

THE LOCOMOTIVE ENGINEER NEWSLETTER • NOVEMBER 2002

Engineers, not RCOs, belong in cabs

BLE, Carriers agree that remote control operators (RCOs) will not operate locomotives from locomotive cabs pending arbitration

BLE and the Class I rail carriers involved in the dispute over the assignment of remote control technology agreed that until the dispute is resolved in arbitration, remote control operators (RCOs) will be instructed not to operate locomotives while they are inside locomotive cabs.

This issue came to a head after BLE received numerous reports from BLE members that RCOs on the Class I carriers were controlling locomotive movements from inside the cabs of locomotives, often from the seat formerly occupied by the locomotive engineer.

BLE filed a motion in the U.S. District Court in Chicago asking U.S. District Judge Joan Gottschall to clarify that the January 16, 2002, injunction she issued against BLE did not cover such situations.

Judge Gottschall heard arguments on BLE's motion on October 10. The Judge said she "did not foresee" this situation when she issued the injunction and questioned the carriers' counsel, "if you need somebody in the cab, why shouldn't it be the Engineer?" She then scheduled an evidentiary hearing for Octo-

ber 17 to decide whether to clarify the scope of the injunction. On October 15, the carriers agreed that they would stop using RCOs to operate locomotives from the cabs until the arbitration is over. On October 16, Judge Gottschall entered an Order making that agreement enforceable in court. Specifically, the Agreed Order states:

"1. The carriers shall promptly issue and implement written instructions to all RCOs that pending a final decision by SBA No. 1114, RCOs shall not use the remote control operating units to effectuate locomotive movements from inside the locomotive cab, except in an emergency. A copy of such instructions shall be filed with the Court.

"2. If the BLE becomes aware of circumstances in which it believes RCOs are violating carrier instructions by using the remote control operating units to effectuate locomotive movements from inside the locomotive cab, BLE shall notify the highest labor relations officer on the affected property and give the carrier an opportunity to promptly correct the alleged violation. If the BLE believes that the carrier has

"If you need somebody in the cab, why shouldn't it be the Engineer?"

— U.S. District Judge Joan Gottschall, questioning railroad attorneys

failed to promptly correct the violation or to otherwise comply with this Order, it may return to Court to seek enforcement of this Order.

"3. The evidentiary hearing on the BLE's Motion for Clarification, scheduled for Thursday, October 17, 2002, is hereby canceled.

"4. The injunction entered January 16, 2002, remains in effect as to 'any disputes concerning the plaintiffs' use or plans to use remote control technology in the operation of locomotives in their terminal operations in and around terminals, or work assignments in connection therewith.'"

The Agreed Order is without prejudice to any party's position on BLE's motion or in the arbitration. BLE members are encouraged to report any incidents that are inconsistent with this Order to the union so that they can be brought to the attention of management and promptly corrected. •

BLE encouraged after IBT subcommittee meetings

The Brotherhood of Locomotive Engineers concluded an encouraging first round of merger meetings on November 8 with the International Brotherhood of Teamsters.

BLE President Don Hahs said he and all members of the joint subcommittees were encouraged by the amount of progress made in such a short period of time after the joint BLE-IBT Finance Subcommittee concluded its meeting in Washington, D.C.

The Constitution & Bylaws Subcommittee concluded its first round of negotiating meetings on November 6, while the Finance Subcommittee's second round of meetings ended November 8. The Legislative Subcommittee and the Canadian Subcommittee concluded their initial meetings on October 21 and November 1, respectively.

Dates for the next round of negotiating meetings are as follows:

- C&B, Dec. 3-4;
- Finance, Dec. 16-17;
- Legislative, Nov. 20-21;
- Canada, TBA.

The BLE will provide future updates on its website and in the *Locomotive Engineer Newsletter*. The joint subcommittee chairmen and members have agreed to speak with a unified voice regarding the ongoing negotiations. Therefore, it was agreed that all messages would come from the International Headquarters of the BLE and Teamsters.

On February 27, the BLE's Advisory Board unanimously approved a motion allowing the BLE's Executive Committee to explore a possible merger or affiliation with the Teamsters, in accordance with Section 1(e) of the BLE's Constitution & Bylaws.

VP Cassidy retires; Wingo elevated to Advisory Board

Joe Cassidy, one of the Brotherhood of Locomotive Engineers' most veteran and well-respected Vice Presidents, formally retired on November 1.

Brother Cassidy has served as a Vice President on the BLE's Advisory Board since 1991, winning re-election in 1996 and 2001.

As dictated by the BLE's Constitution & Bylaws, the First Alternate International Vice President is automatically promoted to fill vacancies on the Advisory Board. Brother Paul L. Wingo Jr. is now an International Vice President of the Brotherhood of Locomotive Engineers.

"Congratulations to Joe Cassidy on his well-deserved retirement after a long and distinguished career. And congratulations to Paul Wingo on his promotion to the Advisory



Cassidy

Board of North America's senior rail labor union," said BLE International President Don M. Hahs.

Brother Cassidy, who turned 60 years old on November 5, retired under the Railroad Retirement and Survivors' Improvement Act of 2001. He began his railroad career in 1970 when he hired out as a fireman for the Long Island Rail Road. He joined BLE Division 269 that same year.

Prior to his election to the office of Vice President in 1991, Brother Cassidy served as the BLE General Chairman for the Long Island Rail Road, winning re-election to that office three times from 1982 to 1991.

Paul Wingo, the BLE's newest Vice President, was elected to the office of First Alternate International Vice-

President in September of 2001 at the BLE's Seventh Quinquennial International Convention in Miami Beach, Fla.

Vice-President Wingo is a member of BLE Division 198 (Chattanooga, Tenn.). Immediately prior to his elevation to Vice President, he served as Secretary-Treasurer of the Norfolk Southern (Southern Region) General Committee of Adjustment from 1986 to 2002 and as the Secretary-Treasurer of the Tennessee State Legislative Board from 1982 to 2002.

"There are many challenges and opportunities facing the Brotherhood right now



Wingo

See Advisory Board, Page 4

BLE NEWS

Retiring VP Cassidy reflects on past, future

After more than 30 years of service to the Brotherhood of Locomotive Engineers, Vice President Joe Cassidy retired on November 1.

His retirement provided him with the opportunity to speak about some things that have been on his mind. Like union politics.

"I hate politics," said Cassidy, "but I was very good at them."

He was good enough to win election to the office of International Vice President on three consecutive occasions. He also won numerous other elections, holding the office of General Chairman of the Long Island Rail Road for nine years. He was seven times elected to chair the BLE Eastern General Chairmen's Association.

But it wasn't just the politics that he mastered. Cassidy will be remembered for more important accomplishments, which benefited many past, current and future locomotive engineers.

"I played the principle role in securing above-average wage rates, certification allowances and scope rules that guaranteed that locomotive engineers would operate remote control," Cassidy said.

"Throughout my career I amassed

a formidable percentage of claims sustained as the employee member of a host of Public Law Boards. I'm very proud of that record.

"I also taught some General Chairmen how to be General Chairmen, and I like to think I was successful in those efforts. And I think those General Chairmen would agree."

Cassidy said the BLE has the right mix of International officers now to handle whatever must be done regarding the UTU situation.

