

THE LOCOMOTIVE ENGINEER NEWSLETTER • JUNE 2000

What's Inside

Volume 14 • Number 6

Page 2

- BLE files official statement on use of locomotive horns in report to FRA.
- BLE joins AFL-CIO campaign to increase voter registration for union members.

Page 3

- How to obtain credit for military service under the Railroad Retirement Act.
- Retirement Board schedules free informational conferences.

Page 4

- BLE member, two others, recognized for heroic actions.
- En Français: Un Membre de la FIL est recompense un acte héroïque.

Pages 5

- Rail union solidarity saves jobs at MBTA.
- House votes to slash funding for Amtrak Reform Council.
- Despite labor's opposition, house OKs permanent normal trade relations with China.

Pages 6-7

- Photo recap of the BLE's International Western Convention.
- FRA to address locomotive cab air conditioning problems, FRA Administrator Jolene Molitoris says.

Page 8

- NTSB recognizes the BLE's fatigue countermeasures program.
- AFL-CIO list of national boycotts.

Page 9

- BLE Division 236 exemplifies success in recruiting.
- BLE State Legislative Board Chairmen hold annual meeting in July.
- Railroad Retirement update.
- Industry news briefs.

Trumka addresses BLE

AFL-CIO Secretary-Treasurer Richard L. Trumka was presented with a BLE Brass Bell by International President Edward Dubroski on June 6 after Trumka delivered a powerful speech at the BLE's International Western Convention in Jackson Hole, Wyo.

Trumka complimented BLE leaders for their organizing success and highlighted the challenges that lie ahead for organized labor.

During his speech, Trumka thanked the BLE for being part of the organizing drive in which the AFL-CIO has gained 250,000 new members in two years.

"Over the last two years, nobody has done a better job of organizing than the BLE," Trumka said. "With total BLE membership now at 59,000, you are setting standards for much bigger unions to follow — that's incredible."

Trumka also cited key issues the AFL-CIO plans to tackle in the months

ahead, such as improving health care benefits and protecting social security.

"The year 2000 can be more than the beginning of a new century — if we do our job in the federal, state and local elections this fall it can be the beginning of a new future for working families and our union movement," Trumka said.

"We cannot and must not remain slaves to the status quo — American workers deserve better health care and pension benefits, our children deserve better educations, retired American workers deserve better Social Security and Medicare benefits."

"For working families and our unions, the elections this fall aren't about Democrats or Republicans, or recapturing governmental bodies or winning political races. They are about recapturing moral authority for the values we share and winning a piece of the prosperity we do not share." •



After his speech, AFL-CIO Secretary Treasurer Trumka was presented with a brass bell by BLE President Dubroski.

Dubroski discusses safety with Montana governor



BLE International President Edward Dubroski, seated left, discusses the proposed BNSF-CN merger with Montana Governor Marc Racicot (right) during a meeting at the state capitol in Helena, Mont. Standing is BLE Montana State Legislative Board Chairman C.A. Gilchrist.

HELENA, Mont. — BLE International President Edward Dubroski journeyed to Montana's capital city this month to discuss the proposed BNSF-CN merger and renew lines of communication with labor leaders here.

In a morning meeting with Montana Governor Marc Racicot, Dubroski explained the BLE's position of support for the merger. He told the Governor that the BLE had negotiated a package of worker

protections on BNSF and, in particular, for BLE members in Montana.

"The worker protections we have been able to obtain from BNSF management will prevent us from having to take a gamble on what could happen to our members as a result of actions by the STB," said Dubroski.

He went on to say that the American Train Dispatchers and the Brotherhood of Maintenance of Way

Employees had also signed on as supporters of the proposed merger and were able to secure similar protections as those secured by the BLE earlier this year.

"This group represents about 40 percent of organized labor on the railroad who are supporting the merger," said Dubroski.

He told the Governor that the BLE had secured 10 years of labor protection for ad-

See Montana, Page 12

BLE helps legislate train crew protections in Kentucky

Thanks to the legislative efforts of the Brotherhood of Locomotive Engineers, train crew members in Kentucky cannot be forced to show their personal drivers' licenses to law enforcement officials following highway-rail grade crossing collisions.

In addition, insurance companies cannot raise the auto insurance rates of train crew members based on accidents that happen while working in a professional capacity for the railroad.

In recent years, it has become common practice for Kentucky law enforcement officials to force locomotive engineers to show a drivers' license following highway-rail grade crossing incidents — in spite of the emotional trauma engineers were going through at the time.

But the situation became worse when the engineers' auto insurance companies got involved.

Information on the engineers' drivers licenses inevita-

bly appeared on accident reports filed with the Kentucky Department of Transportation (KDOT). Even though the BLE members were functioning in a professional capacity as locomotive engineers at the time of the collision, their personal auto insurance premiums were increased after their insurance companies obtained copies of the KDOT accident reports.

"It was hard to believe that our members' private auto insurance premiums

could be increased based on accidents that happened while they were behind the throttle of a locomotive and not behind the wheel of an automobile," said Kentucky State Legislative Board Chairman Tommy Mayne.

Under the new BLE-sponsored legislation, locomotive engineers and other train crew members have the legal right not to show their personal drivers licenses to au-

See Kentucky, Page 12

LEGISLATIVE UPDATE

BLE position on use of locomotive horns

The Federal Railroad Administration is currently seeking input regarding proposed rulemaking legislation for the use of locomotive horns.

The rule was proposed by the FRA in January in response to a law enacted by Congress in 1994 requiring locomotive horns to be sounded when a train approaches and enters a public highway-rail grade crossing.

The following is Part II of the BLE's official submission to the FRA on the use of locomotive horns. Part I appeared in the May 2000 issue of the *Newsletter*.

§222.39 Quiet zone duration

FRA solicits comment on a three-year requirement versus a five-year requirement for affirming the effectiveness of a QZ under provisions of §222.33(b). BLE supports the three-year approach, and also FRA's statement that local circumstances and local efforts may mandate a more frequent review. BLE believes that the authority in §222.39(d) that FRA's Associate Administrator for Safety may review the status of a QZ at any time is an indispensable provision. The authority to terminate a QZ, if the conditions warrant, fulfills FRA's role of providing for public and railroad employee safety, while the interests of the affected community are safeguarded.

§222.41 Supplementary and alternative safety measures

BLE reserves comment on the specific supplementary safety measures listed in Appendices A and B until those measures have been adequately studied and tested, and sufficient data exists to support or reject a particular measure. Section 222.41 is otherwise acceptable, provided the language stating that "[t]hese measures, based on the best available data, have been determined by FRA to be an effective substitute for the locomotive horn in the prevention of highway-rail casualties" is not interpreted or applied so as to provide an unlimited franchise to include any SSM or ASM in the Appendix based on a very limited assessment. The evaluation of a SSM on a small number of crossings may not represent the total exposure to risk for all crossings. Obviously, a SSM that provides an absolute barrier may prove to be acceptable without the necessity for a broad study. Those based on a less certain method will need an unbiased and thorough analysis generated from a broad spectrum of crossings. The evaluation of a SSM should account for differences in crossing characteristics. Those differences should include, at a minimum: geographic location; motor vehicle traffic patterns; crossing history; train activity; and driver behavior.

