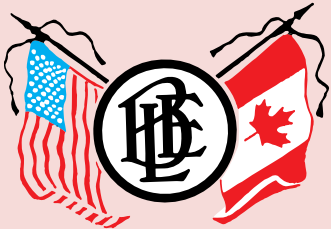




What's Inside

Volume 14 • Number 11



Page 2

- DC Feedback: Can noise levels in the locomotive cab cause hearing loss?
- BLE Job Bank: Canadian National/Illinois Central.
- Four BLE members elected to public office.

Page 3

- FRA calls 1993-1999 safest years in railroad history.
- Amtrak plans November debut for Acela Express.
- Members urged to register for Local Chairman workshops.

Page 4

- North Platte engineers reject UP scheduling proposal.
- George Mason University names BLE General Counsel to railway dispute advisory board.
- AFL-CIO do-buy list.

Page 5

- AFL-CIO health care rally in Cleveland draws huge numbers.

Page 6

- BLE Senior Report: Retirees can earn more in 2001, and get cost of living adjustment.

Page 7

- Quarterly earnings statements by U.S., Canadian rail carriers.

Page 8

- BLE wins interchange switching case at First Division.
- United Healthcare to hold open enrollment in December.

Senate Republicans kill Railroad Retirement bill

The Brotherhood of Locomotive Engineers learned on October 26 that the Railroad Retirement & Survivors Improvement Act of 2000, H.R. 4844, would not become law this year as the Senate will not vote on it before adjourning for the year.

Senate Majority Leader Trent Lott (R-MS), with the backing of three ultra-conservative Senators, refused to attach 4844 to any bill. However, in an act of support for the nation's rail carriers, Lott attached the 4.3 cent diesel fuel tax repeal measure to a separate tax bill, H.R. 2614.

Senators Pete Domenici (R-NM), Phil Gramm (R-TX) and Don Nickles (R-OK) successfully convinced Senator Lott to

hold the bill from consideration by the full Senate.

Their opposition was based on two factors. One was a desire by ultra-conservative legislators to completely privatize the Railroad Retirement system as a prelude to a plan to privatize Social Security. The second concerns the fact that — under the federal government's unitary budget scoring system — transfers of Railroad Retirement funds from the U.S. Treasury to the new Railroad Retirement Trust Fund could be scored as a reduction in assets on the federal books.

Sources say that Gramm, reportedly being considered as Secretary of the Treasury if George W. Bush is elected, wants to score those assets to offset tax

cuts promoted by Bush's campaign.

H.R. 4844 would have reduced the vesting requirement under the Railroad Retirement system from 10 years to five, eliminated the actuarial reduction for those who retire prior to age 62, increased surviving spouses' annuities, and eliminated the Railroad Retirement maximum.

The bill, which was passed by the House of Representatives by a 391-25 margin, had 83 Senate co-sponsors.

It should be noted that of the four Senators who collaborated to kill the Railroad Retirement bill, only one — Lott — was up for reelection this year. Lott was endorsed by the United Transportation Union and was reelected by a large margin on November 7. •

Presidential race still too close to call

The outcome of the tightest Presidential election in U.S. history was still undecided as this issue of the *Locomotive Engineer Newsletter* went to press.

With 47 states reporting, Al Gore leads George W. Bush in the Electoral College vote 255 to 246. Of the three states that have not been called, however, Florida is the only one that matters. With its 25 electoral votes, the candidate who claims Florida will have the necessary 270 electoral votes required to become President. (Oregon and New Mexico combine for only 13 electoral votes, and neither would effect the outcome of this election.)

When all of the ballots had been counted in all of the precincts in Florida, Bush had 1,784 more votes than Gore — a tiny margin considering the large numbers of people who

voted in the entire state.

Because the difference between the two candidates was less than one-half of one percent, the ballots had to be recounted, in accordance with Florida law. So on November 8, recounting began in all of Florida's 67 counties. When it was over, Bush led Gore by only 300 votes out of nearly 6 million cast, according to Florida's Secretary of State. Although this seemed as if Bush "won" the state, the numbers didn't take into account absentee ballots.

It could be quite some time before victory is declared for either candidate, however. A manual vote recount is taking place in several Florida counties and state officials must wait until November 17 for overseas absentee ballots to arrive in the mail. In addition, a number of lawsuits have

been filed by both election campaigns and several private citizens.

This has been the closest race in Presidential history. On November 7, Bush consistently won the larger, less populous states. Gore was successful in fewer states, but he carried very populous states such as New York (33 electoral votes), Pennsylvania (23) and California (54). Gore also carried the popular vote, 49,222,339 to 48,999,459.

Controversy marked the days following the election. The layout of the ballot was a cause of concern for many senior citizen voters in Florida. Several angry voters filed lawsuits claiming the ballot was confusing, which led to them accidentally voting for Pat Buchanan instead of Al Gore.

Statistical analysis gave credence to their claims. A

close study of Florida precinct voting history indicates that Buchanan received unusually high numbers of votes in several predominantly Democratic areas.

In other races, the House and Senate remained in Republican hands even though Democrats gained ground. The Senate is now at an almost 50-50 split, pending the outcome of several key races that were too close to call.

Considering the multiple factors which threatened to delay the final outcome of the election for weeks, the BLE Publications Committee decided to publish this issue of the *Newsletter* without final election results in order to maintain our deadlines.

Further election coverage can be found on the BLE website and in the next issue of the *Newsletter*. •

Engineers overwhelmingly approve SEPTA contract

Brotherhood of Locomotive Engineers General Chairman Steve Bruno reports that BLE members on Southeastern Pennsylvania Transportation Authority (SEPTA) have overwhelmingly ratified a new contract.

The deal, which was rati-

fied by a nearly five-to-one margin, provides wage increases over the next five years of a minimum of 16 percent and a maximum of 25.5 percent. Engineers will also be paid nearly twice as much for travel time if they meet specific requirements.

Other facets of the agreement include:

- a change in the dates for COLA increases;
- a carrier-paid short-term disability policy;
- the establishment of a Joint Training Productivity Committee to address con-

cerns in the training of new and current engineers; and

- a relaxation of the attendance and sickness policies.

The BLE represents more than 200 members on SEPTA. Negotiations began in July of 1999 and ratification was publicly announced October 24. •



LEGISLATIVE UPDATE

DC Feedback: Can noise levels in the locomotive cab cause hearing loss?

Do you have a question about federal laws, Federal Railroad Administration rules that impact your job, or about pending legislation governing our industry? Send it to:

D.C. Feedback, Brotherhood of Locomotive Engineers
 10 G. Street N.E., Suite 480
 Washington, DC 20002

Or you can fax your questions to (202) 347-5237; or via e-mail to: bledc@aol.com.

If the BLE's National Legislative Office does not have the answer on hand (such as a federal interpretation), they'll get back to you as soon as possible. Select questions and answers will be published regularly in the pages of the *Locomotive Engineer Newsletter*.

This month's installment of DC Feedback deals with noise levels inside locomotive cabs.

• • •

It has been well established that continuous exposure to high noise levels will result in hearing loss. Noise-induced hearing loss is caused by one-time exposure to extremely loud sound or by exposure to sounds at high decibels over months or years. It occurs when the delicate hair cells in the inner ear that translate sound waves into nerve impulses are damaged.

If you think that you are an exception and noise does not bother you, there is a good chance that you may have experienced hearing loss. To understand noise-induced hearing loss we should look at the way sound is measured.