"The people in office now are the people who are the correct ones for the job that has to be done," Cassidy said. "Don Hahs has made all the right decisions since becoming President, and he has an exceptionally bright Advisory Board and Executive Committee. There's no reason why the BLE should not do well in the future."

On August 12, 2002, Brother Cassidy and his wife, Dorothy, celebrated their 30th wedding anniversary. Her August retirement prompted Brother Cassidy to begin thinking about retirement.

"The changes made to Railroad Retirement more or less sealed it for me," said Cassidy, referring to the Rail-

**"I'm proud to have served the BLE.
My years with the BLE will remain among
the fondest memories I will ever hold."**

— Retired BLE International Vice-President Joseph A. Cassidy Jr.

road Retirement and Survivors' Act of 2001, which allows railroaders with 30 years of service to retire with full pensions at age 60.

Even though Joe Cassidy will be gone, there will still be a Cassidy working as a locomotive engineer on the LIRR — his daughter Kelly, who is also a member of Division 269.

Five generations of Cassidys have worked for the LIRR, a stretch of 127 consecutive years. Joe Cassidy is the fourth and Kelly is the fifth.

"I'm very proud of her," he said. "She has done very well."

Cassidy also has two sons — Joseph III and John.

Cassidy noted and thanked many people who helped him throughout his career. He said former LIRR General Chairman George Clark served as his

first mentor, while Ray Starck, George McSherry, and former Conrail General Chairman Dan Riley "provided a firm footing to help me properly represent engineers."

He also thanked former International President John F. Sytsma, former International Vice-President Ron Dean, former First Vice-President Bill Wanke for providing "invaluable help in carving out a career at the ID."

Cassidy said there are many things he will miss about the BLE, but he will always remain proud to have served.

"I will miss contract negotiations and arbitrations," he said. "I enjoyed being an advocate."

"I'm proud to have served the BLE," he concluded. "My years with the BLE will remain among the fondest memories I will ever hold." •

Profile of Paul Wingo, newest BLE Vice-President

International Vice-President Paul L. Wingo Jr. is the newest member of the BLE's Advisory Board. He was elevated to the office of International Vice-President on November 1, 2002, following the retirement of Vice-President Joe Cassidy.

He was elected First Alternate International Vice-President in September of 2001 at the BLE's Seventh Quinquennial International Convention in Miami Beach, Fla.

Vice-President Wingo is a member of BLE Division

198 (Chattanooga, Tenn.). Immediately prior to his elevation to Vice-President, he served as Secretary-Treasurer of the Norfolk Southern (Southern Region) General Committee of Adjustment (1986 to 2002) and as the Secretary-Treasurer of the Tennessee State Legislative Board (1982 to 2002).

Following four years of active duty in the U.S. Marine Corps, Vice-President Wingo began his railroad career in 1966 when he hired out as a switchman on the Southern Railroad. He earned promotion to locomotive engineer in 1969

and joined the BLE in September of that year.

Throughout his career, Vice-President Wingo held numerous elected positions. He served Division 198 as Secretary-Treasurer from 1969-1986, Legislative Representative from 1980-2000, and Local Chairman from 1986-2001.

He was a delegate to the 1986, 1991 and 2001 BLE International Conventions, winning election to the First Alternate-Southeast Member of the Board of Appeals in 1986. For nine years he served as a member of the Board of Appeals,

from 1987 to 1996. Prior to his election as First Alternate International Vice President in 2001, he was elected Fifth Alternate International Vice President in 1996 at the BLE's Sixth Quinquennial International Convention in Detroit.

Outside of the BLE, Brother Wingo served on the Board of Directors of the Brotherhood's Relief and Compensation Fund (1996-2002) and served on the Board of Directors of the North American Railway Foundation (1996 to 2002).

Vice-President Wingo and

his wife, Linda, were married on October 2, 1965.

The couple resides in Ooletwah, Tenn., and has two sons — Major Carl David Wingo, USAF, stationed at Tinker Air Force Base in Oklahoma City, Okla., and Paul Lebron Wingo. The couple also has two grandchildren.

Paul Lebron Wingo followed in his father's footsteps and is a locomotive engineer, currently serving as Local Chairman of BLE Division 198 in Chattanooga, Tenn. •

Brother J.J. Vara retires from Texas-Mexican Railway



J.J. Vara (seated, left), retiring president of BLE Division 244 (Laredo, Texas) holds the plaque presented to him by members of his division to commemorate his years of service. He is pictured here with Cesar Carrera (standing), the incoming Division President, who conducted the retirement ceremony.

Brother Vara was also presented with a letter of appreciation from BLE International President Don M. Hahs.

Vara was pleased with the plaque and letter, and expressed his thoughts in an October 22 letter to BLE President Hahs.

"I have enjoyed my association with the BLE and the many good people who are members of our fine organization," he said. "I will continue to attend meetings and support the BLE as a retired member."

"I am pleased with the progress here on the Tex-Mex since the BLE assumed the representation rights," Brother Vara said. "There is a great deal more

to be done, and I know we can count on (President Hahs') continued support to remake the Tex-Mex working conditions and pay much better for our BLE members here."

"I also want to thank (President Hahs) and the International for staying with us to achieve victory on the Tex-Mex. I also want to again thank Tom Miller and Dave Ditzel for their help, as well as (our) new assignment to the property, (Vice-President Merle) Mr. Geiger."

"I look forward to working with you in the future. Do not hesitate to call on me if I can be of assistance to the Brotherhood."

Division 244 members are employed by the Texas-Mexican Railway and work in Laredo, Corpus Christi, Houston and Beaumont, Texas. The BLE won the right to represent Tex Mex workers in a National Mediation Board representation election on July 15. •

BLE schedules two LC workshops for 2003

The BLE's Education & Training Department is scheduling two Local Chairman Training Workshops next year at the George Meany Center in Silver Spring, Md.

Class size is limited to the first 25 who register. Candidates who successfully complete the five-day class are eligible to receive an \$85 per day stipend from the BLE and the North American Railway Foundation (NARF).

The first is scheduled for February 2-7, 2003, and the second is May 11-16, both on the campus of the Meany Center.

These classes are not just for new Local Chairmen, and the BLE encourages all Local Chairmen to attend at least one of these workshops. If you are not a local chairman and wish to attend the class, then you must have the permission of your local chairman to attend.

Among other assignments, the workshops will include presentations on BLE organizational structure and functions, representing members at disciplinary and decertification hearings, union leadership skills, claim and grievance handling, and writing and editing skills. Participants also will learn how to effectively use the BLE arbitration database. A highlight of the workshops is when attendees participate in a simulated disciplinary hearing.

Participants are responsible for their transportation costs, room and board. The \$425 per week stipend covers the cost of room and board if participants agree to have a roommate. Single rooms are available for an additional cost. The BLE pays the cost of tuition, instructors, books, and other materials.

Registration is on a first come, first served basis with class size limited to the first 25 who register. For more information or to register, please contact Brother Ken Kroeger of the BLE Education & Training Dept. at (216) 272-0986 or kroeger@ble.org. •



These Brothers successfully completed the BLE's Local Chairman training workshop, October 13-18, on the campus of the George Meany Center in Silver Spring, Md. They are the first class to receive a weekly stipend from the North American Railway Foundation (NARF) for their efforts. Front row, from left: Tim Hanley, Div. 36; Danny Tratt, Div. 484; Don Byrum, Div. 682; Jim Louis, Div. 421; Jack Briles, Div. 165; Skip Lind, Div. 520; and Tommy Curan, Div. 659.