For example, BLE does not believe the present evaluation of the wayside horn is sufficient to justify its immediate inclusion as a supplementary safety measure. The comprehensive evaluation of the system installed in Gering, Nebraska, and presented in the 1998 report entitled *Field Evaluation of a Wayside Horn at a Highway-Railroad Grade Crossing* is an excellent study and contains useful information. It

does, however, reflect the experience of only two crossings in a single community. The crossings involved, and the situation surrounding the test project, have not been demonstrated to be typical of other crossings and communities where the wayside horn may be installed. Additional locations where they have been placed — Ames, Iowa; Parsons, Kansas; and Bailey Street in Wichita, Kansas — may provide additional data for further evaluation. BLE recommends that additional studies be conducted in areas where gate violations are a frequent occurrence and pose a genuine risk to the public and to locomotive crew members.

§222.43 Development and approval of new supplementary safety measures

BLE supports FRA's imposing conditions or limitations on orders to not sound the horn for test purposes issued under this section. We recommend that the SSM being tested give consideration to the perspective of crew members in the locomotive cab. The rule should require that the train's crew receive a written addition that testing is being conducted. Moreover, a means should be afforded for the crew to provide feedback on the efficacy of the SSM being tested.

§222.45 Communities with pre-existing restrictions on use of locomotive horns

BLE recognizes and appreciates the hard work and sincerity the communities and FRA have devoted to the preliminary projects. The exemption of the provisions for validating the efficacy of the measures as provided in §222.39(b) may create problems if measures taken in one area are proven to have failed in another. BLE believes that it would be a mistake to underestimate the ingenuity and boldness of those who today willfully violate warning signs, gates and the law, risking property damage, personal injury and, ultimately, their lives, merely to arrive at their destination a bit more quickly. Therefore, BLE requests that the rule explicitly state that the provisions for termination of a QZ, if the conditions warrant as provided in §222.39(d), apply to these "grandfathered" crossings as well.

Appendices A and B

Appendix A — Supplemental Safety Measures

As a general matter, what has been stated above also must be said for all the Supplemental Safety Measures and Alternative Safety Measures offered in the Appendices. No system, regardless of how much engineering goes into it, will provide a level of safety equivalent to a locomotive horn if the system is unreliable or inoperative. The integrity of a SSM must be checked frequently. Designs that have frequent failure rates or ones that are easily defeated must be supplemented with increased law enforcement, to bring a high level of protection to the public and to locomotive crews.

While BLE will address the specifics of each of the proposed SSMs as we learn more about them, there is one specific SSM about which we wish to

comment preliminarily. The discussion of enforcement by photographic surveillance did not mention locomotive-mounted cameras. BLE is not aware of any intended use of such equipment for photographic surveillance. However, we wish to caution that any such evidence-gathering device is likely to become a target for vandals. Placing it on the locomotive could endanger both property and locomotive crew members; accordingly, BLE would oppose the use of locomotive-mounted photographic surveillance equipment.

Appendix B — Alternative Safety Measures

Wayside horns

Several issues, in addition to those discussed in the comment above, are involved with utilization of wayside horns that are activated by an approaching train. A key safety feature of the locomotive horn is the fact that the Doppler effect of the horn's sound indicates the direction of the train's approach. This element is absent in the wayside horn. Another concern is the possible diminution of the wayside horn's effectiveness over time. We know that many motorists ignore signs, bells and lights, and go around gates for a variety of reasons, not the least of which is a presumed familiarity on the motorist's part with the time between the beginning of these signals and the actual arrival of a train. Will the wayside horns come to be viewed over time in this same way by such motorists? Will these motorists come to ignore this safety device, too? Wayside horns also introduce the added problem of always having a noise impact in the vicinity of the crossing. Finally, the issue of false activation of the wayside horn should be addressed before consideration is given to using them.

Supplemental comments

Positive Train Control

The use of the term "positive train control" (PTC) was introduced during the discussion of "whistle boards." It would appear that this terminology is being used in a broad context for any automatic train horn activation or signaling to the locomotive engineer. According to FRA, the PTC "should ensure that the horn is sounded not less than 20, nor more than 24 seconds before the locomotive enters the grade crossing." BLE cautions that PTC and its associated application for crossing protection are not yet defined. There are a number of concepts and some products that have emerged, but the cost and the associated communication and locomotive interfaces have not been determined.

PTC may hold promise in terms of crossing protection, train prediction, horn activation or crossing integrity at some point in the future, but it should not be included on the list of supplemental safety measures until PTC is well-defined, thoroughly tested and has been deployed. When PTC is deployed it is imperative that we recognize the nature of the open railroad environment and the need for manual horn operation, regardless of technological development at the wayside or on-board the locomotive.

AFL-CIO, BLE seek to get out the vote

The BLE will begin an all-out effort to participate in the AFL-CIO's voter registration drive for union members.

AFL-CIO President John Sweeney has requested all local affiliates register 10 percent more of its membership by August 1.

"BLE has the highest percentage of members registered to vote in all of labor and we intend to stay number one," said Vice-President & U.S. National Legislative Representative Leroy Jones.



Information on voter registration was mailed to Division Legislative Representatives and State Legislative Board Chairmen on June 1. Included in the mailing were the necessary voter registration forms and special "I'm Registered to Vote" buttons for BLE members who are already registered to vote or who have participated in the program.

All BLE Divisions that either reach the 10 percent goal or register five additional members, whichever is higher, will be listed in a future BLE publication.

Also, a special award will be presented to those Divisions who reach 100 percent voter registration by the August 1 deadline.

"Since this is an extremely important election year, we urge all members to register and to vote," Jones said.

If you have any questions, contact your Division Legislative Representative, State Legislative Board Chairman, or the BLE Washington Office at:

**10 G Street NE, Suite 480
Washington, DC 20002
Phone: 202/347-7936
FAX: 202/347-5237
E-mail: BLEDC@aol.com**

Post Traumatic Stress Disorder

Instances of trauma and Post Traumatic Stress Disorder experienced by train crew members involved in highway-rail incidents are likely to increase significantly if supplemental and alternative safety measures fail to perform as expected. Locomotive Engineers have little, if any, control over the behavior of trespassers and motorists and, similarly, a very slight chance of avoiding a collision by bringing a train to a stop. This sense of helplessness will increase if ASMs fail to produce the intended results.

BLE reserves the right to amend our comments as we gain a more thorough understanding of the rule, and as various supplemental safety measures and alternative safety measures are developed, studied and tested. •

How to obtain credit for military service under the Railroad Retirement Act

Many railroad employees have at some time served in the Armed Forces of the United States. Under certain conditions, their military service may be credited as rail service under the Railroad Retirement Act.

