

THE LOCOMOTIVE ENGINEER NEWSLETTER • NOVEMBER 2001

Ballot deadline: Dec. 10

BLE members to vote again on proposed merger with UTU

Members will face one of the biggest decisions in the 138-year history of the Brotherhood of Locomotive Engineers this month when they receive ballots to vote on a proposed merger with the United Transportation Union.

The ballots were mailed on November 7 and are due by December 10 to the American Arbitration Association (AAA), the neutral third party retained to tabulate the results.

If a majority of members approve the merger, the Unification Agreement and Constitution of the newly established union will become effective January 1, 2002.

The merged union would be named United Transportation Union-Brotherhood of Locomotive Engineers (UTU-BLE), and the logos of both unions would be retained.

In a vote certified on October 29, members of the UTU voted to approve the merger by an almost six-to-one ratio. The UTU vote was 23,368 in favor of the merger and 4,146 opposed.

The tally was certified by the AAA. The referendum had been finalized on September 17, but the counting of the ballots was delayed by a lawsuit brought by three BLE officers.

The lawsuit challenged the voting process used by BLE in the first referendum, in which ballots were mailed on August 6. The UTU vote was not challenged in the lawsuit.

As a result of an out-of-court settlement reached by attorneys representing the BLE and the three officers, the BLE agreed to destroy all ballots cast in the first referendum and re-ballot the membership using new, secret ballots.

The BLE also agreed to allow both U.S. and Canadian ballots to be counted together. In the first referendum, Canadian ballots were cast and counted separately. If a majority of Canadian members had voted against the merger while a majority of U.S. members voted in favor, then the Canadian BLE membership would not have been a part of the newly formed union on Jan. 1, 2002.

BLE members who have not received their ballots in the BLE-UTU merger referendum should call the following number to request a replacement:

(800) 529-5218

Members can also call this number to request additional copies of the proposed Unification Agreement and Constitution.

However, that situation never arose as the ballots were destroyed before they were counted.

If approved, the merger would create the AFL-CIO's second-largest transportation union and largest railroad union, with nearly 200,000 active and retired members. Side Letter #1 of the Unification Agreement confirms, "the officers of (the) New Organization shall promptly apply for membership in the AFL-CIO and the CLC." The new union would be based in Cleveland.

Due to the extreme importance of this referendum, the BLE is working to make sure that there is a high voter turnout. As a result, members of the

BLE's National Mobilization Team are conducting informational workshops throughout the U.S. and Canada. Special "get out the vote" flyers have also been posted on bulletin boards in the yard offices, and are available for printing from the BLE website.

In addition, the BLE has established a toll-free hotline for members who have not received their ballots, or for those who need a new copy of the Unification Agreement and Constitution. That number is: (800) 529-5218.

For late-breaking information on the proposed merger of the BLE with the UTU, members are encouraged to visit <www.ble.org>. •

Homeland Security



BLE International President Don M. Hahs met with Secretary of Transportation Norman Y. Mineta, right, on October 23 in Washington, D.C. Mineta attended a meeting of the AFL-CIO's Transportation Trades Department, where he discussed homeland security with President Hahs and the other leaders of the nation's rail and transportation unions.

Anthrax scare slows S. 697 action

Following a temporary suspension of lobbying efforts as a result of the September 11 terrorist attacks on the United States, Rail Labor resumed the fight for passage of S. 697 in early October.

However, lobbying efforts for the Railroad Retirement and Survivors' Improvement Act of 2001 have been hampered by the recent anthrax scare in Washington, D.C., and the close of several House and Senate office buildings.

A letter carrying anthrax was opened in the office of Senate Majority Leader Tom Daschle (D-S.D.) on Oct. 15, forcing the shutdown of the entire Hart Senate building — and all five other House and Sen-

ate office buildings — two days later.

In spite of these obstacles, Rail Labor lobbyists have secured 75 Senate cosponsors for the bill. BLE lobbyists are working in conjunction with a coalition of lobbyists representing all of rail labor.

At meetings with Senate representatives on November 6, a number of options were discussed with Senate leaders, including making S. 697 a part of a wrap-up bill that may be considered at the end of the current legislative session.

To make sure the bill is acted upon this year, BLE

See Railroad Retirement, Page 4

BLE gets Meridian Southern organizing win

Employees of the Meridian Southern Railway unanimously selected the Brotherhood of Locomotive Engineers as their collective bargaining representative on October 15.

