.

Fatalities occurring on light rail, heavy rail, and commuter rail increased from 197 to 220.

(Because of peculiarities in reporting requirements, there may be some duplication in the numbers for intercity rail and commuter rail on the accompanying chart.)

(From National Transportation Safety Board news release.) •

### Remote control update

U.S. District Judge Joan B. Gottschall issued an order on September 16 that dissolves the January 16, 2002, preliminary injunction against the Brotherhood of Locomotive Engineers regarding the remote control issue.

The Court stated that its action was based on the fact that the preliminary injunction was issued to maintain the status quo until an arbitrator could resolve the dispute, and that award has been issued (the January 10 arbitration decision by Gil Vernon, Special Board of Adjustment No. 1141).

All motions are dismissed as moot, thereby terminating the case. However, the railroads are appealing this dismissal. •

# BLE NEWS

## CIRB conducts hearing on CP Rail representation election

The Canadian Industrial Relations Board (CIRB) held hearings in Toronto on October 15 regarding a request to hold a representation election for running trades employees at Canadian Pacific Railway.

A formal decision has not been released pending the outcome of a number of outstanding issues. However, the Board indicated that it might rule in favor of an election that would force employees to choose between the Brotherhood of Locomotive Engineers and the United Transportation Union.

According to George Hucker, BLE International Vice-President and National Legislative Representative-Canada, the UTU's action to force a representation election is nothing less than a raid of BLE's membership. He said it was also an attempt to derail the proposed merger of the BLE with the Teamsters.

"The UTU has even said that the whole raid had more to do with the BLE/Teamsters merger than their wish to provide better representation to the membership," Hucker said.

At the October 15 hearing, Brother Hucker and Legal Counsel Jim Shields represented BLE. A total of 10 individuals represented UTU, "all on full wages and expenses," Brother Hucker said.

"I believe the Board should not order a vote, but if it does, then it should first ask the membership at CP Rail if they want to maintain the CCROU," BLE Canadian Director Gilles Halle said. "This is driven by the leadership

of the UTU — their membership is against it."

As part of the hearing, the UTU legal counsel submitted to the CIRB Chairman that the UTU was, in effect, raiding itself because UTU claimed to represent more than 50 percent of CPR's membership. However, the UTU legal counsel later conceded that "their membership cards were quite stale and dated," Brother Hucker said.

Also participating in the hearing were two interveners — Dale Dutchak, a conductor from Moose Jaw, and Dave Hughes, a locomotive engineer from London.

"Interestingly, Brother Dutchak submitted that he did not want the UTU to represent him and wanted the freedom of choice that the UTU would not provide him," Brother Hucker said. "He further submitted that the application of the UTU did not represent the wishes of the membership, and that the membership wanted the UTU to drop the foolishness of the raid on the BLE and get the CCROU back to the bargaining table."

In mid September, Brother Hucker, BLE Canadian Director Halle, and 17 Canadian General Chairmen and Provincial Legislative Board Chairmen signed a resolution supporting a merger with Teamsters Canada. A merger would give locomotive engineers membership in the largest and most powerful transportation union in North America. •

## Great Western

Continued from Page 1

road; and the Texas-Mexican Railway. Great Western Railway (GWR) operates a total of 80 miles of its own track and trackage rights and serves a diverse base of customers including Amalgamated Sugar, Anheuser-Busch, and Eastman Kodak.

It operates freight service from Loveland, Colo., to Longmont. It has branch lines from Johnstown to Milliken, Colo., and from Officer Junction to Windsor, Colo.

Traffic includes agricultural, paper, plastic, sand, forest products, brewing grain, beer and miscellaneous byproducts — about 12,000 cars a year.

GWR is owned by OmniTRAX of Denver. •

## Medicare

Continued from page 2

Medicare for Railroad Workers and Their Families (Form RB-20) provides general information on Medicare and is available at any Board field office. It is also available on the Board's Web site at [www.rrb.gov](http://www.rrb.gov).

Also, for information on enrollment before age 65 on the basis of disability, potential applicants should contact the nearest Board office. However, the Social Security Administration, rather than the Railroad Retirement Board, has jurisdiction of Medicare for those eligible on the basis of permanent kidney failure. For information on coverage for kidney disease, a social security office must be contacted.

Beneficiaries 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. Most Board field offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. •

## OCTOBER 2003 CALENDAR & EVENTS

**NOVEMBER 4, 2003... Town Hall Meeting on proposed BLE-IBT merger, Lincoln, Neb.**  
At Fraternal Order of Eagles #147, 500 W. Industrial Lake Dr., Lincoln, NE. 0930 to 1230 hours.

**NOVEMBER 4, 2003... Town Hall Meeting on proposed BLE-IBT merger, Omaha, Neb.**  
At IBT Local 554, 4349 South 90th St., Omaha, NE, (402) 331-0550. 1500 to 1800 hours.

**NOVEMBER 5, 2003... Town Hall Meeting on proposed BLE-IBT merger, St. Paul, Minn.**  
At IBT Local 120, 2635 University Ave. West, St. Paul, MN, (651) 641-1901. 1300 to 1600 hours.

**NOVEMBER 6, 2003... Town Hall Meeting on proposed BLE-IBT merger, St. Louis, Mo.**  
At IBT Local 688, 300 South Grand Blvd., St. Louis, MO (314) 658-5600. 1500 to 1800 hours.

**NOVEMBER 10, 2003... Town Hall Meeting on proposed BLE-IBT merger, Dilworth, Minn.**  
At Dilworth Community Center, 709-1st Ave. NW, Dilworth, MN. 10 a.m. to 1 p.m.