The following questions and answers provide information on how military service may be credited towards railroad retirement benefits.

1. Under what conditions can military service be credited as railroad service?

The intent behind the crediting of military service under the Railroad Retirement Act is to prevent career railroad employees from losing retirement credits while performing active military service during a war or national emergency period. Therefore, to be creditable as railroad service under the Railroad Retirement Act, active service in the U.S. Armed Forces must be preceded by railroad service in the same or preceding calendar year. With the exceptions noted later, the employee must also have entered military service when the United States was at war or in a state of national emergency or have served in the Armed Forces involuntarily.

Only active military service is creditable under the Railroad Retirement Act. A person is considered to have performed active service if he or she was commissioned or enrolled in the active service of the Armed Forces of the United States (including personnel of the U.S. Coast Guard); or commissioned or enrolled in any reserve component of such forces which was ordered to active duty.

2. What would be considered active duty for a member of a reserve component, such as the Army Reserve?

Annual training duty performed for a period of at least two weeks (usually 15 days or more) as a member of a reserve component of a uniformed service is considered active duty and may be creditable, provided the employee service requirement is met. The period of active reserve duty for training also includes authorized travel to and from any such training duty. Weekend alone or evening reserve duty is not creditable.

However, active duty in a State National Guard or State Air National Guard unit may be creditable only if the unit was called to active duty by the Congress or President of the United States. Emergency call-up of the National Guard by a governor for riot or flood control would not be creditable.

3. What are the dates of the war or national emergency periods?

The creditable periods that affect current retirements are:

- Sept. 8, 1939, through June 14, 1948.
- Dec. 16, 1950, through Sept. 14, 1978.
- Aug. 2, 1990, to date as yet undetermined.

If military service began during a war or national emergency period, any active duty service the employee was required to continue in beyond the end of the war or national emergency is creditable, ex-

cept that voluntary service extending beyond September 14, 1978, is not creditable.

Also, an employee who voluntarily entered military service from January 1, 1947, through June 14, 1948, can only receive credit for such military service through June 14, 1948. However, such railroad workers, as well as railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and December

15, 1950, when there was not a national state of emergency in force, can be given railroad retirement credit for their military service if they performed railroad service in the year they entered or the year before they entered military service, and if they returned to rail service in the year their military service ended or in the following year, and had no intervening nonrailroad employment.

4. How can military service be used to increase benefits paid by the Railroad Retirement Board?

Railroad retirement annuities are based on length of service and earnings. If military service is creditable as railroad service, a person will receive additional earnings credits for each month of creditable military service and railroad service credit for each month during the active military service period not already credited by actual railroad service.

Creditable military service may be used in addition to regular railroad service to meet certain service require-

ments, such as the basic 10-year service requirement for a regular annuity, the 20-year requirement for an occupational disability annuity before age 60, the 25-year requirement for a supplemental annuity, or the 30-year requirement for early retirement benefits.

5. Can United States Merchant Marine service be creditable for railroad retirement purposes?

No. Service with the Merchant marine or civilian employment with the Department of Defense is not creditable, even if performed in wartime.

6. Are railroad retirement annuities based in part on military service credits reduced if other benefits, such as military service pensions or payments from the Department of Veterans Affairs, are also payable on the basis of the same military service?

No. While railroad retirement employee annuities are subject to reductions for dual entitlement to social security benefits and, under certain conditions, Federal, State, or local government pensions, as well as certain other payments, railroad retirement employee annuities are exempt from reduction for military service pensions or payments by the Department of Veterans Affairs, regardless of whether military service was used in computing the annuity.

7. Are the unemployment and sickness benefits payable by the Railroad Retirement Board affected if an employee is also receiving a military service pension?

Yes. The unemployment

and sickness benefits payable by the Board are affected if a claimant is also receiving a military service pension. However, payments made by the Department of Veterans Affairs will not affect railroad unemployment or sickness benefits.

When a claimant is receiving a military service pension or benefits under any social insurance law for days in which he or she is entitled to benefits under the Railroad Unemployment Insurance Act, railroad unemployment or sickness benefits are payable only to the extent to which they exceed the other payments for those days. In many cases, the amount of a military service pension precludes the payment of unemployment or sickness benefits by the Board. Examples of other such social insurance payments are civil service pensions, firefighters' and police pensions, and workers' compensation payments. Claimants should report all such payments promptly to avoid having to refund benefits later.

8. How can an employee get more information about the crediting of military service by the Railroad Retirement Board?

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

Employees 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. They can also get this information from the Board's Web site at: <http://www.rrb.gov> •



Railroad Retirement Board sets informational conferences for 2000

The U.S. Railroad Retirement Board will conduct free informational conferences this year.

On-site registration begins at 8 a.m. for each conference. All sessions begin promptly at 8:30 a.m. and end at 12:15 p.m. Dates and locations are as follows:

September 15 • Spokane, Wash.
Airport Ramada Inn, Spokane International Airport

September 15 • Sacramento, Calif.
Radisson Hotel, Highway 160 at Canterbury Rd., 500 Leisure Lane

October 13 • Fort Worth, Texas
Holiday Inn South, 100 Alta Mesa East Blvd.

October 13 • Houston, Texas
University Hilton Hotel, 4800 Calhoun Road, Room 275

October 27 • Metairie, La.
Holiday Inn, I-10 & Veterans Blvd.

November 2 • Louisville, Ky.
Executive Inn, 978 Phillips Lane

November 3 • Barboursville, W.Va.
Best Western-Gateway Conference Center, 6007 U.S. Route 60 E

November 17 • Charlotte, N.C.
Sheraton Airport Plaza Hotel, I-85 & Billy Graham Parkway

November 17 • Albuquerque, N.M.
AmeriSuites, 6901 Arvada N.E.

December 8 • Jacksonville, Fla.
Holiday Inn-Baymeadows, 9150 Baymeadows Road

CANADIAN SPOTLIGHT

Un Membre de la FIL est recompense un acte héroïque

L'ingénieur de locomotive Kerry Osborne, le serre-frein Joe Moloney et le chef de train Don Collings sont montés à bord du train numéro 935-06 du CP à MacTier, Ontario, et se sont dirigés vers le nord peu de temps après minuit le 7 avril 1997. Leur groupe de quatre locomotives tirait deux wagons chargés et 46 wagons vides. Le temps avait été exceptionnellement chaud pour cette période de l'année et la neige fondait à une vitesse particulièrement rapide.

Cette soirée, cependant, un vent froid soufflait accompagné de pluie et de verglas, et bientôt la neige a commencé à tomber.

"La visibilité était terrible!" a dit Osborne, un membre de la Division 847 de la FIL à Biggar, Sask. "Nous ne pouvions pas voir plus de 200 verges devant nous."

Après que les membres de l'équipe aient épuisé tous les sujets de conversation concernant le travail, ils ont conversé sur des sujets plus familiers, soit la chasse et la pêche. "À ce moment-là du matin nous jasons de tout et de rien pour nous garder réveiller," a expliqué Moloney. Il était juste après 2 heures du matin.