BLE President Don M. Hahs congratulated the BLE's Department of Internal Organizing, Mobilizing and Strategic Planning for the successful organizing campaign, and singled out Special Representative Tommy Miller for his efforts.

While the BLE could savor the organizing victory, President Hahs said the Brotherhood still has much more work ahead of it.

"Anytime workers at a shortline railroad feel they need to be organized, I believe the BLE has an obligation to do so," President Hahs said. "There are approximately 60,000 employees in the shortline indus-

See Meridian Southern, Page 4

BLE NEWS

BLE regional meetings set for 2002

With 2001 drawing to a close, BLE members are making vacation plans for 2002.

Many BLE members prefer to spend their vacations honing their skills at one of the many workshops offered at the BLE's annual regional meetings. Others attend to rekindle old friendships. Either way, the BLE's four regional meetings provide a popular vacation destination for members and their families.

What follows is a tentative agenda for the 2002 regional meetings. All dates and locations published below are final; however, certain activities and events listed are subject to change due to unforeseeable circumstances.

June 16-20, 2002

75th Southeastern Meeting Association Virginia Beach, Va.

Chairman T.C. Emory is hosting the 2002 SMA at the Virginia Beach Resort Hotel & Conference Center from June 16-20, 2002. Discount room rates of \$99 per night have been secured and the

reservation deadline is May 24, 2002.

A dinner cruise is being planned as part of the festivities. Space is available on a first-come, first-served basis, so you must register as soon as possible if you are interested.

Hotel reservations can be made by calling (800) 468-2722 (in Virginia please call (800) 422-4747). For a pre-registration form, contact SMA 2002 Chairman T.C. Emory at 4912 Euclid Rd., Virginia Beach, VA 23462; or via e-mail at: <ble456@mindspring.com>.

July 21-25, 62nd Annual International Western Convention Kennewick, Wash.

Hosted by Chairman William Amaya in the Tri-Cities area of Washington State, the 2002 IWC is a convention you will not want to miss.

Guests will stay at the Westcoast Tri-Cities Hotel at: 1101 N. Columbia Center Blvd., Kennewick, WA 99336, and reservations can be made by calling (509) 783-0611. Mention the BLE convention to receive discounted room rates of \$85 per night (U.S. and Cana-

dian currency). For more details, contact Chairman Amaya by calling (509) 628-8844.

IWC 2002, the "Unlimited Convention," will coincide with the "Unlimited Hydroplane" race series. Guests can extend their stays a few days to enjoy the Columbia Cup hydroplane race, one of the fastest sports on the planet.

August 18-23 Eastern Union Meeting Association Wilkes-Barre, Pa.

Arrangements Chairman Ken Kertesz and members of BLE Division 263 host the 2002 EUMA in Wilkes-Barre, Pa., at the Woodlands Inn & Resort.

Nestled in the Northeastern Poconos, members will enjoy a discounted room rate of \$95 per night (plus tax) for a single or double. Room rates include a fully cooked breakfast each morning and a shuttle service to and from the Wilkes Barre-Scranton International Airport.

Reservations can be made by calling (570) 824-9831. Be sure to mention

the EUMA in order to receive the discounted room rate.

Tentative activities include golf tournament, formal banquet, visit to Steamtown National Historic Site, and a minor league baseball game. For details, contact Brother Kertesz by phone at (570) 675-2417 or by e-mail at: <kkertesz@dallas.gotmc.net>.

September 23-26, 67th Annual Southwestern Convention Meeting Fort Worth, Texas

Chairman Mark Banton and members of BLE Division 500 host the 2002 SWCM, to be held at the Radisson Hotel (815 Main Street Fort Worth, TX 76102). Reservations can be made by calling (817) 870-2100.

The tentative agenda is as follows: Monday, September 23: convention registration and golf tournament (8 a.m.); September 24: opening ceremony and barbecue dinner; September 25: workshops and formal banquet; and September 26: closed meeting and SWCM business meeting. For more details, contact Chairman Banton at (817) 641-4606. •

NEWS BRIEFS

UP trains to haul Olympic torch

The Olympic Properties of the United States has named Union Pacific Railroad the official railroad services supplier to the 2002 Olympic Winter Games and an official provider of the Salt Lake 2002 Olympic Torch Relay.

UP is also the official railroad services supplier of the 2002 and 2004 U.S. Olympic Teams.