**NOVEMBER 11, 2003... Town Hall Meeting on proposed BLE-IBT merger, Little Rock, Ark.**  
At IBT Local 878, 6000 Paterson Ave., Little Rock, AR. From 4 p.m. to 6 p.m.

**NOVEMBER 12, 2003... Town Hall Meeting on proposed BLE-IBT merger, Forest Hills, Texas**  
At IBT Local 767, 6109 Anglin Drive, Forest Hills, TX, (817) 429-9863. From 10 a.m. to Noon.

**NOVEMBER 12, 2003... Town Hall Meeting on proposed BLE-IBT merger, Mandan, N.D.**  
Seven Seas Inn & Conference Center, 2611 Old Red Trail, Mandan, ND, (701) 663-7401. 3 p.m. to 6 p.m.

**NOVEMBER 13, 2003... Town Hall Meeting on proposed BLE-IBT merger, Houston, Texas**  
At IBT Local 988, 4303 N. Sam Houston Parkway East, Houston, TX, (713) 869-6371. 10 a.m. to Noon.

**NOVEMBER 14, 2003... Town Hall Meeting on proposed BLE-IBT merger, San Antonio, Texas**  
At IBT Local 657, 8214 Roughrider, San Antonio, TX, (210) 590-2013. 10 a.m. to Noon.

**NOVEMBER 15, 2003... Town Hall Meeting on proposed BLE-IBT merger, El Paso, Texas**  
At IBEW Local 583, 6967 Commerce Ave., El Paso, TX, 79915. 10 a.m. to Noon.

**NOVEMBER 16, 2003... Town Hall Meeting on proposed BLE-IBT merger, Tucson, Ariz.**  
El Parador Restaurant, 2744 East Broadway Blvd., Tucson, AZ, 85716. 10 a.m. to Noon.

**NOVEMBER 17, 2003... Town Hall Meeting on proposed BLE-IBT merger, Ontario, Calif.**  
Hilton Ontario Airport, 700 North Haven Ave., Ontario, CA, 91765. 10 a.m. to Noon.

## Advisory Board August 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; Mtgs. w/ Mike Young (R-Alaska); Mtgs. w/ Congressmen Honda, Mica; Mtgs. w/ Jeff Moreland, BNSF Gov. Affairs Director; President of Alaska Railroad; Division 75 mtg.; IBT-Ohio conference; Mtg. w/ IBT General President Jim Hoffa.
- First Vice-President & Alternate President Edward W. Rodzwick**— Assisted President in general operation of ID office; Various correspondence and telephone calls; Remote control rally, Chicago; AFL-CIO mtg., Chicago; SBA 894, Executive Session; BLE-IBT merger mtg., Div. 95 (Cincinnati); Vacation day; South Buffalo contract negotiations.
- 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; AFL-CIO Executive Council mtg., Chicago; Remote control rally, Chicago.
- Vice-President Paul T. Sorrow**—Attended Div. 86 mtg.; Assisted CSX SAA/Conrail GCoFA in arbitration (SBA/PLB); Served as Board Member of SBA1063, NS-Northern Lines; GTW negotiations and mtgs. w/ CN; Assisted NS Northern Lines in preparing for Wheeling & Lake Erie negotiations; Assisted NS, CSX and GTW committees 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.; IHB screening docket, Chicago; Remote control rally, Chicago; Metra & IHB arbitration assistance; L/M mtgs., Metra; Div. 394 mtg., BRC; Mtg. w/ carrier, BRC (re: Remote control implementation); Wake and funeral service for Bob Delaney; Div. 184 mtg.; L/M quarterly mtg., CN/WC, Chicago; FRA Part 240.409 dockets this month: EQAL 01-18, 02-45, 00-51, 02-30, 01-16, 98-84.
- 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; Mtgs. w/ GC Delano, DMIR, Duluth, Minn.; Mtg. w/ Wabtec officials, Washington, D.C.; Preparation & hearings for PLB 6040, Denver.
- 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; St. Lawrence & Atlantic Rwy.; Mtg. w/ Div. 270 and GC Pinkston, ISRR, Washington, Ind.; Mtgs. w/ Div. 521 and GC Martin, NYS&W, Rochelle Park, N.J.; Mtg. w/ RRB, AAR and Rail Labor (re: Occupational disabilities), Washington, D.C.; Contract negotiations, KCS and Tex-Mex; Review and finalization of awards from latest PLB 6560 session, D&H; General office duties, research, correspondence.
- Vice-President Stephen D. Speagle**—BNSF/MRL assistance; Conference call w/ BNSF general chairmen, "on property," Mtg. w/ GC Gibbons & conference call w/ BNSF GCs, Moberly, Mo.; Div. 86 mtg., Decatur; BNSF on property negotiations, Decatur; Preparation & hearings on PLB 6041, Chicago; Conference call w/ BNSF & BLE GCoFAs on vacations.
- 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.
- Vice-President Paul L. Wingo Jr.**— Assigned to NS-Southern and Eastern Region GCoFAs; Iowa, Chicago & Eastern GCoFA; Meridian Southern; BLE Security Officer; Div. 239 special mtgs. & membership drive; Division mtgs. of Div. 448 and Div. 301 w/ GC Knight; Special mtg. of Div. 79; Meridian Southern contract negotiations, Cleveland; Tennessee State Legislative Board mtg., Nashville; General office work and TTD security information work.
- Vice-President & Canadian Director Gilles Halle**—Ottawa Office; CN Pension Board mtgs., Montreal; CROA Office of Arbitration, Montreal; CN-East GCoFA mtgs., Grand-Mere; Mtgs. -Sherbrooke/Montreal; Mtgs. -Cleveland.
- Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; National Legislative Board-Canada.



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

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