Second row: Rick Skidmore, Div. 782; Mike Schaffer, Div. 348; Charles Otten, Div. 46; Mark Counsman, Div. 459; Wes Taylor, Div. 118; and Rusty Jones, Div. 239.

Third row: Wally Latusca, Div. 290; Ron Smale, Div. 851; Doug Edwards, Div. 124; Bill Hardbarger, Div. 38; David Bowen, Div. 332; Mark Wallace, Div. 267; and Brian Simon, Div. 226.

Back row: Marcus Ruef, Labor Member, National Railroad Adjustment Board, BLE Assistant Director of Arbitration, International Division; Ken Kroeger, Special Representative; Bucko Schulze, Div. 736; Vince Verna, Div. 28; Bill Walpert, General Secretary-Treasurer; and Robert Scholl, Div. 894.

Meany Center offers 2003 hazmat training

The George Meany Center-National Labor College will conduct four hazardous waste/chemical emergency response training programs next year on its campuses in Silver Spring, Md. In addition, the Meany Center will also offer four online hazmat awareness training programs in 2003.

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

April 27-May 1, 2003

June 1-5, 2003

June 8-12, 2003

July 20-24, 2003

The training, eligible for three academic credit hours at the Meany Center, addresses OSHA and DOT required procedures and different levels of response and worker protection in the event of a hazardous materials spill, emergency or release. Training also includes advanced classroom instruction and intensive hands-on drills. The highlight of the course is a simulated hazmat response in full safety gear.

Transportation, lodging and meals are provided for all training participants by a Federal grant. In addition, participants who are unable to receive regular pay through the railroad while attending the training are eligible for a stipend of \$428.

Members are encouraged to register as soon as possible because space is limited to the first 25 participants for each class. In addition, the events of September 11, 2001, has created increased participation in the Meany Center's rail worker hazmat training programs.

Online registration is available on the Meany Center website at: <http://www.hazmatgmc.org>.

BLE members may also register through the

Brotherhood's Washington D.C. Office by calling: (202) 347-7936.

Dates for the online hazmat awareness training programs are:

January 2, 2003

March 1, 2003

May 1, 2003

July 1, 2003

The goal of the online hazmat awareness training programs is to provide rail workers with an understanding of the roles, rights, and responsibilities of working with hazardous materials. The online course provides first responder training at the awareness and familiarization levels, which meets most worker training requirements of OSHA and DOT for hazardous materials in transportation — including emergency and post-emergency response.

Topics covered include: an introduction to hazmats and the role of the first responder, federal regulatory agencies; DOT's Hazardous Materials Regulations; recognition and identification of hazardous materials in transportation; how to use the 2000 Emergency Response Guidebook; chemical properties; how to use online resources; NIOSH Pocket Guide, New Jersey Hazardous Substances Fact Sheets and Material Safety Data Sheets; and an introduction to toxicology.

To register for the online courses, go to: <http://www.hazmatgmc.org>.

To preview the online course, go to: <http://nlc.blackboard.com>. (Login, click preview, go to courses and search the course catalog for Hazmat course.)

For details, e-mail the Meany Center at: crodgers@georgemeany.org. •



Meany Center Instructor Connie Grogg (above) helps BLE members suit-up for hands-on hazmat training (below) at a workshop earlier this year in Silver Spring, Md.



BLE NEWS

EDITORIAL

Long hours, little sleep and heart attacks

By Phillip L. Polakoff, M.D.

Men who often work long hours or get little sleep double their risk of having a nonfatal heart attack, according to Japanese researchers.

The researchers evaluated the cases of 260 men aged 40-79 who were admitted to hospitals with acute myocardial infarction. They compared these men with a control group of 445 men of similar ages and places of residence that had not suffered heart attacks.

Men who worked 61 hours a week or more on average during the previous year were twice as likely to have a heart attack as the men who worked 40 hours or less during the previous year.

Men who slept five hours or less on average each working day during the previous year had two to three times greater risk of having a heart attack than men who got more than five hours of sleep each night. The study was published in the July 2002 issue of *Occupational and Environmental Medicine*.

Every man whose age, work hours and sleep habits are similar to those men in the study will want to ask serious questions: Are the long hours and the lack of sufficient rest worth it — to my health and to my family or those dependent on me?

Equally important, every employer seeking to squeeze more productivity out of the same number of workers by stretching their shift or work hours must consider serious business implications.

If further study validates the findings of this study, companies that require their employees to put in long hours could be exposing themselves to large legal liabilities.

In the end, it could be shown that it is cheaper, more cost-effective and less risky to hire extra help than to allow existing people to work themselves to death or suffer a heart attack.

Whether it's a personal sleep disorder that can and should be treated, or a corporate disorder in making it hard for workers to get enough sleep, it's time for America to wake up! •

Copyright 2002,
Dr. Phillip L. Polakoff and
medical writer Jack Tucker/
Press Associates, Inc. (PAI).

FBI warns terrorists may target trains; Hahs issues call for anti-terror meeting

Terrorists may target passenger trains, bridges; Crews asked to be vigilant

In light of warnings by the Federal Bureau of Investigation regarding possible terrorist attacks on America's railroads, BLE International President Don Hahs issued an open letter to the nation's labor organizations, rail carriers, Federal Railroad Administration and the National Transportation Safety Board, asking for an immediate anti-terror summit to address these threats.

"It has been over a year since the tragic events of September 11 and in light of the warning issued on October 24, I think it is imperative that all parties meet to discuss preventative measures to protect the freight and passenger rail system," Hahs said. "I am proposing an immediate meeting for this purpose, so that labor, the carriers and the government can coordinate our safety efforts."

On October 24, the FBI issued a public warning that al Qaeda may be planning to attack passenger trains. While this warning was issued to the carriers on October 22, representatives of employees were not informed until the FBI's public announcement two days later.

"We received notice from one of our passenger rail General Chairmen expressing his outrage that he was not immediately informed of this threat and, as a result could not advise his membership properly," Hahs said. "We need a meeting with all parties so that we can all be informed. Our ability to do our jobs safely is at stake."

The public warning, the second from the government in the last two weeks, was based on interviews in mid-October of al Qaeda followers in cus-

tody in Guantánamo Bay, Cuba, the bureau said. The statement said the intelligence had not given details about the method, place or timing of a possible attack.

"BLE members want to do their part in protecting national security. We need to address this issue in order to ensure a safe workplace for our members, but also to ensure the safety of the traveling public," Hahs said. "Much attention has been given to the issue of airline safety, but little has been paid to the miles of rail system in our country."

Hahs encourages BLE members to remain extra vigilant in their duties and to immediately report any suspicious activities to the proper authorities.

"We are asking BLE members to stay on high alert," Hahs said. •

Train crew shortages plague UP in St. Louis

Train crews employed by the Union Pacific Railroad in the St. Louis area are working a dangerously high number of hours each week because of a personnel shortage.

UP told the *St. Louis Post-Dispatch* that it has been hit by a higher than expected number of retirees after passage of the Railroad Retirement and Survivors' Improvement Act earlier this year. The *Post-Dispatch* reported this story on October 24.