Creating a specially painted two-locomotive and 18-car train, with cauldron car, Union Pacific will transport the Olympic Flame and Torch Relay staff more than 3,200 miles through 11 states.

The train will transport two million gallons of propane, 29 commuter rail cars and 30 carloads of television cabling to Salt Lake City.

This will be the second time the Olympic Flame will move by rail in the United States. UP also transported the Olympic Flame more than 3,500 miles during the Olympic Torch Relay for the Atlanta 1996 Centennial Olympic Games. •

CP shareholders give breakup 98% approval

Shareholders of Canadian Pacific Ltd. bid adieu to the historic conglomerate on October 1, approving by a huge margin its breakup into five units that

will be born again as stand-alone, publicly traded companies.

"It's mission accomplished," said David O'Brien, chairman, president and chief executive of the company that grew into a Canadian icon after building the transcontinental railway in the 1880s.

The breakup was approved by 98% of CP's common and preferred shareholders. It became effective Oct. 1. Trading of the separate units kicked off on Oct. 3 on the Toronto and New York stock exchanges.

Announced last February, the spinoff is unfolding in times of market turmoil and economic malaise, worsened by the Sept. 11 terrorist attacks in the United States. •

Acela traffic jumps after attacks

Amtrak's high-speed Acela Express train service has seen a 35 percent jump in traffic, due largely to setbacks in airline shuttle service in the Northeast since the Sept. 11 attacks.

Some early-morning and late-afternoon departures from Boston, New York and Washington are selling out on the Acela Express. Amtrak recently added four round trips between Washington and Boston as trains arrived from the manufacturer.

Six days after the attacks, Amtrak said its average number of riders had climbed to 80,000 people from 60,000 people a day. •

Senate OKs \$1.8 billion for Amtrak

Senators put aside divergent ideas on Amtrak's future and endorsed a \$1.8 billion measure to increase safety and security measures on passenger trains.

The Senate Commerce Committee voted unanimously on October 17 to send the measure to the full Senate.

Nearly \$1 billion would address safety concerns in six aging underwater tunnels owned by Amtrak that carry rail passengers to New York's Penn Station.

An additional \$515 million would be spent on security upgrades throughout the Amtrak system — increasing the ranks of its 325-person police force, tripling the number of bomb-sniffing dogs and adding new surveillance equipment.

The measure also includes \$254 million to improve emergency exits at Penn Station, replace two aging bridges in Connecticut considered susceptible to sabotage, and implement a sophisticated speed-control system in the Northeast Corridor, where Amtrak's high-speed Acela Express operates. •

Trains vulnerable to terrorism

Politicians and intelligence experts warn that the next terrorist attack could come on the ground instead of in the air.

Trains are particularly vul-

nerable because they carry huge amounts of hazardous materials through major population centers.

The U.S. Department of Transportation is alerting hazmat shippers to be careful, warning: "In the wrong hands hazardous materials pose a threat to security. It doesn't take a high degree of training, technical expertise, or sophisticated equipment to attack with devastating results."

The FBI is concerned as well.

Attacks on or utilizing trains have long been recognized as a potential terrorist threat.

In a 1998 speech, then-Deputy Transportation Secretary Mort Downey said that terrorist training manuals "include rail sabotage as a recommended operation, so the potential for destructive action is clear." •

Uncle Sam seeks experienced locomotive engineers

The Brotherhood of Locomotive Engineers is working with the U.S. Army Reserves in an effort to recruit experienced railroad employees for two railroad battalions as a result of the recent terrorist attacks on the United States.

According to Major Martin Piech, the Army is looking for railroad employees — especially those with prior military experience — in the areas of train operations, maintenance of way and railroad equipment repair.

The two units are: 757th Transportation Battalion (Railway) with units located in the Chicago and Milwaukee metro areas, and the 1205th Transportation Railway Operating Battalion with units located in Massachusetts, Connecticut, and North Carolina.

Anyone who is interested in finding out how they can put their railroad skills to good use by serving their nation in this time of need can contact the Army Reserves in the following ways:

For general information:
Major Martin Piech
e-mail:
martin.piech@us.army.mil

757th contact information:
phone: SSG Steve Willis at (877) 399-6595
website:
http://www.usarc.army.mil/88thrc/units/online/336_tc/757_tc/

1205th contact information:
e-mail:
martin.piech@us.army.mil
website:
www.1205thtrob.com

Burlington Northern Santa Fe



Burlington Northern Santa Fe Corp. reported that its third-quarter earnings fell 13.1 percent, hurt by flat freight revenues, and said it would cut about 400 nonunion jobs.