The intensity of loudness of noise is measured in decibels (dB). The decibel is a dimensionless unit based on the logarithm of the ratio of a measured quantity to a reference quantity. It is a measurement of the amount of sound energy and is related to sound pressure. Because it is a logarithmic scale, an increase of one bel produces a dou-

bling of sound intensity. In other words, a noise level of 90 dB is two times as intense as a noise level of 80 dB and four times as intense as a noise level of 70 dB. If the dB reading is followed by an (A), then it is an indicator that the dosimeter unit that recorded the sound was set with a parameter known as the A-scale.

The legal standard under Occupational Safety and Health Act (OSHA) is 90 dB(A) exposure over an eight-hour work day. When noise levels at or above that limit are reached, certain provisions for noise reduction or mitigation through hearing conservation must occur. For example, if the time-weighted average noise level in your workplace was twice the allowable level for an eight hour shift, the permissible exposure would be limited to four hours, or half the period.

To give you a basis for understanding the relative "loudness" of sound pressures in decibels (dB) the table to the right provides sound levels in decibels for familiar environments.

The perception of sound is also relative. Some sounds can be purposely irritating (sirens or some of the newer locomotive horns) while others, even at higher decibels, may be less so. Sound becomes uncomfortable at 120 dB, the threshold of discomfort is 130 dB, and that of pain is 140 dB. It is believed that prolonged daily exposure to noise levels higher than 90 dB will cause hearing loss.

So, how loud is it?

Sound levels inside the cab of a locomotive depend on a large number of variables. Among those variables are: the type of locomotive; position of windows and doors; horn placement and air pressure to the horn; radio volume control; air exhaust characteristics; audible warning devices; proximity to reflective surfaces; use of the dynamic

Various Sources of Noise	dB(A)
Rock Concert (at ground zero is beyond measurement)	150+
Jet engine	140
Explosive actuated tool	130
Hockey game crowd	120
Air grinder	110
Gasoline chain saw	100+
Locomotive horn (minimum level, as required by law, at 100 feet forward of the locomotive in direction of travel)	96
Lawn mower at operators ear	95
Diesel truck (40 mph at 50 feet)	85
Garbage disposal (at 3 feet)	80
Average home or office	75
Passenger car (50 mph at 50 feet)	70
Conversation (at 3 feet)	60
Quiet room	40

brake; use of equipment such as heater or air conditioning fans; general age and condition of the locomotive; and the nature of the run with its associated demands for power, dynamic brake, and horn use.

According to actual measurements, the sound level in cabs has reached a peak as high as 145 dB(A). It is assumed this would be in situations where the horn was in use and reflective surfaces permitted the sound to enter through open cab windows (some locomotive horns have been measured at over 116 dB(A) 100 feet in front of the locomotive). Measurements inside the cab also indicate levels of sound over a 100 dB(A) for extended periods of time.

Time of exposure is a significant factor in the development of noise-induced hearing loss. For OSHA and Federal Railroad Administration (FRA) purposes those time periods are based on a time-weighted average (TWA). OSHA and FRA's allowable exposure is 90 dB(A) for 8 hours. Since railroad employees can be exposed for up to 12 hours under the House of Service Act,

FRA looks at 87 dB(A) as the limit.

Since 1992, FRA has conducted measurements of 350 locomotives. The FRA data is not a true random sample of locomotives or locomotive operating conditions; therefore, appropriate caution should be used when characterizing the findings. Approximately 16% of the 350 total measurements of locomotives exceeded 87 dB TWA. For 73 locomotive engineers (who were on lead locomotives where the horn was used) 38% of the measurements were found to exceed 87 dB.

Recent recommendations from the National Institute for Occupational Safety and Health (NIOSH) suggest a standard of 85 dB(A) in locomotive cabs is a better target to decrease the risk for hearing loss when exposed for an 8-hour period. Nearly all railroads have a hearing conservation program where hearing protection is offered. It is a good practice to use hearing protection when in a locomotive cab, especially older locomotives where conditions of open windows and long runs create exposure levels that will cause noise induced hearing loss. •

BLE Job Bank

Canadian National/Illinois Central

Employment Opportunity: Locomotive Engineer
Locations: Chicago, Waterloo, Troy, Jackson, New Orleans, Baton Rouge

CN/IC is seeking qualified candidates for the position of locomotive engineer to operate its trains between various locations in the United States. Preference will be given to fully qualified candidates. CN/IC requires engineer certification or railroad brakeman experience. Candidates must possess a current driver's license and are required to pass written pre-employment tests, drug screening and a physical, including a color vision test.

Benefits include health insurance, dental insurance, 401-K plan and employee share investment plan. Salary and benefits are defined in the collective agreement. This position requires union membership after a probationary period.

Interested applicants should specify the position of locomotive engineer and location. Fax resume to Recruitment & Selection at (312) 755-7575 or submit it online at: www.cn.ca/cnwebsite/cnwebsite.nsf/Public/en_CareerParentFrame

Four BLE members elected on Nov. 7

But one falls short in race with a twist similar to Gore vs. Bush

Four BLE members were elected to political office on November 7, but a potential fifth lost in a race similar to the Al Gore versus George W. Bush nail-biter in Florida.

The four victorious BLE members are:

- Kent S. Kunz of BLE Division 228 in Pocatello, Idaho;
 - L. Brent Boggs, BLE Political Affairs Coordinator and a member of BLE Division 751 in Gassaway, W.Va.;
 - Pat Johnson of BLE Division 125 in Clinton, Iowa; and
 - James Chappelle, New Jersey State Legislative Board Chairman and member of BLE Division 53 in Jersey City, N.J.
- In a bitterly disappointing loss, Joe Barrett of BLE Divi-

sion 115 (Cheyenne, Wyo.) ran as the Democratic challenger for a seat in District Eight of the Wyoming State Legislature.

On election night, Brother Barrett was declared the winner and interviewed by several Wyoming newspapers, radio and television stations. Then, just as in the Presidential election, came the stunning news.

In the final tally, which included absentee ballots that were previously overlooked, the incumbent won by 94 votes.

"Everyone on the campaign was really upset," said Barrett, who did not request a recount but indicated that he may run again in two years.

Of the four victorious BLE

members, Kunz was reelected to the Idaho House of Representatives by an unofficial count of 10,048 to 2,833; Boggs regained his seat in West Virginia's House of Delegates by a large margin, 5,615 to 1,250; Johnson was elected to the County Board of Supervisors for Carroll County, Ill.; and Chappelle will serve his second term as a City Councilman for the Borough of South Belmar, N.J. Chappelle was reelected by a 463-230 majority.

BLE Division 504 member Bill Wilson (Great Falls, Mont.), who had served in the Montana State Senate for years, was excluded from running again by Montana's term limits rule. •

FRA calls 1993-99 safest years in rail history

But there is much more room for improvement, BLE President Dubroski says

Federal Railroad Administration-led partnerships with rail labor, management and others helped reduce train accident fatalities by 87 percent, rail employee casualties by nearly 34 percent, and highway rail crossing fatalities by more than 35 percent, according to a new report released October 25 by the Federal Railroad Administration (FRA).

This comprehensive rail transportation report on safety best practices and technology development indicates that since 1993 record safety lows were achieved while freight and passenger traffic increased to all time highs.

The report, *FRA 2000 — Federal Railroad Administration — A Report to the Nation*, is an extensive guide for rail transportation industry leaders, state and local government officials faced with the challenges and opportunities for rail transportation in their communities, and citizens who want to understand how rail transportation impacts their lives.

“Leadership, partnership and results — these three words embody the core spirit and professionalism of the women and men of today’s Federal Railroad Administration,” said Federal Railroad Administrator Jolene M. Molitoris. “Our job, however, is not done. With safety as our North Star and by working with our industry partners, we can achieve our ultimate goal of zero tolerance for accidents, injuries and fatalities in rail transportation.”