The remaining train crew members are being pushed to the limit and often work while fatigued.

BLE General Chairman Charlie Rightnowar (UP-Central Region) told the *Post-Dispatch* that the situation has forced the remaining UP engineers to work

themselves into a state of exhaustion. They are usually required to remain available for work with minimal breaks between shifts.

"What we have is budgetary forces versus safety forces," Rightnowar told the newspaper. "It's money. This whole issue is money and profits for the Union Pacific."

Worse, Rightnowar said, some engineers have faced disciplinary action if they don't make themselves available to work often enough.

Some workers' families have responded by starting a group — Railroad Employee Safety-Quality, or RRES-Q — to draw attention to the personnel shortage and their claims about the

railroad's recent treatment of employees.

Union Pacific employs 593 engineers and trainmen, who operate about 100 trains a day in the St. Louis area.

Rightnowar said Union Pacific is not adequately staffing the "extra" backup pool, forcing regular engineers on certain lines to back one another up in the event of illness or vacations.

UP told the newspaper it recently hired 53 people in its St. Louis service area so far this year, and 12 current trainmen were selected to start engineer training earlier this month.

Rightnowar said the new engineers will barely keep

up with normal attrition and represent just a fraction of the need.

In the meantime, Rightnowar and others say crews are suffering from fatigue that could endanger the health of employees and increase the risk of accidents.

"You are out on your feet," said Rightnowar, a 28-year railroad veteran.

Engineers have been known to drink caffeine-filled soft drinks or coffee, hang their heads out the window in 20-degree temperatures or do jumping jacks to keep themselves alert.

The federal hours-of-service law requires minimum rest intervals between shifts. But union officials say the unpredictable work schedules make it difficult to get adequate sleep. •



Correction



This photo, published on Page 3 of the September 2002 issue of the Locomotive Engineer Newsletter, was incorrectly identified as the "conductor's" side of the cab. After numerous letters, e-mails and calls from active and retired BLE members, we now issue this correction, properly identifying it as the Fireman's side of the cab. We apologize for the error.

Joe Cassidy retires, Wingo elevated

Advisory Board

Continued from Page 1

and I look forward to the opportunity to serve the membership," Vice-President Wingo said.

Brother Cassidy cited the August retirement of his wife, Dorothy, as one of the reasons for his retirement. The couple plans to immediately begin looking for a winter home in Florida. "As a Northeasterner, I am sick of snow," he said. Cassidy also plans to keep busy during retirement, possibly seeking arbitra-

tion or mediation work with the National Mediation Board.

Brother Cassidy left some encouraging words for the BLE and its members.

"Don Hahs has made all the right decisions since becoming President, and he has an exceptionally bright Advisory Board and Executive Committee," Cassidy said. "There's no reason why the BLE should not do well in the future."

"I'm proud to have served the BLE," he concluded. "My years with the BLE will remain among the fondest memories I will ever hold."

CARRIER INCOME REPORTS

Burlington Northern Santa Fe



Burlington Northern Santa Fe reported a 15 percent drop in third-quarter profit, blaming the lockout of West Coast longshoremens and slack agricultural shipments for the decline.

The railroad company said it earned \$192 million, or 51 cents per share, in the 2002 third quarter ended Sept. 20. In the same period last year, BNSF earned \$225 million, or 58 cents per share.

BNSF's operating ratio increased to 81.6 percent for the 2002 third quarter. Sales fell 1.5 percent to \$2.31 billion from \$2.34 billion. The results were expected. BNSF had alerted investors that the West Coast dock shutdown would hurt earnings.

The biggest shipment segment decline was in agricultural products, which were off by \$32 million, or 9 percent. The railroad said that lower demand for farm export products contributed to the reduced revenues.

Conversely, consumer product shipments rose by \$27 million, or 3 percent, despite the shutdown at West Coast ports. Even so, the strike put a crimp in what has been steady growth of trailer-on-flatcar shipments of imported products. •

Canadian National Railway



Canadian National Railway Co. posted a 12% increase in third-quarter earnings. For the quarter, CN reported net income of 268 million Canadian dollars, or C\$1.32 per share, up from C\$240 million (C\$1.21) in the third quarter of 2001. Revenue was C\$1.5 billion, up from C\$1.32 billion.

For the third consecutive quarter CN's operating ratio, a measure of efficiency, rose unfavorably over the previous year. While still the industry's best, it increased to 67.8% from 67.5%.

Grain was the only one of CN's seven business segments whose revenue declined in the quarter. Grain and fertilizers were off 15%. Forest products driven by construction demand were up 30%, petroleum and chemicals were up 22%, automotive up 20%, metals and mineral up 17%, intermodal 12% and coal 6%.

The major problem faced by CN is the drought in Western Canada that has cost the company C\$150 million in high margin, lost revenue. CN officials credited last year's acquisition of Wisconsin Central Transportation Corp. for offsetting a "catastrophic" decline in grain traffic this quarter. •

Canadian Pacific Railway



**CANADIAN
PACIFIC
RAILWAY**

Canadian Pacific Railway reported a 43 per cent drop in third-quarter earnings to 65 million Canadian dollars, but said a gain in operating revenue showed progress. The railway, which became an independent company when parent CP Ltd. broke into five separate firms last year, said revenue rose C\$19 million or 2 per cent in the quarter.

Net income of C\$65 million, or 41 cents per share, compared with C\$113 million, or 72 cents per share, in the third quarter of 2001. Operating ratio rose to 75.6 per cent compared with 75.3 per cent in the same quarter of 2001.

Canada's second-largest railway attributed the earnings drop to a C\$47 million foreign exchange loss, as the value of the loonie slumped in the three months ended Sept. 30. Revenue from grain shipments for the railway declined C\$19 million, or 10 per cent, largely due to the drought. Coal revenues were down C\$12 million, or 10 per cent, reflecting weaker sales of metallurgical coal, partly offset by higher thermal coal volumes in the United States. •

Canada's second-largest railway attributed the earnings drop to a C\$47 million foreign exchange loss, as the value of the loonie slumped in the three months ended Sept. 30. Revenue from grain shipments for the railway declined C\$19 million, or 10 per cent, largely due to the drought. Coal revenues were down C\$12 million, or 10 per cent, reflecting weaker sales of metallurgical coal, partly offset by higher thermal coal volumes in the United States. •

CSX Corp.



Despite declines in its rail and other transportation operations, CSX Corp. said its third quarter profit rose 27 percent, boosted by real estate gains and lower interest costs.

CSX Corp. said profit was \$127 million, or 60 cents a share, compared with \$100 million, or 47 cents a share, in the same quarter last year. Revenue rose to \$2.1 billion from \$2.0 billion a year earlier.

Slowed by weak coal demand and higher costs, the company's rail (CSXT) and intermodal units reported a third-quarter operating income loss of \$10 million — down to \$227 million from \$237 million in 2001. CSXT reported a third quarter operating ratio of 87.3, worse than the 86.7 in the same quarter of 2001.