Au nord de l'Ontario, la ligne principale du CP coupe à travers le Bouclier canadien accidenté, serpentant aux côtés d'un lac après l'autre, à travers des rochers coupés et à travers le muskeg. "Nous avons juste traversé une section qui a nécessité une restriction de vitesse lorsque nous avons noté que le drapeau de restric-

tion de vitesse était parti au vent. J'en ai donc informé le contrôleur de la circulation ferroviaire," a dit Osborne.

Il venait tout juste de déposé le combiné de la radio, lorsque Osborne a vu ce qui a semblé être un mur noir environ cent verges devant. Tout ce qu'il pouvait voir pendant qu'il se tenait à sa fenêtre était deux rails argentés suspendus lâchement dans un grand bol. Aucuns connecteurs, aucun ballast... et aucune terre. Les deux rangées de rail soudées continues de 115 livres flottaient à travers un ravin de 15 mètres de profond. Quatre-vingt-cinq mètres de remblai s'étaient effondrés.

Selon une étude de l'incident par le Bureau de la sécurité des transports du Canada, un certain nombre de facteurs ont contribué à la défaillance du remblai. Cependant, la majeure partie du blâme repose carrément sur les épaules d'un castor laborieux. La section de la plate-forme élevée qui s'était effondrée a croisé un marais enjambant deux coupes de roche. Quand un tunnel de drainage construit pour permettre à l'eau de s'écouler d'un côté du marais dans l'autre a été partiellement bloqué par le barrage de ce castor, il a causé le niveau d'eau d'un côté du remblai de s'élever beaucoup plus haut qu'à l'habitude. Enfin le remblai saturé par les niveaux exceptionnellement élevés de l'eau, a lâché et emporté la plate-forme avec lui.

"Je me suis juste assis en arrière dans ma chaise, me suis tourné et



Son Excellence l'Honorable Adrienne Clarkson, Gouverneure générale du Canada (à droite), discute avec l'ingénieur de locomotive de la FIL Kerry Osborne. À la gauche, on peut voir Don Collings. Les deux hommes ont reçu la Médaille de Bravoure, décernée pour des actes d'héroïsme en situations dangereuses.

Her Excellency the Right Honourable Adrienne Clarkson, Governor General of Canada (right) speaks with BLE Locomotive Engineer Kerry Osborne. To the left is Conductor Don Collings. Both men received The Medal of Bravery, awarded for acts of heroism in hazardous circumstances.

regardé Joe et Don et dit, ' au revoir les gars! ' " se rappelle Osborne.

Il a eu juste assez de temps pour mettre le train en urgence, appliquant immédiatement les freins à chaque wagon sur le train, avant que la locomotive de tête tombe par-dessus bord. Et ils sont descendus. " J'ai à peine eu le temps de voir ce que Kerry regardait," a expliqué Joe. "Ça s'est produit tellement vite que nous n'avons

pas eu le temps d'être effrayés."

La locomotive de tête a plongé par-dessus, est tombée sur son côté et s'est finalement arrêtée. Les moteurs de traction se sont arrêtés, coupant le pouvoir dans la locomotive et la plongeant immédiatement dans l'obscurité. L'enregistreur d'événement de la locomotive, semblable à la boîte

Voir Héroïques, page 10

BLE member, two others, recognized for heroic actions

BLE Locomotive engineer Kerry Osborne, brakeman Joe Moloney and conductor Don Collings climbed aboard CPR train number 935-06 out of Mactier, Ontario, and headed northward shortly after midnight on April 7, 1997. Their four-locomotive consist was hauling two loaded cars and 46 empties. The weather had been unusually warm for that time of year and the snow was melting at an exceptionally fast rate.

That evening, however, a cold front blew in rain and sleet, and soon snow started to fall.

"The visibility was terrible!" said Osborne, a member of BLE Division 847 in Biggar, Sask. "We couldn't see more than 200 yards in front of us."

As the night wore on the conversation among the crew members turned to familiar topics of hunting and fishing. "At that time of the morning you're making small talk just to keep yourself sharp," Moloney explained. It was just after 2 a.m.

In northern Ontario, the CPR main line cuts through the rugged Canadian Shield, snaking alongside lake after lake, through rock cuts and across muskeg. "We had just passed through a section that called for a 40-mile-per-hour slow order when we noticed the slow order flags had blown down. So I notified the rail traffic controller," Osborne said.

No sooner had he placed the radio handset down, when Osborne saw what

appeared to be a black wall about one hundred yards in front. All he could make out as he stood up at his window were two silver rails hanging loose in a big bowl. No ties, no ballast... and no earth. The two strings of 115-pound continuous welded rail floated across a 15-metre deep ravine. Eighty-five metres of embankment had collapsed.

According to a Transportation Safety Board of Canada review of the incident, a number of factors contributed to the embankment failure. However, most of the blame rests squarely on the shoulders of an industrious beaver. The section of elevated roadbed that had collapsed crossed through a swamp spanning two rock cuts. When a drainage tunnel built to allow water to flow from one side of the swamp to the other was partially blocked by this beaver's dam, it caused the water level on one side of the embankment to rise much higher than usual. Finally the embankment, saturated by the unusu-

ally high water levels, gave way and took the roadbed with it.

"I just sat back down in my chair, turned and looked at Joe and Don and said, 'goodbye boys!'" Osborne recalled.

He had just enough time to throw the train into emergency before the lead locomotive fell over the edge, instantly applying the brakes to every car on the train. And down they went. "I hardly had time to see what Kerry was looking at," Moloney explained. "It happened so fast there was no time to be frightened."

The leading locomotive plunged over the edge, fell onto its side and ground to a stop. The traction motors fell away, severing power to the locomotive and instantly engulfing it in darkness. The locomotive's event recorder, similar to an airplane's black box, indicated the engine had quickly lost speed and that forward motion had ceased four seconds and 70 metres af-

ter the emergency brake had been applied. Moloney and Osborne were thrown against the front of the cab. Kerry found himself lying on his side in the right half of the cab. Moloney somehow managed to stay upright as they ground to a halt. Miraculously, both came through the disaster with relatively few injuries.

"I anticipated the rest of the train would pile up on top of us," Osborne said. But luck was with them when the three trailing locomotives and 13 cars that followed their engine into the void came to rest all around them. "I felt a drip on my neck and thought that water was starting to come in but then I reached back and realized it was diesel fuel," added Osborne, who initially feared that the locomotives were in water. Fire erupted on another locomotive and the crew members knew they had to get out quickly.

Collings, who had been sitting behind Moloney in the conductor's seat, hadn't been as fortunate. "I remember looking at Don just as we dropped over the edge, and he was just launched over the two seats. It was so violent," Moloney related. Collings ended up beside Osborne, unconscious. Moloney, trained as a first aid instructor, quickly checked Collings condition and immediately assumed the worst.