While key statistical measures of fatalities, injuries and accidents are down dramatically, BLE President Edward Dubroski says there is room for improvement, given the high number of fatalities involving BLE members over the past seven years.

“Work still needs to be done,” Dubroski said. “There have been BLE 32 members killed in the line of duty since 1993. Our Brotherhood will continue to fight for safety in memory of our fallen Brothers.”

However, the BLE President complimented Administrator Molitoris for her fight to reach the goal of “zero tolerance” for injury and death in the rail industry.

“Administrator Molitoris has been driven in her goal of zero tolerance,” he said. “Without question, her ability to foster working relationships between labor and management has helped improve safety.”

The FRA is committed to making America’s transportation system the safest, most economically sound and most environmentally friendly in the world. The Report sets the stage for future progress in achieving FRA’s goal of zero tolerance for railroad safety hazards.

The report is available on the FRA website at <http://www.fra.dot.gov>.

IN THE LINE OF DUTY

BLE Members, 1993-2000

W.A. Connor Sr. • June 26, 2000
 Yvan Theriault • December 30, 1999
 R. A. Oertwig • November 6, 1999
 Carl Finzel • August 11, 1999
 Arnold Roth • August 11, 1999
 Don Blain • April 23, 1999
 Kevin Lihou • April 23, 1999
 Roger H. Bell • January 17, 1999
 David Butler • May 13, 1998
 J.L. (Joe) King • December 11, 1997
 R.W. Adams • August 21, 1997
 Michael E. Brown • July 2, 1997
 Kelvin N. Winters • June 7, 1997
 Terrance (Terry) Allen Gallis • March 26, 1997
 William B. Smith • September 24, 1996
 Tom L. Shay • August 20, 1996
 Jake Elder • August 13, 1996
 J.M. Roybal • February 21, 1996
 Ricky M. Orr • February 16, 1996
 Alfonso S. De Bonis • February 9, 1996
 John DeCurtis • February 9, 1996
 Dale W. Gibson • November 18, 1995
 Randall L. Moses • September 21, 1995
 Peter Whitehead • January 20, 1995
 F.H. “Rick” Bonnell • July 25, 1994
 Tim V. Anderson • June 8, 1994
 Robert Brooks Woodward Sr. • May 16, 1994
 J.L. Plunk • February 26, 1994
 Mark A. Poler • November 11, 1993
 Wayne R. Kronberger • November 11, 1993
 Billy R. Hall • September 22, 1993
 Mike D. Vinet • September 22, 1993

Local chairmen urged to register soon for 2001 workshops

The BLE Education & Training Department will conduct two local chairman workshops in 2001, and chairmen are urged to register soon because space is available on a first-come, first-served basis.

A total of 30 slots (out of a possible 50) are available at this time, 15 per workshop. The first is February 4-9 and the second is May 20-25, 2001. Both will take place on the campus of the George Meany Center in Silver Spring, Md.

Local chairmen will be given in-depth training on representing members, enforcing contracts, exercising leadership and building member support.

The course will include BLE organizational structure and functions, representing members at disciplinary and decertification hearings, union leadership skills, claim and grievance handling, and writing skills. A highlight of the seminars will come when attendees participate in hands-on simulated disciplinary hearings.

Room and board is \$125 per person daily for a single room; \$95 per person daily for a double room. The charge includes all meals. Spouses are charged \$65 daily, including meals. All other costs at the Center are paid by the International, including a graduation banquet and ceremony. After they register, participants will be sent a packet from the Meany Center with instructions and directions to the campus.

To register, contact Barbara Kara at (216) 241-2630, ext. 238, or e-mail: kara@ble.org.

Amtrak plans November debut for Acela Express high speed service

The era of American high-speed rail will dawn November 16 when Amtrak launches 150 mph Acela Express service on the Northeast Corridor, the Corporation announced as it accepted the first of 20 trainsets on October 18.

The launch will consist of day-long ceremonial activities running from Washington north to New York and Boston to mark the history-making event. Revenue service between Washington and Boston will start December 11. Tickets go on sale November 29.

“Acela Express is the leader of all that is yet to come as high-speed rail speeds all across this country,” said Wisconsin Gov. Tommy Thompson, the chair of Amtrak’s Board of Directors. “The travelling public is sending a distress call to escape our nation’s endless traffic jams and airport gridlock.”

Regularly scheduled service for Acela Express will begin with one trip daily in each direction between Washington and Boston. The train will reach its top speed of 150 mph between Boston and New York — 50 mph faster than today’s trains — completing that leg of the journey in three hours, 23 minutes. The Washington-New York portion will take two hours, 44 minutes, make six stops and achieve a top speed of 135 mph.

The train will serve BWI Airport, Baltimore, Wilmington, Philadelphia, Trenton, Newark, New York, New Haven, Providence and three



One of the new Acela Express locomotives.

stations in the Boston area — Route 128, Back Bay and South Station. One-way fares for Business Class are \$143 between New York and Washington and \$120 between Boston and New York, with upgrades available to First Class.

Amtrak will begin regularly scheduled service after delivery of the second trainset and will increase service as it receives more trainsets every month from the manufacturing consortium of Bombardier ALSTOM. By the time all 20 trainsets are delivered next summer, Amtrak will be running 19 roundtrips daily between New York and Washington and 10 roundtrips between Boston and New York.

Acela Express is an all-new train that generates 12,500 horsepower utilizing the electric propulsion system of the French TGV, manufactured by ALSTOM. It incorporates an advanced

tilt technology system developed by Bombardier that improves ride quality as the train travels through curves at high speeds.

The 20 trainsets are part of an \$800 million contract with Bombardier that also includes 15 high horsepower locomotives to power existing trains and new maintenance facilities in Boston, New York and Washington.

Each train consists of locomotives on the front and rear with six passenger coaches in between, including a First Class Car, four Business Class cars and a Café car. Seating is available for 304 passengers. Each seat is equipped with electric outlets to plug in laptop computers, three channels of audio entertainment, adjustable headrests and large fold-down tray tops.

BLE NEWS

North Platte engineers reject UP scheduling plan

A plan intended to eliminate unpredictable work schedules for Locomotive Engineers was rejected by BLE members on the Union Pacific Railroad in a North Platte, Neb., ratification vote on October 4.

The six-month trial agreement would have established scheduled reporting times for about 100 Engineers who operate trains on the North Platte to South Morrill, Neb., coal line. Engineers would have known weeks in advance of their scheduled work times and rest days.

"Earlier this year our membership

at North Platte demanded development of a schedule for over-the-road engineers that would meet a balance between work and home life," said BLE General Chairman Michael Young. "This proposed agreement contained 146 guaranteed scheduled days off annually (about 40% of the year), and appeared to meet that challenge.

"The proposed plan was innovative with advanced work/rest scheduling designs," Young added. "It represented tremendous cultural change for both our membership, and management, which may have accounted for the lack

of acceptance at North Platte."

Some Locomotive Engineers who voted against the plan say it could have reduced their pay by up to \$15,000 per year.

Scientific studies conducted in fatigue management show predictable work times and rest periods have the potential for reducing, if not eliminating, fatigue in the railroad industry. Because of the current unpredictable crew-on-demand system that train crew members currently live with, fatigue continues to be

cited as the number one safety priority for Locomotive Engineers.

In addition to the scheduling project, the proposed agreement would have established a new pay system that guaranteed Engineers earning minimums on a per-trip basis, with additional compensation for overtime, away from home expenses and other items.