"The rail group's performance in the third quarter marked a departure from the consistent year-to-year gains we have been seeing for the past two years," said Chairman and CEO John W. Snow. "We are confident that the problems... are now well behind us and look forward to delivering much stronger fourth-quarter results." •

Kansas City Southern



Kansas City Southern's third-quarter income increased, but revenue decreased due mainly to problems with a new management control system, the company said. For the quarter that ended September 30, KCS posted earnings of \$10.6 million, or 17 cents a share, up 18 percent from \$9 million, or 15 cents a share, last year. In July 2002, KCS initiated a switch-over from its legacy system operating platform to a new Management Control System (MCS).

Although the issues with the implementation of MCS have been largely resolved, the initial difficulties experienced by office and field personnel in transitioning to this new platform led to congestion issues and operating inefficiencies, which contributed to the decline in operating income.

Revenue for the quarter was \$137.6 million, down 5 percent from \$144.6 million a year ago. Third quarter 2002 costs and expenses were \$5.8 million higher compared to the 2001 quarter, resulting mostly from higher compensation and car hire costs, which increased as a direct result of the MCS implementation issues. Depreciation expense also increased due to the implementation of MCS. These factors contributed to a higher operating ratio for KCS of 94.2% for the quarter compared to 85.9% for the same period in 2001. •

Norfolk Southern Corp.



Norfolk Southern Corporation reported third-quarter net income of \$126 million, or \$0.32 per diluted share, an increase of 59 percent, compared with net income of \$79 million, or \$0.20 per diluted share, in the third quarter of 2001.

For the quarter, the operating ratio improved 3.3 percentage points to 80.5 percent compared with 83.8 percent for the same period of 2001. For the first nine months, the operating ratio improved 2.8 percentage points to 81.4 percent compared with 84.2 percent during the same period of 2001.

Third-quarter railway operating revenues rose six percent to \$1.60 billion compared with third quarter 2001. Year-to-date railway operating revenues of \$4.69 billion were up one percent compared to the same period a year earlier. Third-quarter general merchandise revenues of \$917 million improved six percent compared to the same period of 2001. All market groups reported increases, led by automotive and metals. For the first nine months, general merchandise revenues increased three percent to \$2.73 billion compared with the year-earlier period. •

Union Pacific



Business was up and productivity was strong, Union Pacific Corp. said as it reported a 14 percent earnings increase in its third quarter.

The nation's largest railroad had net income of \$437 million, or \$1.63 per share, in the quarter ended Sept. 30. A year ago, Union Pacific earned \$267 million in the same period.

Excluding one-time gains from a transaction with the Utah Transit Authority and a tax settlement, Union Pacific had operating income of \$316 million, or \$1.19 a share, compared with \$267 million, or \$1.04 a share for the same period last year.

Revenue for the quarter was \$3.2 billion, up from \$3.0 billion a year earlier.

Revenue from hauling cars was up 13 percent from last year's third quarter, up 9 percent for retail goods, 4 percent for farm commodities, 4 percent for in-

dustrial products and 2 percent for chemicals, the company said. The only commodity group that was down was energy, at 3 percent, Union Pacific said.

A West Coast port labor lockout that began September 27 and ended 10 days later with a presidential order for a "cooling-off" period cost Union Pacific up to \$5 million a day in deferred revenue, the company said.

The West Coast labor dispute affected three days of the railroad's third quarter but may have more of an impact in the fourth quarter as the dock workers try to catch up with a backlog of work and the railroad seeks to ship it, UP said.

Union Pacific had operating income of \$619 million, up from \$556 million in the same period last year.

The railroad also reported that its operating ratio (operating expense/operating revenue) was 78.3 percent, which the railroad said represented an all-time quarterly record. Union Pacific also said its employees set an all-time quarterly record for employee productivity (gross ton-miles in millions/average employees) at 5.29. •

BLE NEWS

NASLBC concludes Minneapolis meeting

Members of the BLE's National Association of State Legislative Board Chairmen (NASLBC) concluded their annual meeting on August 7 in Minneapolis, Minn. The BLE's legislative leaders discussed a variety of issues, including the November elections and the proposed Teamster merger. As part of the three-day meeting, the NASLBC participated in a rally to draw public attention to the potential dangers created by non-certified locomotive engineers operating trains by remote control technology.



Pictured here are the State Legislative Board Chairmen and Grand International Auxiliary officers who participated in the meeting (all are state legislative board chairmen unless otherwise noted). Front row, from left: George Hucker, Vice-President & National Legislative Rep.-Canada; NASLBC Secretary-Treasurer Perry Renfro, Oklahoma; NASLBC President J.T. Norris, Va.; Raymond Holmes, Vice-President & U.S. National Legislative Rep.; Ed Rodzicz, First Vice-President & Alternate President; Don Hahs, BLE International President; Bill Walpert, General Secretary-Treasurer; George Newman, Mass; and Mike Muscha, N. D.

Second row: Betty Child, D.C. Office Staff; Mabel Grotzinger, GIA Vice-President; Bob Harvey, Regulatory Research Coordinator; Jim Keele, Kan.; Ed Way, Ill.; Tim Smith, Calif.; Greg Powell, Mich.; and Tom Perkovich, Minn.

Third row: Becky Schneider, GIA First Vice-President & Legislative Rep.; George Last, Colo.; Tommy Mayne, Ky.; Mike O'Brien, La.; Terry Jones, Wyo.; and Steve Brumbaugh, Idaho.

Fourth row: Dave Lavery, Fla.; Bill Verdeyen, Ind.; Chuck Hintz, Iowa; Keith Leubke, Wisc.; Robert Svob, Ariz.; and Brian Gallagher, N.Y.

Terry Todd, Ark.; Jimmy Brittain, Tenn.; Darrell Blake, W.Va.; and Jim Ong, Ohio.

Fifth row: Tommy Hudson, Ala.; Ken Kertesz, Pa.; Mark Ricci, Wa.;

Sixth row: Terry Briggs, Texas; Doug Horstman, Ore.; and Walt Webster, Utah. •

Sweeney meets BLE State Legislative Board Chairmen



AFL-CIO President John Sweeney (fourth from left) recently met with several State Legislative Board Chairmen of the Brotherhood of Locomotive Engineers in Denver. Pictured above, from left, are J.T. Norris, Virginia State Legislative Board Chairman; Chuck Hintz, Iowa State Legislative Board Chairman; Tommy Mayne, Kentucky State Legislative Board Chairman; President Sweeney; and Keith Leubke, Wisconsin State Legislative Board Chairman. The meeting took place at the National Conference of State Legislatures (NCSL) in Denver, where more than 6,200 people were in attendance.

The NCSL was founded in 1975 and is recognized as the preeminent bipartisan organization dedicated to serving the lawmakers and staffs of the nation's 50 states, its commonwealths and territories. It is the only organization that provides an open, bipartisan, national forum for lawmakers to communicate with one another and share ideas. It provides a respected voice for the states in Washington, D.C., representing their interests before Congress, the administration and federal agencies.

Brother Mayne reported that while at the conference, he held meetings with Kentucky State Senator Tom Buford and State Representative Joni Jenkins. Brother Mayne and Brother Newman also gave presentations to the body regarding railroad safety and fatigue, addressing many of the BLE's top legislative concerns.