With their engine resting at a 90-degree angle, Moloney and Osborne

See Heroics, Page 10

"No matter what, I knew we had to try to get Don out. I didn't want him to burn. I grabbed his arm but I couldn't lift him."

— BLE Member Kerry Osborne

Rail union solidarity nets MBTA win

Union jobs saved as MBTA signs three-year maintenance contract with Amtrak

Rail unions won a major victory in Boston the last week of May as MBTA signed a three-year contract with Amtrak to continue all services, including mechanical, transportation and engineering.

The three-year deal will save hundreds of jobs and will maintain employees' current rates of pay, which were threatened by Bay State Transit Service's bid to take the mechanical work away from MBTA and force workers into a non-union environment.

Charles Money Penny, legislative representative of the Transport Workers Union of America, hailed the contract as a victory for workers, passengers and taxpayers.

"It is a tribute to the courage and commitment shown by each and every one of you throughout this fight," Money Penny said.

"You won this fight, you beat their efforts to cheat you, by sticking up for yourselves and for one another."

A coalition of 11 labor unions, working under the name "Commuter Rail Workers United," spearheaded

"From this day forward, when someone wants to cite an example of what true solidarity means, they need only point to Boston."

— Charles Money Penny

a grassroots campaign to pressure MBTA management to stay with Amtrak.

BLE President Edward Dubroski specifically recognized BLE-Amtrak General Chairman Mark Kenny, Massachusetts State Legislative Board Chairman George Newman, and Division 57 Local Chairman Mike O'Bryan for their tireless efforts as BLE representatives on the coalition.

The bid by Bay State Transit Service to take work

away from MBTA was plagued by controversy and alleged conflicts of interest. For example, Gilbert E. Carmichael was serving as a top executive at Bay State's parent company when it tried to take the maintenance contract away from MBTA. At the same time, however, he was serving as Chairman of the Amtrak Reform Council (ARC).

The ARC was formed in 1997 for the purpose of evaluating Amtrak's performance and making recommendations for achieving cost containment, productivity improvements and financial reforms.

In addition, Bay State went to court and obtained a temporary injunction prohibiting Amtrak and MBTA from continuing their relationship. On May 24, fortunately, the injunction was overturned in a Massachusetts court, clearing the way for MBTA and Amtrak to finalize their contract for maintenance of commuter rail equipment.

"From this day forward, when someone wants to cite an example of what true solidarity means, they need only point to Boston," Money Penny said. •

Despite labor's opposition, House OKs permanent normal trade relations with China

A \$12 million advertising and lobbying blitz by big business groups convinced enough members of the U.S. House of Representatives to give up annual review of China's human and workers' rights record and grant China permanent Normal Trade Relations on May 24, the AFL-CIO reported.

The vote, in effect, gives China a blank check to continue its systematic and widespread abuse of human and workers' rights. Although disappointed with the permanent NTR vote, the AFL-CIO said the debate has focused heightened world attention on China's behavior, and unions will work even harder to educate and mobilize working families around global fairness — and to hold corporations responsible for their treatment of workers everywhere.

AFL-CIO President John Sweeney noted that three-quarters of the House Republicans and one-third of Democrats "bowed to big money" and voted to approve unconditional trade with "a human rights violator of epic proportions."

The 237-197 vote came after a months-long battle that pitted U.S. business groups, corporate lobbyists and their expense accounts against a broad grassroots alliance of working families. Along with the flow of corporate money aimed at influencing the vote, President Clinton dangled economic development plums to wavering lawmakers to win votes.

"It's sad that the president secured his 'legacy' by forging an alliance with the very members of Congress who tried to destroy him and our working families' agenda a year ago," Sweeney said.

In the days before the vote, working families flooded congressional offices with phone calls — many generated by worksite cell-phone actions — and e-mails from their home computers and through their unions' political action web sites. They also held rallies and demonstrations to sway undecided representatives.

But the profits from the cheap labor of China's exploited workforce were exactly what motivated Big Business' multimillion-dollar campaign for permanent NTR, opponents said.

While the main focus of the fight against permanent NTR was China's abuse of workers' human and religious rights and its use of forced labor, opponents also stressed the flawed deal's potential impact on U.S. jobs. An Economic Policy Institute study predicted U.S. job losses could near 900,000 under the trade scheme.

Proponents claim permanent NTR will open China's markets for U.S. products. But as Machinists President Tom Buffenbarger pointed out, "This China proposal is about factories, not markets. We cannot survive as a world economic power as long as we continue to export our capital, our technology and our jobs to low-wage countries." •

House votes to slash funding for Amtrak Reform Council

In a show of support for transportation labor's opposition to the Amtrak Reform Council, the U.S. House of Representatives on May 19 passed the Andrews-Ney Amendment, which cuts funding to the ARC by a half.

The amendment was co-sponsored by Reps. Robert Andrews (D-N.J.) and Robert Ney (R-Ohio).

Andrews' amendment passed by voice vote in the House of Representatives. The final bill will go before the House-Senate conference before being passed on to the President. Andrews has pledged to make sure the funding cuts remain in the final version of the bill.

The ARC was created by the Amtrak Reform and Accountability Act of 1997 to provide objective assessments of Amtrak's operations. To date, rail labor has seen very little in the way of "objective" reports coming out of the ARC. To the contrary, several members of the ARC have clearly made known their interest in dismantling Amtrak.

For these reasons, the Rail Labor Division of the TTD supported the Andrews-Ney amendment. Congressman Andrews has been a strong supporter of rail labor and this bill goes a long way in helping rail unions accomplish their goals.

"The Amtrak Reform Council (ARC) is a prime ex-

ample of wasteful government spending. Their only mission is to eliminate Amtrak," Andrews said. "Governmental organizations are already in place which can independently evaluate and assess the feasibility of Amtrak. The only action the ARC has taken since its inception is to ask the Federal government for more money."

Last year, the Council originally requested \$1.3 million in federal funding but was granted \$450,000 in the House bill. The Council was granted \$750,000 after the bill left the House-Senate conference. This year, the Council requested an increase to \$980,000 but Andrews' amendment knocked the Council back to their 1998 funding level of \$450,000. Andrews, an ardent supporter of Amtrak, passed an amendment in 1998 which limited the ARC's ability to use any taxpayer money to hire outside consultants.

"The ARC is out to bury Amtrak along with the collective bargaining agreements of thousands of hard-working men and women of labor," Andrews concluded. "Amtrak is an essential component of our nation's economy and transportation system and I am proud to continue to support it."

In February, rail labor representatives on the ARC issued a blistering dissent to the Council's first annual report (see February 2000 *Locomotive Engineer Newsletter*).

Rail labor questioned the report's biased view, fiscal irresponsibility and misleading statements.

"The law that created the ARC is the Amtrak Reform Act, not the Amtrak Termination Act," stated Rail Labor's report. "Yet, instead of making positive recommendations to improve Amtrak, the ARC and this report demonstrate a definite bias in favor of the elimination of Amtrak."