The proposal was defeated by a 134-3 margin. •



BLE general counsel named charter member of rail/airline dispute resolution advisory board at George Mason University

The Center for Advanced Study of Law and Dispute Resolution Processes at George Mason University has appointed a group of key national leaders in the airline and railroad industries to guide and support its programs, which initially will focus on education associated with labor-management dispute resolution in the airline and railroad industries.

Harold A. Ross, general counsel of the Brotherhood of Locomotive Engineers, has been named a charter member of the advisory board. Ross has handled the BLE's legal affairs since the mid-1960s.

The center was created this summer as a partnership between George Mason's School of Law and Institute for Conflict Analysis and Resolution and the National Mediation Board.

"This advisory board is the foundation for the center's success in dispute resolution education," says Ronald Eppers, director of the center. "The programs it identifies will be given priority for development and implementation."

In addition to Ross, other members of the center's Advisory Board include:

Ray Benning, director, National Airline Division, International Brotherhood of Teamsters; Emerson Bouchard, vice president, Kansas City Southern Railway Co.; Robert Brodin, vice president, Northwest Airlines Inc.; Clare Burt, manager of collective bargaining, Association of Flight Attendants; Michael H. Campbell, senior vice president, Continental Airlines Inc.; Terry M. Erskine, vice president, Delta Air Lines Inc.; John J. Fleps, vice president, Burlington Northern Railroad and Santa Fe Railway Co.; William Hobgood, senior vice president, United Air Lines Inc.;

Joshua M. Javits, executive director, Labor Relations Association of Passenger Railroads; Arthur M. Luby, O'Donnell, Schwartz & Anderson; Mark R. MacMahon, vice president, Norfolk Southern Corp.; Donald W. Maliniak, vice presi-

dent, Federal Express Corp.; John Marchant, vice president, Union Pacific Railroad Co.; Clinton J. Miller III, general counsel, United Transportation Union; Susan Oliver, senior vice president, American Airlines Inc.; Joel M. Parker, in-

ternational vice president, Transportation-Communications International Union; Kenneth R. Peifer, vice president, CSX Transportation; Robert Roach, general vice president, International Association of Machinists and Aerospace

Workers; Seth Rosen, director of representation, Air Line Pilots Association; Irving Rudowitz, senior vice president, British Airways; Linda A. Schwartzstein, vice provost and professor of law, George Mason University. •

DO BUY

Union Label Airlines

This list has been compiled from information supplied by the AFL-CIO unions cited and other sources. In some cases, one or more of the unions may be in negotiations or mediation for amendment (renewal) of contracts with one or more airlines.

Unions	Passenger Airlines	Cargo Airlines
AFA—Assn. of Flight Attendants, AFL-CIO ALPA—Air Line Pilots Assn., AFL-CIO APA—Allied Pilots Assn. APFA—Assn. of Professional Flight Attendants CWA—Communications Workers of America, AFL-CIO IAM*—International Assn. of Machinists & Aerospace Workers, AFL-CIO IACP—Independent Assn. of Continental Pilots IBT*—International Brotherhood of Teamsters, AFL-CIO IPA—Independent Pilots Assn. PACE—Paper, Allied-Industrial, Chemical & Energy Workers International Union, AFL-CIO TWU—Transport Workers Union, AFL-CIO UAW—United Automobile Workers, AFL-CIO	Aloha Airlines...AFA, ALPA, IAM, IBT, TWU Aloha Island Air...IBT, IAM, IBT America West...AFA, ALPA, IBT, TWU American Airlines...APA, APFA, TWU American Eagle...AFA, ALPA, TWU American Trans Air...AFA, ALPA, IBT Atlantic Coast Airlines...AFA, ALPA Atlantic Southeast Airlines...AFA, ALPA Bearskin Airlines...ALPA Bemidji Aviation...IAM Big Sky Airlines...IAM Business Express...AFA CGAir...AFA, ALPA, IBT Calm Air...ALPA Canada 3000...ALPA Canadian Airlines International...ALPA, IAM Canadian Regional Airlines...ALPA Champion Air...ALPA Chautauqua Airlines...IBT, TWU Comair...ALPA, IAM, IBT Continental Airlines...IACP, IAM, IBT, TWU Continental Express...IACP, IAM, IBT Delta Air Lines...ALPA, TWU Express I (Northwest Airlin)...ALPA, PACE Frontier Airlines...TWU Great Lakes Aviation...IAM, IBT Hawaiian Airlines...AFA, ALPA, IAM, TWU Horizon Air...AFA, IBT, TWU Kelowna Flightcraft Air Charter...ALPA KLM...TWU Labrador Airways...IAM Mesa Airlines...AFA, ALPA Mesaba Aviation...AFA, ALPA, TWU Midway Airlines...AFA, ALPA, IAM Midwest Express...AFA, ALPA	Northwest Airlines...ALPA, IAM, IBT, TWU Olympic Airways...IAM Ontario Express...IAM Pan American Airways...AFA, ALPA Piedmont Airlines...AFA, ALPA, IAM ProAir...AFA, IAW PSA Airlines...AFA, ALPA, IAM, IBT Reeve Aleutian Airways...ALPA Skyway Airlines...ALPA Southwest Airlines...IAM, IBT, TWU Spirit Airlines...ALPA, TWU Sun Country Airlines...ALPA, IBT, TWU Tampa Airlines...IAM Tower Airlines...AFA Trans States Airlines...ALPA, IBT Trans World Airlines...ALPA, IAM, TWU United Airlines...AFA, ALPA, IAM, TWU United Feeder Service...TWU US Airways...AFA, ALPA, CWA, IAM, TWU World Airways...IBT, TWU
		<p>* Foreign Flag Carriers: The IAM represents employees of the following: Aer Lingus, Aero Peru, Alitalia Airlines, ALM, Antillean Airlines, Bahamasair, British Airways, BWIA, Continental Micronesia, Dominicana, El Al Israel, LIAT, Lufthansa, Mexicana, Philippine Airlines, SwissAir, and Varig. In addition, the IBT represents employees of Continental Micronesia.</p>

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

September/October 2000

AFL-CIO rallies Cleveland voters

On Thursday, November 2, BLE President Edward Dubroski joined AFL-CIO President John Sweeney, AFL-CIO Executive Vice President Linda Chavez-Thompson, USWA President George Becker, SEIU President Andrew Stern, AFSCME President Gerald McEntee, LIUNA President Terry O'Sullivan and other national and Cleveland-area union leaders for worksite appearances and a downtown rally to urge working families to get to the polls on November 7.