BNSF said it posted net income of \$225 million, or 58 cents per diluted share, compared with \$259 million, or 64 cents per diluted share, a year earlier.

In July, the company said third-quarter revenues would fall slightly from last year, due to lost business from automaker General Motors Corp.

Freight revenues for the 2001 third quarter were \$2.31 billion, even with last year on slightly higher ton-miles compared with the same 2000 period. Freight revenues include a \$32 million settlement related to a transportation contract. Agricultural Commodities revenues increased \$11 million, or 3 percent, to \$331 million, primarily due to an increased demand for corn.

Operating expenses of \$1.84 billion were \$69 million higher than the 2000 third quarter. Compensation and benefits expense was \$40 million higher than 2000 due to higher wages, incentive compensation accruals and health and welfare costs. Operating income was \$502 million for the third quarter 2001 compared with \$571 million a year ago. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway Co. said it will continue to cut costs, and possibly another 500 jobs, as it journeys into an uncertain economy. The railway also said it has carried out the 500 job cuts it

announced in April.

Chief financial officer Mike Waites said the company will continue to examine its labor costs and might cut another 500 jobs over the next 12 to 18 months. CPR has about 17,000 employees. CPR became an independently traded firm in October, after Canadian Pacific Ltd. was replaced by its five component businesses.

One-time income tax benefits related to the spinoff helped CPR report a 42 percent increase in third-quarter profit. Including one-time gains and charges, CPR reported profit of C\$136.1 million or 86 cents a share for the three months ended Sept. 30, compared with C\$95.8 million or 60 cents a year earlier. Excluding one-time items, profit was C\$99 million or 62 cents compared with C\$96 million or 60 cents a year earlier.

Revenue was down slightly to C\$898.2 million from C\$910.4 million. Revenue from automotive shipments was up 15.1 per cent in the quarter, while bulk shipments, such as coal and fertilizer, were up 6.1 per cent. Forest products were down 7.5 per cent, while grain shipments fell 5.8 per cent in the quarter. •

Kansas City Southern



Kansas City Southern Industries Inc. reported that its third-quarter revenues were flat and net earnings were down. Nevertheless, the results were encouraging for the railroad company.

For the three months ended Sept. 30, Kansas City Southern earned \$9 million, or 15 cents a share, on \$144.6 million in revenues. During the same time last year, the company earned \$23.2 million, or 39 cents a share, on \$144.1 million in revenues.

The 2000 third-quarter results included a \$23.4 million gain from the spinoff of Stilwell Financial Inc., the company's financial services unit. Before such items, Kansas City Southern reported \$9 million in income from continuing operations for the 2001 third quarter, compared with \$2.6 million during the same period last year.

For the first nine months of the year, Kansas City Southern earned \$19.6 million, or 32 cents a share, on \$431.8 million in revenues. During the same time last year — which again includes a big gain from the Stilwell spinoff — the company earned \$376.9 million, or \$6.39 a share, on \$437.4 million in revenues. •

Union Pacific Railroad



The Union Pacific Corp. reported that its third-quarter earnings rose 4 percent on record productivity, moderating fuel prices and cost controls.

It also forecast that fourth-quarter earnings would be slightly higher than those of the same period last year.

Union Pacific, which operates North America's biggest railroad, reported net income of \$267 million, or \$1.04 per diluted share, compared with net income of \$256 million, or \$1.00 per diluted share, a year earlier. Revenues declined slightly to \$3.03 billion from \$3.05 billion.

Canadian National Railway



Canadian National Railway Co. reported increased third-quarter profit by 17% despite a slight decrease in revenue.

Canada's largest railway company posted net income of C\$252 million on revenue of C\$1.3 billion for the quarter ended Sept. 30. While revenue for the quarter was slightly lower than last year, the company cut operating expenses by 3% to C\$895 million, improving the company's industry-leading operating ratio to 67.5%. The company's diluted earnings of \$1.21 per share, excluding a non-recurring deferred income tax recovery, beat analysts' expectations by a penny.

Like the other five major North American railway companies, CN has been in cost-reduction mode to counter falling shipments and revenue brought on by the economic slowdown. While CN reported revenue gains in some business units, the company made clear the name of the game would continue to be cutting expenses to match weakening revenue.