Australians visit BLE's D.C. office



Legislative and safety leaders from Australia recently visited the BLE's National Legislative Office in Washington D.C. to discuss rail safety issues with a coalition of leading North American railroad unions. From left: Dennis Boston, Vice-President, Brotherhood of Railroad Signalmen (BRS); Ian Faulks, Director of Australia's "StaySafe" program, a joint standing committee on road safety; Leonard Parker, BRS National Legislative Rep.; The Honorable J.H. Jobling, Australian Parliamentary Opposition Whip; Grant McBride, MP, Member for the Entrance, Parliament of New South Wales, Australia; Raymond Holmes, BLE Vice-President & U.S. National Legislative Rep.; and Bob Harvey, Regulatory Research Coordinator, BLE.

Ed Way re-elected Chairman in Illinois

Congratulations to Brother C. Edward Way, who was re-elected Chairman of the Illinois State Legislative Board. Elections were held September 13 at the Hyatt Regency Hotel in Chicago. Pictured here are Brother Way (front row, center) and members of the Illinois State Legislative Board.



Seated, from left: 1st Vice-Chairman Don Little, Div. 294-Metra; 2nd Vice-Chairman Tom Horvath, Div. 404-Union Pacific; Chairman Ed Way; 3rd Vice-Chairman Del Druse, Div. 575-Metra; and Sec.-Treas. Bill Kruspe, Div. 582-CSXT.

Chairman Paul Piekarski, Div. 683-UP; Alternate Sec.-Treas. Ty Miller, Div. 613-UP; 4th Alternate Vice-Chairman Dave Martinez, Division 474-Amtrak; 3rd Alternate Vice-Chairman Mike Kresse, Div. 155-Norfolk Southern; and 2nd Alternate Vice-Chairman Richard Avgerinos, Division 551-NS.

Standing, from left: 1st Alternate Vice-

Early retirement? Better have 30 years of service

New 60-30 law protects most; Big pension cuts for retirees under age 60, without 30 years of service

Railroad retirement benefits are subject to reduction if an employee with less than 30 years of service retires before attaining full retirement age. While employees with less than 30 years of service may still retire at age 62, the age at which full retirement benefits are payable was increased by 1983 social security legislation first effective in the year 2000. This legislation affected railroad retirement benefits through coordinating provisions of the Railroad Retirement Act, and the age requirements for some unreduced railroad retirement benefits changed just like the social security requirements.

The following questions and answers explain how these early retirement age reductions are applied to railroad retirement annuities.

1. What age is full railroad retirement age for employees with less than 30 years of service and is it the same for all employees?

Full retirement age, the earliest age at which a person can begin receiving railroad retirement or social security benefits without any reduction for early retirement, ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as for social security.

2. How are the changes in the maximum age reduction phased in?

Beginning in the year 2000, the age requirements for some unreduced railroad retirement benefits began to rise just like the social security requirements. For employees with less than 30 years of service and their spouses, the full retirement age increases from 65 to 66, and from 66 to 67, at the rate of two months per year over two separate six-year periods. This also affects how reduced benefits are computed for early retirement.

The increase in full retirement age from age 65 to age 66 affects those people who were born in the years 1938 through 1942. The full retirement age will remain at age 66 for people born in the years 1943 through 1954. The increase in full retirement age from age 66 to age 67 affects those who were born in the years 1955 through 1959. For people who were born in 1960 or later the full retirement age will be age 67.

3. How does this affect the early retirement age reductions applied to the annuities of those who retire before full retirement age?

The early retirement annuity reductions applied to annuities awarded before full retirement age are increasing. For employees retiring between age 62 and full retirement age with less than 30 years of service, the maximum reduction will be 30 percent by the year 2022. Under prior law, the maximum reduction was 20 percent.

Age reductions are applied separately to the tier I and tier II components of an annuity. The tier I reduction is 1/180 for each of the first 36 months the employee is under full retirement age when his or her annuity begins and 1/240 for each additional month. This will result in a gradual increase in the reduction at age 62 to 30 percent for an employee once the age 67 retirement age is in effect.

These same reductions apply to the tier II component of the annuity. However, if an employee had any creditable railroad service before August 12, 1983, the retirement age for tier II purposes will remain 65, and the tier II benefit will not be reduced beyond 20 percent. The following chart shows how the gradual increase in full retirement age will affect employees. (See Table 1 for more details.)

4. What are some examples of how this will affect the amounts payable to employees retiring before full retirement age with less than 30 years of service?

Take the example of an employee born on June 2, 1950, who retires in 2012 at the age of 62. In terms of today's dollars and current benefit levels, not counting future increases in creditable earnings, assume this employee is eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000.

Upon retirement at age 62, the employee's tier I benefit would be reduced by 25 percent, the maximum age reduction applicable in 2012. This would yield a tier I monthly benefit of \$900; the employee's tier II benefit would also be reduced by 25 percent, providing a tier II amount of \$600 and a total monthly rate of \$1,500. However, if the employee had any rail service before August 12, 1983, the tier II benefit would be subject to a maximum

Table 1: Employee Retires with Less than 30 Years of Service

Year of Birth*	Full Retirement Age	Annuity Reduction at Age 62
1937 or earlier	65	20.00%
1938	65 and 2 months	20.833%
1939	65 and 4 months	21.667%
1940	65 and 6 months	22.50%
1941	65 and 8 months	23.333%
1942	65 and 10 months	24.167%
1943-1954	66	25%
1955	66 and 2 months	25.833%
1956	66 and 4 months	26.667%
1957	66 and 6 months	27.50%
1958	66 and 8 months	28.333%
1959	66 and 10 months	29.167%
1960 and later	67	30.00%

* — A person attains a given age the day before his or her birthday. Consequently, someone born on January 1 is considered to have been born on December 31 of the previous year.

reduction of only 20 percent, providing a tier II amount of \$640, and a total monthly rate of \$1,540.

As a second example, take an employee born on June 2, 1960, and also eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000. This employee retires in 2022 at age 62 with no service before August 12, 1983. Consequently, a 30 percent reduction is applied to both the tier I and tier II benefits and the net total annuity would be \$1,400.

5. How are railroad retirement spouse benefits affected by this change?

If an employee retiring with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 62. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Beginning in the year 2000, full retirement age for a spouse gradually began to rise to age 67, just as for an employee, depending on the year of birth. While reduced spouse

benefits are still payable at age 62, the maximum reduction will be 35 percent by the year 2022. However, if an employee had creditable rail service prior to August 12, 1983, the increased age reduction is limited to the spouse's tier I benefit.

Take for an example the spouse of a railroader with less than 30 years of service, none of it prior to August 12, 1983, retiring in 2022 at age 62, with a spouse annuity, in terms of today's dollars and current benefit payments and before any reductions for age, of \$1,000 a month. With the maximum reduction of 35 percent applicable in 2022, her net monthly benefit would be \$650, while if this same spouse were retiring in 2002 with the maximum age reduction of 27.50 percent, her net monthly benefit would be \$725.

The following chart shows how this will affect the spouses of railroad employees if the employee retires with less than 30 years of service. (See Table 2 for more details.)

6. What age reductions are applied to employees who retired with 30 years of service prior to 2002?

Under the Railroad Retirement and Survivors' Improvement Act of 2001, employees with 30 or more years of creditable service are eligible for full age and service annuities the first full month they are age 60, if their annuities begin January 1, 2002, or later. The spouses of such employees are likewise eligible for full annuities, which can also begin with the first full month the spouse is age 60. Also, if a disability annuitant is age 60 and has 30 years of service, his or her spouse can receive an annuity at age 60 without any age reduction if the spouse's annuity beginning date is January 1, 2002, or later.