The labor leaders were joined by candidates both from statewide and local races in Ohio. The union leaders came to Cleveland as part of a bus

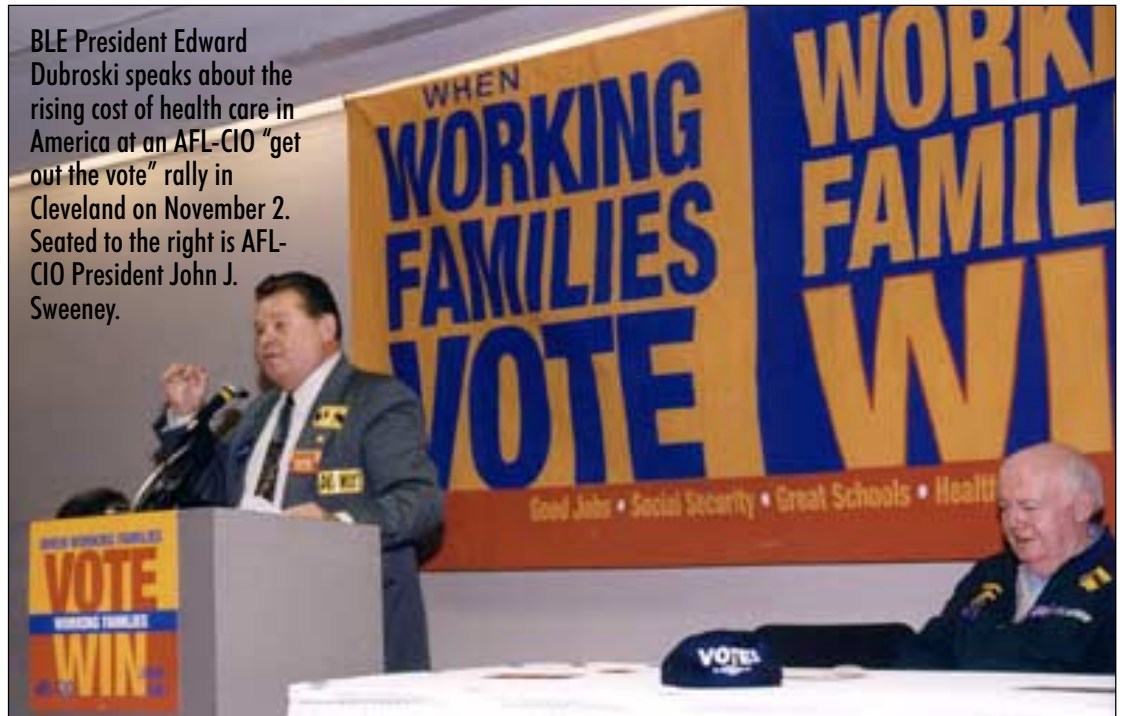
tour through Ohio and Michigan, which was part of a campaign sponsored by the AFL-CIO in key Midwestern states.

More than 500 people attended the high-spirited rally, which was intended to muster support for AFL-CIO and BLE-endorsed candidates, including Al Gore and Joseph Lieberman.

Dubroski was introduced at the rally by BLE Division 3 (Cleveland) Local Chairman Mike Fitzgerald, who noted the BLE's unique position as the oldest labor organization in North America, founded in Marshall, Mich. in 1863 and headquartered in Cleveland since 1870.

After Fitzgerald's rousing

BLE President Edward Dubroski speaks about the rising cost of health care in America at an AFL-CIO "get out the vote" rally in Cleveland on November 2. Seated to the right is AFL-CIO President John J. Sweeney.



introduction, Dubroski fired up the crowd by talking about what a Gore-Lieberman victory could do for the people of the

United States. The focus of the rally was health care and Dubroski noted that the cost of healthcare was rising in general and specifically cited the rising cost of the BLE's healthcare.

"They say you can tell a lot about a society by how they treat their young and their old," Dubroski said. "We live in the greatest and wealthiest country in the world. And yet, despite our wealth, tens of millions of children have no health care, and many more millions of elderly Americans are forced to choose between eating well and taking their medications. Honest, decent, hard-working parents are unable to provide affordable health care for their families. So, by that standard, our society should hang its head in shame.

"In the railroad industry,

the cost for our national health plan this year is right at one billion dollars... for fewer than two hundred thousand workers," he continued. "Last week, we learned that premiums are going up by almost 19% next year. Much of that is driven by prescription prices, which are rising by almost 25% a year... We need a national health plan that takes care of those children, that provides prescription benefits under Medicare for the elderly, and that makes health care affordable for working Americans."

The efforts of these leaders and other dedicated union members worked in the Cleveland area. Voters in Cuyahoga County overwhelmingly voted for the Gore-Lieberman ticket, however, George W. Bush carried Ohio's 21 Electoral College votes. •



BLE Division 3 (Cleveland) Local Chairman Mike Fitzgerald introduces BLE President Dubroski during the rally, flanked by AFL-CIO Executive Vice President Linda Chavez-Thompson, left, and AFL-CIO President Sweeney.



More than 500 union members and supporters crowded the downtown Cleveland Convention Center for the rally, including dozens of members from the International Union of Painters and Allied Trades (IUPAT).



From left: BLE President Dubroski and AFL-CIO President Sweeney prepare to make their entrance into the Convention Center where the rally was held.



Above: This member of the American Federation of Teachers (AFT) let the rally go to her head.



Left: From left: Brother Fitzgerald and BLE Special Representative John Tolman spent time working on the AFL-CIO phone bank, calling working families and encouraging them to vote on November 7.

BLE SENIOR REPORT

Retirees to get cost of living adjustment

Railroad retirement annuities, like social security benefits, are scheduled to increase in January 2001 on the basis of the rise in the Consumer Price Index (CPI) during the 12 months preceding October 2000.

Cost-of-living increases are calculated in both the tier I and tier II benefits included in a railroad retirement annuity. Tier I benefits, like social security benefits, will increase by 3.5 percent, which is the percentage of the CPI rise. Tier II benefits will increase by 1.1 percent, which is 32.5 percent of the CPI rise. Vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board are not adjusted for the CPI rise.

In January 2001, the average regular railroad retirement employee annuity will increase \$37 a month to \$1,418 and the average of combined benefits for an employee and spouse will increase \$53 a month to \$2,043. For aged widow(er)s, the average survivor annuity will increase \$25 a month to \$851.

If a railroad retirement annuitant also receives a social security benefit, the increased tier I benefit is reduced by the increased social security benefit. Tier II cost-of-living increases are not reduced by social security increases.

For those beneficiaries covered by Medicare, the basic Part B premium generally deducted from monthly benefits increases from \$45.50 to \$50.00 in 2001.

In late December, annuitants will receive letters from the Railroad Retirement Board providing a breakdown of their increased annuity rates.

How dual benefit reductions impact Railroad Retirement

Railroad Retirement Act employee annuities are subject to dual benefit reductions when social security benefits are also payable; and, they may be subject to reduction when certain public, non-profit or foreign pension payments are also due a retired employee.

The following questions and answers describe how railroad retirement annuities are affected when retired rail employees are also entitled to pensions from employers not covered by railroad retirement or social security.

1. When was the noncovered service pension reduction in employee annuities legislated and how did it come about?

The noncovered service pension reduction in railroad retirement benefits was introduced by 1983 social security legislation which also applied to the tier I benefits of railroad retirement employee annuities.

Social security and railroad retirement tier I benefits replace a percentage of a worker's pre-retirement earnings. The formula used to compute benefits includes factors that ensure lower-paid workers get a higher return than highly-paid workers. For example, lower-paid workers could get a social security or tier I benefit that equals about 60 percent of their pre-retirement earnings. The average replacement rate for highly-paid workers is about 25 percent. Before 1983, such benefits for people who spent time in jobs not covered by railroad retirement or social security were computed as if they were long-term, low-wage workers. They received the advantage of the higher percentage benefits in addition to their other pension. The modified formula eliminated this advantage.

2. In general terms, which employees are affected by this reduction and what types of benefits would cause a reduction?

For employees first eligible for a railroad retirement annuity and a Federal, State or local government pension after 1985, there may be a reduction in their tier I benefits 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 may also apply to certain other payments not covered by railroad retirement or social security, such as from a non-profit organization or from a foreign government or a foreign employer. It includes both periodic payments, as well as lump-sum payments made in lieu of periodic payments.

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.

3. If a noncovered service pension reduction is required in a railroad retirement employee annuity, how would it be applied?