CN President and Chief Executive Officer Paul M. Tellier said: "CN's performance during the quarter was solid. In a challenging economic environment, we delivered double-digit gains in earnings and earnings per share... CN has clearly demonstrated financial durability in tough economic conditions." •

CSX Transportation



CSX Corporation reported third-quarter earnings from continuing operations of \$100 million, or 47 cents per diluted share, up 69 percent from \$59 million, or 28 cents per diluted share, in the same period a year ago.

In the 2000 third quarter, CSX had an after-tax gain of \$365 million, or \$1.73 per share, from the sale of the company's contract logistics business. Including discontinued operations and the gain, net earnings for the 2000 third quarter totaled \$427 million, or \$2.02 per share.

CSX said that it has largely completed a forward purchase fuel program at the railroad to take advantage of current prices. Approximately 50 percent of the railroad's diesel fuel requirements for the next 15 months will be locked in under the program.

Third-quarter operating income at CSX's rail and intermodal businesses totaled \$237 million versus \$190 million a year ago. While carloads were down 2.6 percent, revenues were about the same for both periods, approximately \$1.8 billion. The operating ratio, which measures costs as a percentage of revenues, was 86.7 percent, improving 2.7 percentage points from 89.4 percent in the 2000 third quarter.

CSX earned \$228 million, or \$1.07 per share, from continuing operations for the first nine months of 2001, compared with \$132 million, or 62 cents per share, for the same period last year. •

Norfolk Southern



Despite flagging sales due to the slowing economy,

Norfolk Southern Corp. reported third-quarter profits that were 49 percent better than last year's third quarter and posted per-share earnings that met Wall Street expectations.

The Norfolk-based railroad holding company made \$79 million, or 20 cents a share, compared with net operating income of \$53 million, or 14 cents a share, in the third quarter of 2000.

The company's overall results in the previous third quarter were fattened 12 cents a share by a nonrecurring, \$46 million sale of timber properties through its Pocahontas Land Corp. arm.

The railroad's increased operating profit this quarter came mostly from cutting costs. Operating revenues for the quarter fell 1.8 percent to \$1.51 billion. Decreases of 1.8 percent in general merchandise revenues, to \$862 million, and of 4.8 percent in intermodal revenue, to \$280 million, more than offset a 1 percent increase in coal revenue to \$366 million. Intermodal revenues come from ocean shipping containers moved by rail and then trucks. •

Union Pacific said record employee productivity and cost-control measures, combined with moderating fuel prices, were key factors in its improved performance. Its operating ratio — or the cost of generating one dollar of revenue — fell to 79.7 percent from 80.1 percent from last year, making it the best quarterly performance since 1996, when it merged with Southern Pacific Corp.

Union Pacific also said it is taking advantage of lower fuel costs by locking them in at current prices. It paid 86 cents per gallon, compared with 92 cents one year ago, and expects a reduction in fuel costs in the fourth quarter. •

BLE NEWS

Railroad Retirement bill slows in Senate

Railroad Retirement

Continued from Page 1

and GIA members are asked to contact Senator Daschle at his home offices in South Dakota. As Senate Majority Leader, Senator Daschle has the power to move S. 697 into a position where the 75 Senate cosponsors can vote for it.

Senator Daschle has three district offices in South Dakota that members can call:

- Aberdeen, (605) 225-8823;
- Sioux Falls, (605) 334-9596; and
- Rapid City, (605) 348-7551.

If passed into law, S. 697 would reduce the vesting requirement under the Railroad Retirement system from 10 years to five, would eliminate the actuarial reduction for those who retire prior to age 62, and would increase surviving spouses' annuities.

In late July, the House version of the bill, H.R. 1140, was passed by a large bipartisan majority, 384-33.

For up-to-the-minute news on this evolving situation, please stay tuned to the BLE website at: www.ble.org.