In terms of fiscal irresponsibility, which Representative Andrews cited as one of the reasons to slash ARC funding, Rail Labor questioned the ARC's visit to London in its dissent to the ARC's annual report.

"What the ARC has learned from these sessions is unclear. Certainly, nothing is included in the Report that references any of the testimony or discussion from these sessions... What is clear about these meetings, however, is that they must have cost the American taxpayers thousands of dollars.

"To argue that Amtrak's fiscal operations 'must (be) conduct(ed)... with efficiency,' while at the same time spending thousands of dollars on these trips, seems to be at the least very hypocritical, especially given the fact that Congress has expressed concern about the level of ARC funding..."

INTERNATIONAL WESTERN CONVENTION

From left: GIA International President Ruth E. Pillman-Windham; BLE International President Edward Dubroski; FRA Administrator Jolene Molitoris; and AFL-CIO Secretary-Treasurer Richard Trumka.

In his speech to members, Brother Trumka complimented BLE leaders for their success in organizing and highlighted the challenges that lie ahead for organized labor. Trumka thanked the BLE for being part of the organizing drive in which the AFL-CIO has gained 250,000 new members in two years (see page 1 for details).

FRA Administrator Molitoris addressed the need for air conditioning in locomotive cabs (see page 7 for details).

"There is no other transportation industry subjecting its employees to such conditions. It is time, and way overtime, for such practice to stop in the railroad industry," she said.



From left: Burlington Northern-Santa Fe General Chairman Tim Murphy, Texas State Legislative Board Chairman Raymond Holmes, and Union Pacific (Eastern District) General Chairman Mike Young.



Several BLE State Legislative Board Chairmen and division Legislative Representatives participated in the convention's Legislative Workshop. Clockwise, from top left: Keith Luebke, Wisconsin State Legislative Board Chairman (Doug Horstman, Oregon State Legislative Board Chairman, is partially visible behind Brother Luebke); Jeff Ramage, Idaho State Legislative Board Chairman; George Last, Colorado State Legislative Board Chairman; Tim Smith, California State Legislative Board Chairman; Rob Svob, legislative representative of BLE Division 28 (Tucson, Ariz.); Dana Smith, legislative representative of BLE Division 228 (Pocatello, Idaho); Bruce Yates, New Mexico State Legislative Board Chairman; and Lawrence Kemper, legislative representative of BLE Division 94 (Gillette, Wyo.).



From left: BLE First Vice-President & Alternate President Jim McCoy; New Mexico State Legislative Board Chairman Bruce Yates; California State Legislative Board Chairman Tim Smith; FRA Administrator Jolene Molitoris; Trudy Yates, wife of Bruce Yates; and Darrell Azarcon, First Vice-Chairman of the California State Legislative Board.



IWC Chairman Jim Lance meets with Administrator Molitoris following her speech.

JACKSON HOLE, WYOMING

FRA to address locomotive cab air conditioning

Improving locomotive cab working conditions is a top priority of the Federal Railroad Administration, said FRA Administrator Jolene Molitoris in a speech to BLE members attending the union's International Western Convention in Jackson Hole, Wyo.

Administrator Molitoris said the FRA is committed to issuing a Notice of Proposed Rulemaking on locomotive cab working conditions before the end of this year.

While Rail Safety Advisory Committee (RSAC) working groups have done a good job of handling sanitation and noise issues, she said, the oppressive heat of locomotive cabs in the summertime remains an unresolved issue.

"(BLE International) President Dubroski and I will be going on a ride very soon to raise public awareness and to pique the conscience of all in our industry, including those in the corporate offices, about what it's like to spend hours in a locomotive without air conditioning when the temperature is 110 degrees or more," Administrator Molitoris said. "There is no other transportation industry subjecting its employees to such conditions. It is time, and way overtime, for such practice to stop in the railroad industry.

"A recent letter from President Dubroski notified me that his negotiations with AAR had discontinued and asked that FRA move forward with a

rule as soon as possible," Administrator Molitoris continued. "I will provide the RSAC one more opportunity to resolve this issue because I believe a consensus agreement will best serve us all. But if RSAC cannot reach resolution timely, I will move forward with the notice to assure a notice of proposed rulemaking (on locomotive cab working conditions) before year's end."

Molitoris has first hand knowledge of how hot locomotive cabs can get.

"Thanks to Don Bergman (BLE Arizona State Legislative Board Chairman), I have a very personal recollection of what it's like to ride in the Tucson heat without air conditioning," she said. "And I was there on a 'cool' day; it was only about 100 degrees."

The BLE has been pushing for improved locomotive cab air conditioning standards for more than two years. Vice-President & U.S. National Legislative Representative Leroy Jones, Indiana State Legislative Board Chairman Bill Verdeyne, and BLE Regulatory Research Coordinator Bob Harvey are members of the RSAC Cab Working Conditions Temperature Task Force.

Administrator Molitoris also addressed the FRA's "zero tolerance" goal for deaths in the railroad industry.

"When we first set zero tolerance as a goal, there was a lot of loud skepticism," she said. "But just look at the statistics: Between 1993 and 1999, em-

ployee fatalities from train incidents have been reduced a phenomenal 87%! And for the same period employee injuries have been reduced by 45%.

"In 1998, for the first time in railroad history, employee fatalities were under 30, in fact 27. And in 2000, if we continue the safety effort we are now waging, we could reduce the number to under 20. So far in the year 2000, there have been eight employee fatalities, of which none were locomotive engineers. And so those skeptics who scoffed at zero tolerance — let them take note — we know zero injuries and zero deaths in the railroad industry is a real goal that we can realize — but only if we passionately seek it together."

Administrator Molitoris also complimented President Dubroski for the vast amount of work his administration has accomplished in such a short period of time.

"I have had the chance to see your President in action," Molitoris said. "I



FRA Administrator Jolene Molitoris promised to address the issue of air conditioning in locomotive cabs before the end of the year. BLE President Dubroski takes notes during her speech at the BLE's International Western Convention in Jackson Hole, Wyo.

have watched President Dubroski exert powerful leadership — whether it is at the Conference table with the Secretary of Transportation Rodney Slater, in the White House with President Clinton and Vice President Gore, on the hill outside the Capitol championing the cause of miners on national television, or aggressively seeking and getting the most extraordinary agreement for 10 years of New York Dock protection for BLE members in the event that the BN-CN merger is considered and approved.

"This is a President who along with his fine and dedicated team is proving that leadership matters at the BLE." •



From left: Mike Weston of BLE Division 186 (Denver, Colo.) discusses IWC happenings with J.A. Thompson, local chairman of BLE Division 115 (Cheyenne, Wyo.).



IWC Chairman Jim Lance (center) presents years of service pins to retirees from BLE Division 228 (Pocatello, Idaho) during the luncheon on Thursday. They are, from left, Bob Talbot, R.K. Smith, Lance, and J.O. Buffaloe. Retirees who were honored but not pictured include D.H. Fink, V.H. Long Sr., and K.N. Myers. Together, these Brothers have over 240 years of combined membership in the Brotherhood of Locomotive Engineers.