Unlike the dual benefit offset for social security entitlement applied by deducting the amount of the social security benefit from the annuitant's tier I railroad retirement benefit, an alternate factor is used in the tier I benefit computation of annuitants with such pensions.

A tier I benefit is calculated in the same way as a social security benefit. In computing a tier I benefit, an employee's creditable earnings are adjusted to take into account the changes in wage levels over a worker's lifetime. This procedure, called indexing, increases creditable earnings from past years to reflect average national wage levels at the time of the employee's retirement. The adjusted earnings are

used to calculate the employee's "average indexed monthly earnings" and a formula is applied to determine the gross tier I amount.

This benefit formula has three levels. Each level of earnings is multiplied by a specified percentage. The first level of earnings is multiplied by 90 percent, the second by 32 percent, and the final level by 15 percent. The results are added to obtain the basic benefit rate.

For those first eligible in 2000, the gross tier I benefit is equal to: 90 percent of the first \$531 of average indexed monthly earnings, plus 32 percent of the amount of those earnings over \$531 up to \$3,202, plus 15 percent of those earnings in excess of \$3,202.

Beginning with 1986, a reduction in the 90 percent factor was phased in until, for employees subject to the noncovered service pension reduction and who became eligible in 1990 or later, the 90 percent factor is reduced to as low as 40 percent. Consequently, a 62-year old employee retiring this year, who is eligible for a noncovered service pension and whose average indexed monthly earnings are \$1,200, would receive, after the reduction for early retirement, a tier I benefit of \$337.26, rather than the \$547.06 otherwise payable.

However, for employees with relatively low noncovered service pensions, there is a guarantee that the amount of the reduction in tier I cannot be more than 50 percent of the pension.

4. Are there any provisions exempting retired railroad employees who also receive noncovered service pensions from this reduction?



See Dual Benefit Reductions, Page 7

Retirees who work can earn more in 2001

Railroad retirement annuitants who are under full retirement age and who work after retirement can earn more in the year 2001 without having their benefits reduced, as a result of increases in earnings limits indexed to average national wage increases.

Railroad retirement annuities generally consist of tier I and tier II benefits and may include certain vested dual benefit payments and/or a supplemental benefit. Like social security benefits, railroad retirement tier I benefits and vested dual benefits paid to employees and spouses, and tier I, tier II and vested dual benefits paid to survivors are subject to earnings deductions if post-retirement earnings exceed certain exempt amounts.

Legislation passed in April 2000 eliminated earnings deductions for those of full social security retirement age (age 65 in 2001). Deductions, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment.

For those under age 65 throughout 2001, the exempt earnings amount rises to \$10,680 from \$10,080 in 2000. For beneficiaries attaining age 65 in 2001, the exempt earnings amount rises to \$25,000 in 2001 from \$17,000 in 2000 for the months before the month age 65 is attained.

For those under age 65, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining age 65 in 2001, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month age 65 is attained.

Earnings consist for this purpose of all wages received for services rendered, plus any net earnings from self-employment. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for this purpose. Retired employees and spouses, regardless of age, who work for their last pre-retirement nonrailroad employer are also subject to an earnings

deduction, in their tier II and supplemental benefits, of \$1 for every \$2 in earnings up to a maximum reduction of 50 percent. This earnings restriction does not change from year to year and does not allow for an exempt amount.

A spouse benefit is subject to reduction not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

Special work restrictions applicable to disability annuitants do not change in 2001.

Regardless of age and/or earnings, no railroad retirement annuity is payable for any month in which the annuitant (retired employee, spouse or survivor) works for a railroad employer or railroad union.

For more details, members can call the Board's automated toll-free RRB Help-Line at (800) 808-0772 or by checking its Web site at www.rrb.gov. •

QUARTERLY INCOME



Burlington Northern Santa Fe earned \$272 million, or 68 cents a share, in the third quarter, down from income of \$325 million, or 70 cents a share, in the third quarter of 1999. The nation's second largest railroad was hit by sharply higher fuel prices and lower grain and coal shipments.

Revenue in the quarter was \$2.32 billion, down 1% from \$2.34 billion in 1999. Operating expenses increased \$35 million to \$1.74 billion in the quarter, 2% higher than the \$1.71 billion expenses in the 1999 quarter. Diesel fuel expenses increased 36%, while other expense categories either were down or had small increases. Operating expenses also included \$20 million of costs incurred in the now terminated effort to merge with Canadian National Railway. •



Canadian National Railway Co. earned C\$216 million (US\$143 million) in the third quarter, up 9% from earnings of \$199 million for the same quarter in 1999.

Revenue in the quarter rose 4% to US\$880 million, and volume increased 4%. Operating expenses increased less than 2%, despite higher fuel costs. Operating income rose 9% to US\$269 million, and the ratio of operating expense to revenue improved by 1.4 points to 69.4%, the lowest among major railroads in North America. Net income for the first three quarters of 2000 was US\$463 million. In the comparable 1999 period, CN earned US\$356 million. CN's operating ratio for the first nine months of the year improved to 70.1% from 72.5% for the comparable 1999 period. •



CANADIAN PACIFIC RAILWAY

Four of the five **Canadian Pacific** business units — Canadian Pacific Railway, CP Ships, PanCanadian Petroleum, Fording (mining) and Canadian Pacific Hotels and real estate activities — reported higher income in the quarter. Only Canadian Pacific Railway was down, although its operating performance was improved from the year earlier period.

Thanks to higher income primarily from its oil and gas subsidiary, CP earned C\$466 million (US\$308.6 million), or C\$1.48 a share, in the third quarter. This is a huge increase compared to earnings of C\$267 million, or C80 cents a share, in the third quarter of 1999.

Railroad net income of US\$63 million was down from US\$74 million a year earlier, when the company had a favorable, nonrecurring, tax adjustment. Revenue increased by US\$24 million, or 4%, to US\$566 million. For the first nine months of 2000, CPR earned US\$183 million, up from US\$161 million in the comparable 1999 period. Revenue increased to US\$1.7 billion from US\$1.6 billion. •



CSX Corp. reported net income of \$427 million, or \$2.02 a share, in the third quarter. In the comparable 1999 period, the company lost \$113 million, or 54 cents a share.

Third quarter operating income at the company's CSX Transportation and CSX Intermodal units totaled \$190 million, down 10.8% from \$213 million a year earlier. Rail and intermodal revenue edged up to \$1.79 billion from \$1.77 billion, while expenses were \$1.6 billion compared with \$1.56 billion.

Although CSX hasn't achieved its goals in rail operations, the indexes are moving in the right direction following the difficult year following the Conrail acquisition, company executives said.

Average train speed in the third quarter reached 19.7 mph, up from 17.5 a year earlier, but short of the 20-mph goal. Average dwell time in terminals, a key measure of system fluidity, improved to 27.7 hours from 33.4 hours in the 1999 third quarter. •



NORFOLK SOUTHERN

Norfolk Southern Corp., struggling to overcome service problems stemming

from its 1999 merger with part of Conrail, showed a small increase in profit from its railroad operations during the third quarter. NS reported a third quarter profit of \$99 million, compared with \$19 million in the same period of 1999.

But the results for the third quarter of this year included \$46 million in after-tax income from the sale of timber rights. And the third quarter of 1999 included a non-cash charge of \$31 million for a special work incentive program. Excluding those one-time items, NS earned \$53 million in this year's third quarter and \$50 million in the 1999 period.