However, early retirement reductions are applied to the tier I portion of an employee's annuity if the employee first became eligible for a 60/30 annuity July 1, 1984, or later and retired at ages 60 or 61 before 2002. The tier I benefit awarded such an employee's spouse will also be reduced for early

Table 2: Spouse Age Reductions

Year of Birth*	Full Retirement Age	Annuity Reduction at Age 62
1937 or earlier	65	25.00%
1938	65 and 2 months	25.833%
1939	65 and 4 months	26.667%
1940	65 and 6 months	27.50%
1941	65 and 8 months	28.333%
1942	65 and 10 months	29.167%
1943-1954	66	30%
1955	66 and 2 months	30.833%
1956	66 and 4 months	31.667%
1957	66 and 6 months	32.50%
1958	66 and 8 months	33.333%
1959	66 and 10 months	34.167%
1960 and later	67	35.00%

* — A person attains a given age the day before his or her birthday. Consequently, someone born on January 1 is considered to have been born on December 31 of the previous year.

BLE NEWS

Indiana Southern workers pick BLE

BLE gets organizing victory; Shortline is BLE's third RailAmerica property

The Brotherhood of Locomotive Engineers won the right to represent train and engine service employees on the Indiana Southern Railroad.

The results of a representation election vote count held on September 20 at the National Mediation Board headquarters in Washington, D.C., indicated that a majority of the previously unrepresented employees on the Indiana Southern chose to join the ranks of unionized labor.

Thirteen out of the 15 eligible voters voted for the BLE.

Indiana Southern is owned by RailAmerica, which calls itself the world's largest regional and shortline

rail operator. It is headquartered in Petersburg, Ind.

BLE International President Don M. Hahs thanked the AFL-CIO, Teamsters, and the BLE's Education & Training Department for their efforts in organizing this railroad.

"I would like to thank these brothers for all their hard work," President Hahs said. "These new brothers and sisters now have the opportunity to speak with one voice on issues of concern for them. I look forward to working with them in the future."

Indiana Southern is the third RailAmerica property successfully organized by the BLE. •

Retirement News

Continued from Page 7

retirement, regardless of whether the spouse retires at age 60 or 62, and regardless of the date the spouse's annuity begins.

7. Are age reductions applied to employee disability annuities?

Employee annuities based on disability are not subject to age reductions except for employees with less than 10 years of service, but who have 5 years of service after 1995. Such employees may qualify for a tier I benefit before retirement age based on total and permanent disability, and only if they have a disability insured status (also called a "disability freeze") under Social Security Act rules, counting both railroad retirement and social security-covered earnings. Unlike with a 10-year employee, a tier II benefit is not payable in these disability cases until the employee attains age 62. And, the employee's tier II benefit will be reduced for early retirement in the same manner as the tier II benefit of an employee who retired at age 62 with less than 30 years of service.

8. Do these changes also affect survivor benefits?

Yes. The eligibility age for a full widow(er)'s annuity is also gradually rising from 65 to 67. A widow(er), surviving divorced spouse or remarried widow(er) whose annuity begins at full retirement age or later will generally receive an annuity unreduced for early retirement. However, if the deceased employee received an annuity that was reduced for early retirement, a reduction would be applied to the tier I amount payable to the widow(er), surviving divorced spouse or remarried widow(er). The maximum age reduc-

tions will range from 17.1 percent to 20.36 percent, depending on the widow(er)'s date of birth. For a surviving divorced spouse or remarried widow(er), the maximum age reduction is 28.5 percent. For a disabled widow(er), disabled surviving divorced spouse or disabled remarried widow(er), the maximum reduction is 28.5 percent, even if the annuity begins at age 50.

9. How can individuals get more information about railroad retirement annuities and their eligibility requirement?

Employees should contact the nearest field office of the Board for information or refer to the Board's Web site at www.rrb.gov.

Persons can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help Line at (800) 808-0772, or from the Board's Web site. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. •

NOVEMBER 2002 CALENDAR & EVENTS

FEBRUARY 2-7, 2003... Local Chairman Workshop, George Meany Center, Silver Spring, Md.
Among other assignments, the workshops will include BLE organizational structure and functions, representing members at disciplinary and decertification hearings, union leadership skills, claim and grievance handling, and writing and editing skills. Participants also will learn how to effectively use the BLE arbitration database. A highlight of the workshops is when attendees participate in a simulated disciplinary hearing. These classes are not just for new Local Chairmen, and the BLE encourages all Local Chairmen to attend one of these workshops. Registration is on a first come, first served basis with class size limited to the first 25 who register. To register, please contact Ken Kroeger at (216) 272-0986 or kroeger@ble.org.

JUNE 1-5, 2003... 63rd Annual International Western Convention in Sparks, Nevada
Jeffrey Valentine welcomes BLE and GIA members to Sparks, Nevada, for the 2003 International Western Convention. The 63rd annual IWC will be held at John Ascuaga's Nugget Hotel & Casino in Sparks. For reservations, call (800) 648-1177 and ask for the IWC room rate, or identify yourself as a BLE member. A room rate of \$89 per night has been secured from May 30 through June 7. More details to come when available. Those wishing to contact Chairman Valentine may do so by phone, (775) 857-2013, or by e-mail, jjval@accutek.com.

JUNE 15-20, 2003... 76th Annual Southeastern Meeting Association in Pigeon Forge, Tenn
Chairman W.M. "Bill" Overton and the members of BLE Division 239 (Knoxville, Tenn.) will host the 2003 SMA at the Grand Resort Hotel & Convention Center in Pigeon Forge, Tenn. (hotel website: www.grandresorthotel.com). Members can make early-bird reservations by calling: (800) 251-9752. Room rates are \$69.77 per night (plus tax). Attractions include the Great Smokey Mountains National Park, Dollywood, and the annual golf tournament. Registration is on June 15; the banquet is on June 19. For details, contact Brother Overton at: (865) 945-5027 or by e-mail, wmo4719@hotmail.com.

JUNE 29-JULY 3, 2003... 65th Annual Eastern Union Meeting Association in Baltimore
Arrangements Chairman Fred Cox and the members of BLE Division 52 will host the 2003 EUMA at the Baltimore Hyatt Regency in the inner harbor area of Baltimore. Early bird reservations can be made by calling (410) 528-1234. Arrangements Chairman Fred Cox reports that tentative activities include a tour of the Baltimore & Ohio Railroad Museum, a harbor dinner cruise, golf tournament, and a Baltimore Orioles baseball game. For more details, contact Brother Cox at (717) 244-4855 or e-mail: euma03@aol.com.

SEPTEMBER 28-OCTOBER 2, 2003... 68th Annual Southwestern Convention Meeting
Rick Gibbons is Chairman of the 68th annual SWCM, which will be held in Branson, Mo.

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; General office duties; TTD executive board mtg., D.C.; BLE Advisory Board mtg., D.C.; Mtgs. w/ Teamsters, President Hoffa, D.C.; Mtg. w/ First VP Rodzwick, VP Geiger & Tex Mex labor relations, Cleveland; TTD Rail Div. mtg., D.C.; NMB mtg., D.C.; ATDD advisory board mtg.; NMB reception; NCCC wage/rules mtg., Chicago; BNSF GCofA mtg.