Division 94 (Gillette, Wyo.) Legislative Representative Lawrence Kemper quotes from the Locomotive Engineer Newsletter during a discussion about working conditions on the BNSF.



Several members pay close attention during a meeting with FRA Administrator Molitoris prior to her speech. Seated at the table, from left, are: John R. Koonce, Illinois Central General Chairman; C. Edward Way, Illinois State Legislative Board Chairman; Mike Muscha, North Dakota State Legislative Board Chairman; Craig A. Richins, BLE Division 228 (Pocatello, Idaho); and Don Bergman, Arizona State Legislative Board Chairman.

BLE NEWS

NTSB recognizes BLE fatigue countermeasures program

The National Transportation Safety Board has recognized the Brotherhood of Locomotive Engineers for its nationwide program to educate operating employees about the dangers of working while fatigued.

In the wake of a fatal collision between two Union Pacific freight trains near Delia, Kan., on July 2, 1997, an NTSB investigation revealed that train crew fatigue was a contributing factor in the disaster. In fact, it was determined that one of the locomotive engineers had been awake for 18 continuous hours at the time of the collision.

In its official accident summary, the NTSB issued Safety Recommendation R-99-60 directly to the BLE, which required the BLE to educate its members about fatigue in the workplace, including how to avoid it.

In response, the BLE established a three-part fatigue countermeasures program, which it has presented to its membership throughout the United States and Canada over the past three years.

"The Safety Board was pleased to learn that the Brotherhood of Locomotive Engineers actively supports the intent of this recommendation

through a national program to educate its members about the effects of fatigue," NTSB Chairman Jim Hall wrote in a letter to BLE President Edward Dubroski in May.

The BLE's fatigue countermeasures program was developed by Don Bergman, Chairman of the BLE Arizona State Legislative Board. Bergman, who also administers the program, said it has been presented to more than 400 locomotive engineers and their spouses all across the U.S. and Canada.

"Approaching the fatigue problem in our industry with a program that would be ac-

cepted by the locomotive engineers was our secondary goal," Bergman said, "with our first goal defined as the elimination of fatigue related accidents."

The presentation is broken down into three parts. Part I covers fatigue related physiological aspects of human beings (circadian rhythms, sleep disorders, effects of fatigue, etc.). Part II blends the above scientific aspects of fatigue with the practical application of each craft (what to expect and how

to counter fatigue). Part III discusses the home life of operating crew members, and explains how to adapt the fatigue countermeasures program to their everyday lives.

Bergman said the program has been so successful that many locomotive engineers and their spouses have attended it more than once.

"The acceptance of the program and information has been extraordinary," Bergman said. "Why? We relate to them, not as a scientist to a class, but as an engineer to an engineer. To relate to an individual, in his or her own setting, with information about fatigue and how it effects that individual will have an enormous effect on whether or not that individual walks away with a 'bunch of scientific junk' or thought provoking, usable information.

"We warn them that they may experience the effects of fatigue in various ways, such as memory loss, wrecked decision making, poor reaction time, deteriorating physical coordination, incorrect information processing, irritability, short temper and tunnel vision.

"All these things are related to an activity on the locomotive. For example: Discussion on memory loss will talk about an engineer realizing he has a 'slow order' ahead that he will soon be approaching. Fatigue will affect his memory to the extent that he will pull his orders from behind his brake valve and read them, only to go through the same process several minutes later because he can't remember what he just read.

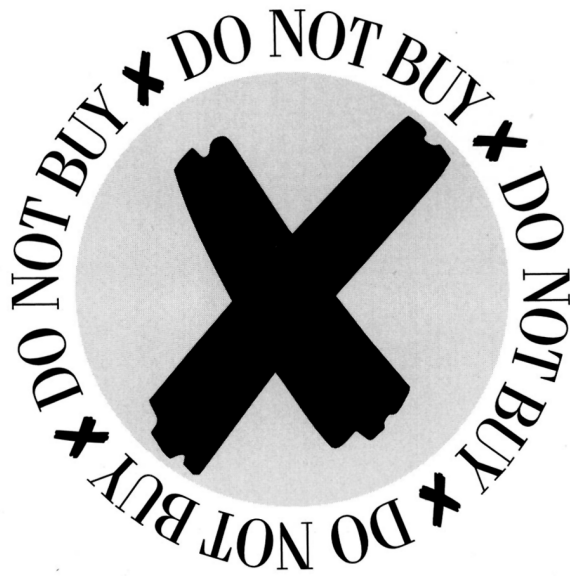
"We reassure our members that they are not losing it — they are merely suffering the effects of fatigue. How to control this memory loss... we suggest that the engineer write on the inside of the windshield (with washable marker) the restriction he is approaching the first time he reads it, and to communicate with another member of the crew that a slow order is approaching.

"Can a scientist relate to this and tell them that on a VCR tape? We don't believe so."

Hundreds of BLE members will be attending Brother Bergman's NTSB-approved fatigue countermeasures presentation this month at regional meetings in Jackson Hole, Wyo., Louisville, Ky., and Niagara Falls. There is still time to register and attend the presentation at the SWCM in September. •



AFL-CIO NATIONAL BOYCOTTS



MAY / JUNE 2000

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.
Measuring, cutting and machine tools and pumps
▶ *Machinists*

JET EQUIPMENT & TOOLS, INC.
Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
▶ *Teamsters*

SOUTHWIRE CO.
Commercial and industrial wire and cable; DoltYourself brand homewire
▶ *Electrical Workers*

CLOTHING

MASTER APPAREL
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▶ *Electronic Workers*

ENTERTAINMENT & RECREATION

BLACK ENTERTAINMENT TELEVISION
BET cable television, Action payperview, Bet on Jazz
▶ *Electrical Workers*

FOOD & BEVERAGES

CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate
▶ *Farm Workers*

DIAMOND WALNUT CO.
Diamond brand bagged and canned walnuts and walnut pieces
▶ *Teamsters*

FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in

Connecticut, New Jersey and New York
▶ *Teamsters*

MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
▶ *Farm Labor Organizing Committee*

FURNITURE

STRAITS FURNITURE CO.
Jackson, Miss., manufacturer of entertainment centers, dining-room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits
▶ *Electronic Workers, Furniture Workers Division*

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight
▶ *Machinists*

BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
▶ *Hotel Employees & Restaurant Employees*

CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
▶ *Paper, Allied-Industrial, Chemical & Energy Workers*

FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
▶ *Hotel Employees & Restaurant Employees*

HOLIDAY INN SUNSPREE HOTEL
Hotel in Kapaa, Hawaii
▶ *Longshore & Warehouse Union*

NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
▶ *Hotel Employees & Restaurant Employees*

OTHERS

CF&I STEEL and OREGON STEEL MILLS, INC.
Steel, including rod, bar, rail, pipe and steel plate
▶ *Steelworkers*

WELLS FARGO and NORWEST BANKS
Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington; Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming
▶ *Steelworkers*

R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
▶ *Bakery, Confectionery, Tobacco Workers & Grain Millers*



BLE state legislative board chairmen hold annual meeting in July

This year the National Association of State Legislative Board Chairmen (NASLBC) will hold its annual meeting in Niagara Falls, Canada, reports NASLBC Secretary-Treasurer I. Perry Renfro.