Leading the revenue growth was intermodal traffic, which rose to an all-time high of \$287 million, a 7 percent increase. Revenue from hauling coal, however, was down 2 percent, to \$361 million. One of the bright spots for NS was a decline in its operating ratio, the percentage of revenue spent on running trains. It declined to 86.5 percent from last year's high of 90.3 percent. In past years, its operating ratio was in the mid-70s. •



Despite increased fuel prices, **Union Pacific Corp.** rode productivity improvements and revenue growth to increased third quarter net income of \$256 million, up 4%.

The railroad's results edged the \$.98 cents per share that was expected by financial analysts.

Net income in last year's third quarter was \$245 million, or \$.96 cents a share.

Union Pacific hiked freight rates about 3% percent in early September to help offset rising fuel prices.

The railroad poured millions of dollars into implementing its merger with Southern Pacific as service problems crippled the railroad in 1997 and 1998. The railroad believes it has begun to experience the benefits of a merger that brought it to a total of 36,000 miles of track in 23 states from the Midwest to the West and Gulf coasts.

For the first nine months of this year, Union Pacific had net income of \$685 million, a 21% improvement over the \$568 million in the same period last year. •

Dual Benefit Reductions

Continued from Page 6

Railroad retirement employee annuitants also receiving a noncovered service pension who attained age 62 before 1986, or who became entitled to a railroad retirement disability annuity before 1986 and remained entitled to it in any of the 12 months before attaining age 62 (even if the employee attained age 62 after 1985) are not affected by the noncovered service pension reduction.

Railroad retirement employee annuitants who received, or were eligible to receive, their noncovered service pensions before 1986 would not be affected. They are considered eligible if they met the requirements of the pension plan before January 1986, even if they continued to work. The reduction also does not apply to:

- Federal workers hired after December 31, 1983;
- Persons employed on December 31, 1983, by a nonprofit organization that was exempt from social security and became mandatory covered under social security on that date;
- Railroad employees whose pension is based entirely on noncovered employment before 1957; and
- Railroad employees eligible for a noncovered service pension who have 30 or more years of substantial railroad retirement and/or social security earnings are generally exempt from the reduction. Also, employees with 21 to 29 years of substantial

earnings may be subject to a lesser reduction. In such cases, the 90 percent factor is reduced in increments of five percent, providing factors ranging from 85 percent for employees with 29 years of substantial earnings to 45 percent for those with 21 years.

5. What is considered a year of "substantial earnings" for purposes of exempting a person from the reduction for a noncovered service pension?

A year of "substantial earnings" is not the same as a year of service. For 1951-78, the amount of earnings needed for a year of coverage is 25 percent of the annual social security maximum creditable earnings bases in effect for those years.

For years after 1978, the amounts are 25 percent of what the maximum earnings bases would have been if the 1977 Social Security Amendments had not been enacted. For example, in 1975, earnings of \$3,525 would be considered a year of substantial earnings; in 1985, earnings of \$7,425 would be needed; in 1995, earnings of \$11,325; and in 2000, earnings of \$14,175.

6. Are any reductions made in railroad retirement spouse or widow(er) benefits if a public service pension is also payable?

Yes. The tier I portion of a spouse or widow(er) annuity may also be reduced for receipt of any Federal, State or local pension separately payable to the spouse or widow(er) based on their own earnings.

The reduction generally does not apply if the employment on which the public pension is based was covered under the Social Security Act 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.)

Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. For spouses and widow(er)s subject to the public pension reduction, the tier I reduction is equal to 2/3 of the amount of the public pension.

7. Where can more specific information on how noncovered pensions affect railroad retirement benefits be obtained?

Individuals who may be affected should contact the nearest field office of the Railroad Retirement Board for information as to how their noncovered service pensions could affect their railroad retirement benefits.

For the phone number or address of the nearest Board field office, persons should look in the telephone directory under "United States Government," or check with their rail employer, post office, or Federal Information Center. They can also find this information by calling the automated RRB Help-Line at (800) 808-0772 or by checking the Board's Web site at www.rrb.gov. Most Board field offices are open from 9:00 a.m. to 3:30 p.m., Monday through Friday. •

BLE NEWS

Arbitration victory

BLE announces win in interchange switching case at First Division

In an award dated October 27, the First Division of the National Railroad Adjustment Board sustained the BLE's position against the Belt Railway of Chicago on behalf of five claimants, awarding one day's pay at the yard rate to each for performing yard service while working in interchange service.

The specific work found by Referee Robert Richter to be in violation of the May 13, 1971, BLE National Agreement included the following:

- being required to deliver locomotives, which fit on the interchange track, to the diesel ramp in Proviso Yard;
- switching out an entire interchange train that would have fit on the designated interchange track;
- placing an interchange train on a yard track, rather than the designated interchange track, making a specific cut in the train, and placing two

locomotives for a subsequent outbound trip;

- leaving a portion of an interchange train in one yard, picking up an additional 83 cars, and transporting them to another yard, nearly three miles away; and
- coupling a yard track in an interchange yard while performing interchange service.

BLE Vice President R.K. Radek, who recently completed another term as Chairman of the First Division, hailed Award No. 25164 as an important victory in preserving the distinction between interchange and yard service, and protecting yard jobs.

Assisting the preparation and presentation of the winning case were Belt Railway General Chairman V.C. Jackson and BLE Assistant Director of Arbitration and First Division Member M.J. Ruef. •

NOVEMBER 2000 CALENDAR & EVENTS

MAY 30-JUNE 2, 2001... 61st Annual International Western Convention, Denver.

Come to Denver for the "Mile High" convention where a room rate of \$105 per night has been secured at the Hyatt-Regency Tech Center, good for three days before and after the convention. To receive this discount rate, hotel reservations must be made by May 6, 2001, at (800) 233-1234. Reduced airline fares via United Airlines are available through Travel Organizers by calling (800) 283-2754. There will be a golf tournament, tour of the Denver mint, Ocean Journey, Denver botanical gardens, and a barbeque at the Colorado Railroad Museum. Questions should be directed to IWC Chairman Skip Colyer by phone (970) 225-9716, by fax (970) 223-5794, or by e-mail <BofLE2001@aol.com>.

JUNE 24-28, 2001... 74th Southeastern Meeting Association in Pine Mountain, Ga.

Chairman W.J. Spriggs Jr. and members of BLE Division 779 (Manchester, Ga.) are hosting this year's convention at Callaway Gardens resort. Members interested in attending can contact Brother Spriggs at (706) 989-0064.

AUGUST 20-24, 2001... Eastern Union Meeting Association in Atlantic City, N.J.

At the Tropicana Hotel & Casino in Atlantic City, N.J. Conference registration begins at 3 p.m. on Monday, August 20, and hotel check-out is Friday, August 24. A room rate of \$105 per night has been secured throughout the conference, as well as a one-time valet parking fee of \$2. Room reservations can be made by calling (800) 247-8767. Those calling must state they are attending the "Eastern Union Meeting Association of the Brotherhood of Locomotive Engineers." Further details to come when available. Please direct questions to EUMA Arrangements Chairman Sonny Kertesz at (732) 458-7642 or <sonny912@aol.com>.

SEPTEMBER 24-28, 2001... BLE Seventh Quinquennial International Convention

At the Fountainbleau Hotel in Miami, Fla. More details to come when available.

United Healthcare offers open enrollment in December

During December of 2000, United Healthcare will hold an open enrollment under GA-23111. During this open enrollment, any individual eligible for coverage under one of the GA-23111 plans can enroll and will be accepted for coverage without any medical underwriting or proof of insurability. There are no limitations on preexisting conditions.