First Vice-President & Alternate President Edward W. Rodzwick—Assisted President in general operation of ID office; Various correspondence and telephone calls; VP assignments; Advisory Board mtg.; TTD mtg.; IBT mtg., Washington D.C.; Mtg. w/ Messers. Lambert & Rinney, Tex Mex, and BLE GC Leyendecker, Tex Mex; South Buffalo Rwy. contract negotiations; NCCC mtg.; CSX-NSD/SA mtg., Buffalo; NP-Wabash, GTW and CSX membership mtg., re: national handling, remote control, IBT discussions, Detroit.

General Secretary-Treasurer William C. Walpert—General supervision of BLE financial, record depts.; ID office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Mtgs. w/ vendors and financial institutions; Advisory Board mtg., D.C.; Mtgs. w/ Teamsters Executive Board, D.C.; Remote control rallies in Louisville, Ky. & Lincoln, Neb.; Local Chairmen's Workshop, Meany Center, Silver Spring, Md.; Teamster Finance Subcmte. mtgs., D.C.; BNSF-Santa Fe GCA mtg.

Vice-President Paul T. Sorrow—Assisted Norfolk Southern, Grand Trunk Western and CSX Transportation general committees on various issues; Wheeling & Lake Erie negotiations; Advisory Board mtg.; CSX/Conrail Northern District mtg.; Division 79 mtg., Columbus, Ohio; Attended BLE Division 435 mtg.; General office duties.

Vice-President Joseph A. Cassidy Jr.—General office duties; Study & paperwork; Advisory Board mtg., D.C.; Mtgs. w/ President & Executive Board of IBT, D.C.; Mtg. w/ NYS&W G.C. Martin & Dir. of Labor Relations; Report & recommendations for 1st VP Rodzwick; Memorandum to President Hahs; Mtg. w/ G.C. Delano, DM&R; Mtg. w/ VP McPherson; Prepare of CSX jurisdictional dispute; Conference w/ Ass't. VP Labor Relations, CSX; Mtg. w/ EJ&E grievance cmte.; Mtg. w/ EJ&E GCofA; Mtg. w/ CSX GC Roberts; Mtg. w/ So. Buffalo Rwy. GC Morrise; Mtg. w/ NYS&W Collins; Conf. w/ 1st VP Rodzwick; Conf. w/ VP Sorrow; Conference on security matters.

Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes—Washington D.C. office; General office duties; Advisory Board mtg.; Mtg. w/ IBT Executive Council; NMB reception; IBT/BLE Legislative Committee mtgs.

Vice-President Merle W. Geiger Jr.—Assigned to following properties: KCS; Midsouth; South Rail; Gateway Western; Springfield Terminal/Delaware & Hudson; Tex Mex RR; Advisory Board mtg., D.C.; Mtg. w/ Teamsters Executive Board, D.C.; Mtg. w/ Tex Mex GC Leyendecker & management, Cleveland; Multiple contract mtgs. w/ Springfield Terminal, Boston; Mtg. w/ RailAmerica, Dallas; Court mandated mediation w/ KCS, Kansas City; General office duties, paperwork, research.

Vice-President Stephen D. Speagle—BLE Advisory Board mtg., D.C.; Mtg. w/ Teamsters, D.C.; BNSF/MRL, Decatur, Ill.; General office duties; Wabash Hospital Assoc. Board mtg., NS, Decatur; Mtgs. w/ BLE Divs. 93, 186, 430, 940, Denver & Salt Lake City; Mtg. w/ MRL, re: Bridge insurance; BNSF (Santa Fe) GCofA mtg., Las Vegas.

Vice-President E.L. "Lee" Pruitt—Assisted general chairmen & members of the following properties: UP-Western Lines; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork, filing; NMB training and on-property negotiations, Omaha (UP); PLB 6170; SWCM, Ft. Worth.

Vice-President Richard K. Radek—ID Office; BLE Decertification Helpline services; Director of Arbitration Dept.; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Advisory Board mtg., D.C.; IBT-BLE merger/affiliation, remote control (RC) mtgs., D.C.; Prep. for RC arbitration submission, D.C.; CN/IC mtgs., re: Labor relations, Chicago; Deposits FRA, re: Part 240.409, UP EQAL 00-51, 00-67, Omaha; Mtgs. METRA labor relations, crew management, RLA Section 152 sixth conference/vacation dispute; Chicago; USD: RC injunction, Chicago; CRLA, quarterly labor/management mtg., Chicago; CN/IC-WC, CN President's Award Dinner, Montreal; RC submission prep. & research, Alton, Ill.; RC submission finalization, D.C.; NRAB executive cmte., electronic filing procedures, Chicago; FRA Part 240.409: EQAL 00-51 (UP), 00-67, 01-69 (UP), 01-27 (UP), 01-16 (CSX), 98-84 (CP).

Vice-President Dale McPherson—CP Rail; I&M Rail Link; Port. Term. RR; Lonview Portland & Northern; Longview Switching; Indiana RR; M&NA; Utah RR; UP (Eastern District); UP (former CNW); General office duties, telephone, correspondence; Vacation; CP Rail/BLE arbitration hearings & mtgs. w/ GC Priestner, Omaha; Mtgs. w/ DM&R GC Delano, Duluth, Minn.; NCCC wage/rule mtgs., Chicago; Mtgs. w/ UP MacArthur, re: UP claims, work/rest, Omaha.

Vice-President & Canadian Director Gilles Hallé—Ottawa Office; Canadian Industrial Relations Board (CIRB) hearings, re: Via Rail (three weeks), Toronto; Various arbitration (one week), Montreal.

Vice-President & National Legislative Representative-Canada T. George Hucker—Ottawa Office; National Legislative Board-Canada; Fatigue presentation, Washington D.C.; Mtg. w/ Air Canada Pilots Assoc. President, Ottawa; CN Rail senior health & safety mtgs., Montreal; Operation Lifesaver mtg., Kanata; CLC Nat'l. Political Action Cmte. Mtg., Ottawa; VIA Rail SMS audit, initial briefing w/ Transport Canada, Montreal; Attended VIA Rail's preview of Renaissance Train, Ottawa.



THE LOCOMOTIVE ENGINEER NEWSLETTER

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

BLE Publications Committee:
Don M. Hahs, International President
Edward W. Rodzwick, First Vice-President & Alternate President
William C. Walpert, General Secretary-Treasurer
Raymond A. Holmes, Vice-President & U.S. National Legislative Rep.
John Y. Bentley Jr., Editor
Contact us: www.ble.org • (216) 241-2630
Kathleen Policy, Associate Editor



COPYRIGHT 2002, ALL RIGHTS RESERVED
VOLUME 16 • NUMBER 11 • NOVEMBER 2002

THE LOCOMOTIVE ENGINEER NEWSLETTER (ISSN 0898-8625)
is published monthly by the Brotherhood of Locomotive Engineers,
1370 Ontario Street, Cleveland, OH 44113-1702.
Periodicals postage paid at Cleveland, OH.

POSTMASTER: Send address changes to
LOCOMOTIVE ENGINEER NEWSLETTER — BLE
Records Department, 1370 Ontario Street, Mezzanine
Cleveland, OH 44113-1702.

PERIODICALS
POSTAGE
PAID AT
CLEVELAND, OH