The 25 Senators who are not co-

sponsoring this legislation are listed below:

S. 697 Non-cosponsors

1. Allard, Wayne (R-CO)
2. Bennett, Robert (R-UT)
3. Bunning, Jim (R-KY)
4. Campbell, B.N. (R-CO)
5. Domenici, Pete (R-NM)
6. Feingold, Russell (D-WI)
7. Gramm, Phil (R-TX) *
8. Grassley, Chuck (R-IA) *
9. Gregg, Judd (R-NH)
10. Hutchison, K.B. (R-TX)
11. Inhofe, James (R-OK)
12. Kohl, Herb (D-WI)
13. Kyl, Jon (R-AZ) *
14. Lott, Trent (R-MS) *
15. Lugar, Richard (R-IN)
16. McCain, John (R-AZ)
17. Murkowski, F. (R-AK) *
18. Nickles, Don (R-OK) *
19. Santorum, Rick (R-PA)
20. Sessions, Jeff (R-AL)
21. Stevens, Ted (R-AK)
22. Thomas, Craig (R-WY) *
23. Thompson, Fred (R-TN) *
24. Voinovich, George (R-OH)
25. Wyden, Ron (D-OR)

* — Member of Senate Finance Committee. •

NOVEMBER 2001 CALENDAR & EVENTS

DECEMBER 7... Railroad Retirement Board Informational Conference in Jacksonville
The U.S. Railroad Retirement Board will conduct a free informational conference in Jacksonville, Fla. On-site registration begins at 8 a.m. with sessions starting promptly at 8:30 a.m. All sessions end at 12:30 p.m. To be held at the Holiday Inn-Baymeadows, 9150 Baymeadows Rd. For details, visit the RRB website at www.rrb.gov, or call the toll-free RRB Help Line at (800) 808-0772.

Plan ahead for 2002...

JANUARY 24-26... BLE Secretary-Treasurer Workshop in Los Angeles, Calif.
At the Holiday Inn-LAX. A room rate of \$89 per night (plus tax) has been secured. Make reservations by calling (310) 649-5151. Members must register with Dr. Elaine Reese of the International Division in order to attend. Please call (216) 241-2630, ext. 243 to register by the January 7, 2002, deadline. Tentative 2002 S-T Workshop locations include Houston, Chicago, and Birmingham, Ala. See next month's Newsletter or www.ble.org for more details.

JUNE 16-20, 2002... 75th Southeastern Meeting Association in Virginia Beach, Va.
Center. See Page 2 this issue for details.

JULY 21-25, 2002... 62nd International Western Convention in Kennewick, Wash.
See Page 2 this issue for details.

AUGUST 18-23, 2002... Eastern Union Meeting Association in Wilkes-Barre, Pa.
See Page 2 this issue for details.

SEPTEMBER 23-26, 2002... 67th Southwestern Convention Meeting in Fort Worth, TX
See Page 2 this issue for details.

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 Don M. Hahs—International Office: General supervision of BLE activities; Mtg. w/ Sweeney & Trumka; Mtg. w/ Turner & Chambers of American Short Line Assoc.; TTD executive cmt. mtg.; Ed Hamberger of AAR; Reception of Congressman Pomeroy, N.D.; Mtg. w/ Ed Wytkind, TTD; Mtg. w/ Bob Allen & David Lee of NCCC; Mtg. w/ J. Strang & B. Chipkevich of NTSB; Mtg. w/ BLE passenger/commuter general chairmen; Mtg. w/ VP & NLR Holmes; Advisory Board mtg.; Mtg. w/ Congressman S. Lynch (MA) and several other congressmen from Massachusetts.

First Vice-President & Alternate President Edward W. Rodzwick—International Office duties; Correspondence & general supervision; Publications committee; Contacted various GCoFAs; UP/SP conference call; Mtg. w/ Sweeney & Trumka; Mtg. w/ Turner & Chambers of American Short Line Assoc.; TTD executive cmt. mtg.; Ed Hamberger of AAR; Reception of Congressman Pomeroy, N.D.; Mtg. w/ Ed Wytkind, TTD; Mtg. w/ Bob Allen & David Lee of NCCC; Mtg. w/ J. Strang & B. Chipkevich of NTSB; Mtg. w/ BLE passenger/commuter general chairmen; Mtg. w/ VP & NLR Holmes; Advisory Board mtg.

General Secretary-Treasurer William C. Walpert—General supervision of BLE financial and record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; Advisory Board mtg.; UP/SP conference call; Mtg. w/ Sweeney & Trumka; Mtg. w/ Turner & Chambers of American Short Line Assoc.; TTD executive cmt. mtg.; Ed Hamberger of AAR; Reception of Congressman Pomeroy, N.D.; Mtg. w/ Ed Wytkind, TTD; Mtg. w/ Bob Allen & David Lee of NCCC; Mtg. w/ J. Strang & B. Chipkevich of NTSB; Mtg. w/ VP & NLR Holmes.