If you enroll in December of 2000, you will be covered effective Jan. 1, 2001. Only those applicants who mail their Enrollment Form in December of 2000 will be considered for open enrollment. This open enrollment is being held for:

- Persons already enrolled in GA-23111 who want to change their coverage from Plan D to Plan F (which has no prescription drug coverage) or from Plan F to Plan D. The next opportunity to change plans will be December 2002.
- Any individual who was covered

under any railroad health plan and was represented by a Railway Labor Union. Previously, only individuals covered under GA-23000, GA-107300 or GA-46000 were eligible to enroll under GA-23111.

If someone you know meets the new GA-23111 eligibility provisions, open enrollment provides an opportunity to become covered. You may also enroll your spouse or eligible children if they are not currently covered. In addition, open enrollment under Plans D or F is available for your parent or parent-in-law. Anyone interested in enrolling should call the following phone number or obtain an Enrollment Form or get additional information:

- For persons eligible for Medicare, call (800) 809-0453.
- For persons not eligible for Medicare, call (800) 842-5252.

The next open enrollment will be December of 2002. •

Advisory Board October Activity

By action of the delegates at the Fifth Quinquennial Convention, summaries of BLE Advisory Board members' activities are published monthly:

International President Edward Dubroski—International Office: General supervision of BLE activities; Publications committee; Mtg. w/ Ike Evans, Union Pacific President; Mtgs. w/ Vice President & NLR Leroy Jones and National Legislative Board Executive Committee; Wage/Rule negotiations; Mtg. w/ Brotherhood of Maintenance of Way; Mtg. w/ Canadian Director & Vice-President Gilles Halle; Attended CSX-E Division 435 banquet; Attended Long Island Rail Road Division 269 dinner-dance.
First Vice-President & Alternate President James L. McCoy—International Office; Assisted president supervising BLE activities; FVP duties, contacted GCs, SLBCs, telephone calls, correspondence, etc.; Section Six mtgs.; Blue Signal mtgs., Washington DC.
General Secretary-Treasurer Russ Bennett—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; SWCM, St. Louis; Mtgs w/ RTA Transit Center, Euclid Corridor Transportation Project.
Vice-President Paul T. Sorrow—General office duties; Attended informational mtgs. w/ Divisions 444, 120, 86, 155, 435, 547/782; CSX single agreement negotiations; National wage/rules negotiations; Assisted GTW general committee, NS general committees and CSXT general committees with various issues.
Vice-President Joseph A. Cassidy Jr.—General office duties; Study & paperwork; Elgin Joliet & Eastern; Conference w/ General Chairman Omec; Mtg. w/ members of Div. 520; Formulate Section 6 notices on EJE; Establish PLB for discipline cases; Conf. w/ G. Gavalla, Assoc. Administrator, FRA; Mtg. w/ members of Harriman award committee; Mtg. w/ Chairman LI committee, MTA; Mtg. w/ Chairman Metropolitan Transportation Cmte.; Prepare PLBs, Duluth Missabe & Iron Range; Mtg. w/ labor member-MTA board of directors; Amtrak, SBA 928; Mtg. w/ Amtrak General Chairman Kenny.
Vice-President & U.S. Nat'l Legislative Representative Leroy D. Jones—Washington D.C. Office; AFL-CIO Adm. Mtg. TTD/Rail Div. Leg. Mtg.; Div. 622 mtg., Alliance, Neb.; AFL-CIO political directors mtg.; DCCC campaign briefing; FRA cab working conditions; Reception: Cong. Conyers (D-MI); TTD Legis. mtg.; Mtgs. w/ Tim James, AFL-CIO building trades; Mark Dysart, CEO, High Speed Ground Transportation Association; Iowa State Legislative Board mtg.; AFL-CIO political directors mtg.; AFL-CIO Presidents/executive council mtg.; FRA mtg., RE; Sanitation; FRA mtg., re: clarifications to engineer certification regs; Publications Committee mtg.; National Legislative Board Executive mtg.; Mtg. w/ George Hucker, VP & NLR Canada.
Vice-President William C. Walpert—ID Office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; SEPTA organizing, Philadelphia; New York Dock negotiations on terminal consolidation, KCS, Kansas City, Mo.; KCS organizing and mobilization; Engineer training planning; Shortline organizing.
Vice-President Edward W. Rodziewicz—General office duties; Nat'l. Labor Relations Board, Tri Rail; Engineer Training Center; Division 325 monthly mtg.; Mtg. w/ GC Bruno, VP Walpert and ass't conductors and conductors, Philadelphia; NS-Eastern region; Organizing mtg. w/ VP Walpert-SEPTA; NS engineer training center, Conway; SBA 894, Award 1666; NS Eastern region, mtg. w/ VGC Thompson, Imperial; Delaware Hudson/ Springfield Terminal general committee of adjustment mtg., Albany; Canadian National Railways-Eastern lines, Halifax, NS.
Vice-President Don M. Hahs—BNSF system including MRL, UP South & West, SP East & South, SSW, DLGW, Tacoma Belt, Pac Harbor Belt; General office duties; Telephone conference, GC Mullin, BNSF & GC Murphy, BNSF & CG Gore, UP & GC Morrison, BNSF; National Wage/Rule mtgs.; Forschee retirement dinner; BNSF on-property wage/rule.
Vice-President Richard K. Radek—International Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); METRA contract negotiations, Chicago, engineer trainer agreement; WC general assistance, prepare arbitration, organizing activities, Rosemont; IHB/WC contract negotiations; Various NRAB, administration, award adoptions; METRA/BRC general assistance; IHB negotiations; FRA Part 240.409 proceedings this month: EQAL 98-29, 98-92, 98-44, 98-115, 98-125, 98-84, 97-74, 98-76.
Vice-President Dale McPherson—I&M Rail Link; CP Rail/SOO, UP East Lines; Indiana Railroad Co.; M&NA; LP&N, Longview Sw. Co. TRRA-St. Louis; Pacific Harbor Line; Pool scheduling proposal, GC Young; General office duties; Vacation; IMRL mediation w/ GC Priestler; Prepare arbitration, CP GC Priestler.
Vice-President & Canadian Director Gilles Hallé—Ottawa Office; Mtg. w/ VIA Rail division, re: pension issues; Mtg. w/ Standard Life Insurance; Mtg. w/ A. Bosque, CATAQ and CN Rail; Mtg. w/ S. Belzile, Chemin Fer Quebec; B. Brunet working on computer in Ottawa Office; BLE/UTU/CNR/VIA mtgs.; Mtg. w/ Brad Wood; CN Rail national negotiations; Mtg. w/ BLE President; VIA Rail/UTU hearings; Mtg. w/ P.M. Tellier, CN Rail President; Mtg. w/ Canadian Railway Office of Arbitration.
Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; Canadian National Legislative Board; Local disability case management cmte. mtg.; CPR CTA review; BLE/LTD trustee mtg.; CPR expressway mtg.; Weekend conference, Montreal; CPR/BLE Montreal commuter rail negotiations; CN disability case management mtg.; Work/Rest task force mtg., Washington DC; NARAP mtg.; FTA-APRA mtg.

S-T training tentatively scheduled for 2001

The following tentative dates and locations have been released for the 2001 Secretary-Treasurer compliance classes:

- Las Vegas, Jan. 11-13
- Dallas, Jan. 25-27
- Kansas City, Mo., Feb. 8-10
- Chicago, Feb. 22-24
- Atlanta, March 8-10
- New York City area, March 22-24

Members interested in the January classes are urged to contact Dr. Elaine Reese as soon as possible by calling (216) 241-2630, extension 243. •



THE LOCOMOTIVE ENGINEER NEWSLETTER

Brotherhood of Locomotive Engineers
Since 1863, a Tradition of Forward Thinking

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