Vice-President Paul T. Sorrow—Advisory Board mtg.; Southwestern Convention Meeting; SBA 1063; PLB 6199; I&O negotiations; GTW mtg. w/ all Local Chairmen; Assisted NS, GTW, CSX properties.

Vice-President Joseph A. Cassidy Jr.—Study & paperwork; General office duties; Duluth, Missabe & Iron Range Rwy.; Mtg. w/ General Chairman Delano & committee; PLB 6420; Prepare for upcoming arbitrations; Mtg. w/ Western Caucus; Advisory Board mtg.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes—Washington D.C. office; Annual rail labor/DLC barbecue, Rockdale, TX; Hunt County, TX democratic dinner; Railroad Retirement coalition mtg.; Reception: Cong. Sheila Lee Jackson (D-TX), Boswell (D-IA), Oberstar (D-MN), Pomeroy (D-ND), Napolitano (D-CA), Shows (D-MS); FRA hearing on Webtech's waiver petition; AFL-CIO admin. mtg.; TTD legis. mtg.; Mtg. w/ AFL-CIO President Sweeney and S-T Trumka; Mtg. w/ Frank Turner, President, and Ray Chambers, Shortline and Regional Railroad Assoc.; TTD Exec. Cmt. mtg.; Mtg. w/ Bob Allen, NLR; Mtg. w/ Railroad Div. of NTSB; Mtg. w/ Ed Hamberger, AAR; Advisory Board mtg.

Vice-President Merle W. Geiger Jr.—Assigned to: Kansas City Southern; Midsouth; South Rail; Gateway Western; Delaware Hudson/Springfield Terminal; Assigned to SBA 1062, PLB 5527, PLB 6145; Advisory Board mtg.

Vice-President Stephen D. Speagle—Assisted the following properties: All BNSF General Committees of Adjustment; Montana Rail Link; Attended ID convention.

Vice-President E.L. "Lee" Pruitt—Assigned to following properties: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; Tacoma Belt; Advisory Board mtg.; Union Central Life Insurance mtg.; UP General Chairmen mtg.; On-property UP-Western Lines; Constitution & Bylaws Committee.

Vice-President Richard K. Radek—International 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; Paduca & Louisville; Chicago Central & Pacific; NRAB administration, Chicago; FRA Part 240.409 pre-trial interviews, case screening, St. Louis; CN/IC contract negotiations; RLA 152 6th mtgs.; IC GCoFA assn. mtg.; Meta labor/management quarterly mtg.; EAP drug & alcohol testing mtg.; Metro; Metro labor-management exec. cmt. mtg.; Safety Task Force mtg.; Metro; Advisory Board mtg.; FRA Part 240.409 proceedings this month: EQAL 98-84, 01-06, 00-51, 00-67, 00-41.

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; General office duties; PLB 6324; Southwestern Convention Meeting; ID convention.

Vice-President & Canadian Director Gilles Hallé—Ottawa Office; Mtg. w/ CN Rail; Mtg. w/ CATAQ insurance; Mtg. w/ AIL Inc.; Mtgs. w/ CN Rail & VIA Rail; Attended charity fundraiser; Arbitration w/ VIA Rail and BLE Central; Mediation, re: Cairns case; Advisory Board mtg.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; National Legislative Board-Canada; CPR return to work committee; CNR senior policy committee mtg.; Advisory Board mtg.

Meridian Southern

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try working without union contracts, and they deserve a better standard of living. Our goal is to see that they get it."

The Meridian Southern is the

second shortline organizing victory for the BLE this year.

In August, workers on the Indiana & Ohio — a subsidiary of RailAmerica — selected the BLE as their collective bargaining representative.

RailAmerica is the world's largest shortline railroad operator.

Steam engineers needed for documentary

Producers of an upcoming documentary, which will record the experiences of veteran locomotive engineers around the country during the last 50 years, have renewed their call for input from BLE members who worked on both steam and diesel locomotives during their railroad careers.

Doug Kirkpatrick of Streamliner Productions in New York is producing the documentary. Members can e-mail him at: stream@bellatlantic.net.

Members can also write:
Streamliner Productions
512 Seventh Ave., 11th Floor
New York, NY 10018 •

SAFETY TASK FORCE HOTLINE
(800) 306-5414



Report major accidents when they happen



THE LOCOMOTIVE ENGINEER NEWSLETTER
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