FRA Administrator Jolene Molitoris headlines the list of guest speakers. BLE President Edward Dubroski will also address the State Legislative Chairmen, as will Vice-President Leroy Jones, the BLE's U.S. National Legislative Board Chairman. Names of other guest speakers were not available as this issue of the *Newsletter* went to press.

Raymond Holmes, chairman of the Texas State Legislative Board, heads up the NASLBC.

The meeting will be July 22-26 at the Sheraton Fallsview Hotel and Conference Center.

Brother Renfro reports that the conversion rate may change, but it currently translates to \$132 per night (U.S.). If hotel reservations are not made by June 20, then room rates will increase to \$300 per night (Canadian), which is the hotel's regular seasonal rate (rates are higher than normal because July is peak travel season for the hotel).

Hotel check-in time is 3 p.m. and check-out is 11 a.m. There is a baggage holding area for early and late checking. For hotel reservations or for further details, please call (800) 267-8439.

For further details regarding the meeting, contact Brother Renfro at:

P.O. Box 157
Poteau, OK 74953
Phone: (918) 649-0603
Fax: (918) 649-0703

Success in recruiting



BLE Division 236 in Portland, Ore., has been one of the Brotherhood's fastest growing divisions of late. Pictured above, second from left, is Division 236 member John Craddock, who has recruited 60 new BLE members since April of 1999. Also pictured above, from left, are Division 236 Members Jim Dayton (National Mobilization Team Member), Craddock, Mike Ashbridge, and Local Chairman Ross Lehman. Congratulations to the Brothers and Sisters of BLE Division 236!

NEWS BRIEFS

CLEVELAND — As this issue of the *Newsletter* went to press, there was nothing concrete to report on proposed legislation to reform Railroad Retirement.

Several rail unions have confirmed that portions of the proposed legislation are being redrafted to address the objections of Republican leaders of the House Ways & Means Committee.

Based on recent reporting by the TCU and UTU, it appears that the revised proposal would allow private investment of Tier I funds to the same extent that they may be invested in government securities under current law.

However, it is impossible to confirm the status of changes to the bill at this time as negotiations are shrouded in secrecy, with only those who supported the original measure having access to the latest draft of the bill. Visit the BLE website for updates on this issue.

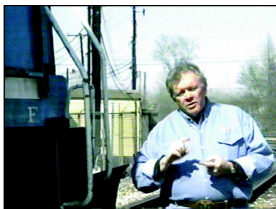
WASHINGTON — The AFL-CIO's Transportation Trades Department will celebrate its 10th anniversary with a convention running from July 19-21 in Washington, D.C.

BLE President Edward Dubroski will head up the BLE delegation.

Tentative speakers include TTD President Sonny Hall; Senate Minority Leader Tom Daschle; Rep. Don Young; House Minority Leader Richard Gephardt; AFL-CIO President John Sweeney; Secretary of Transportation Rodney Slater; Rep. James Oberstar (D-Minn.); AFL-CIO Secretary-Treasurer Richard Trumka; and U.S. Vice-President Al Gore.

Among the business that TTD delegates plan to conduct is the adoption of Convention Rules, election of officers; resolutions; and reports from each of the various committees.

CLEVELAND — The BLE has made available the first in a series of online training videos. The first video, a 23-minute presentation titled "Locomotive Inspection," can be viewed by anyone with Windows Media Player.



The BLE is the first railroad labor union in North America to provide such videos on its website. The videos are available to anyone, regardless of craft or union affiliation. The BLE website address is: <http://www.ble.org>.

WASHINGTON — The National Transportation Safety Board is investigating the May 27 derailment of a Union Pacific freight train and subsequent release of hazardous materials northwest of Eunice, La.

State authorities evacuated approximately 25 percent of the population of Eunice (about 2,500-3,000 residents). Most residents were allowed to return to their homes within a week of the derailment.

There were no injuries or deaths at the time of the accident. However, there have been three minor injuries related to the hazmat release.

The train consisted of three locomotives and 113 cars. It was traveling east from Freeport, Texas, to Livonia, La. Approximately 33 cars derailed.

According to the preliminary event recorder information removed from the first two locomotives, the train was traveling at 40 mph and there was no braking prior to the train line-induced emergency brake application.

Investigators have found no indication of problems with train handling or the testable portion of the braking system. The event recorders are being shipped to the NTSB lab in Washington, D.C., for thorough review. Routine toxicology tests were performed on the crew and the results have not yet been received.

Investigators flew over the accident area in a state police helicopter and noted that the rails end abruptly at the beginning of a large depression. The crater contains numerous tank cars and railcar parts strewn about in such a way that it is difficult to determine the initial point of derailment.

The investigative team will prepare factual reports of its findings and place them in a public docket several months from now. A final report of probable cause usually takes 12 to 14 months.

WASHINGTON — Senate Republicans are collecting money from special interest groups awaiting action on legislation, a wire service reported.

In May, the railroad industry contributed \$185,000 to the National Republican Senatorial Committee. Lawmakers are considering legislation to renew the Surface Transportation Board, which regulates railroads.

PITTSBURGH — A proposed high-speed magnetic-levitation train system could make Pittsburgh a hub for the transit system of the future, the *Pittsburgh Post-Gazette* reported.

Pittsburgh is one of seven areas in the nation seeking federal maglev money. A decision on what city gets it could come as early as September from the Federal Railroad Administration.

It is the city's hope to make Pitts-

burgh the hub of a maglev system that would link large cities from Washington to Boston on the East Coast to Midwest points like Toledo and Chicago.

The estimated cost of the project is \$1.5 billion. Two-thirds of the money would come from the federal government and the rest from other sources. The private sector already has committed about \$3 million to the project.

The first segment of the maglev system in Pittsburgh could be operating about 4 and a half years after financing is in place.

KENT, Wash. — Ten years ago, terms such as "counseling," "psychiatry" and "peer support" had no place in the stoic world of train engineers and workers, according to a wire service report.

But the large number of fatal railroad accidents — 16 in Washington state last year — is prompting an awareness that the industry's "quiet victims" cannot safely hold it all inside.

"A lot of engineers think they're macho men; that they don't need counseling," said BLE Vice-President Leroy Jones.

Railroad experts said almost all engineers will operate a train that hits a person or a car full of people at some point in their career.

In the past two months, trains struck and killed two young girls on a trestle in Kent; a 42-year-old man in Auburn; a 33-year-old man on a trestle in Pacific; and a 34-year-old woman near Sumner.

"It's a horrible feeling, a strange feeling — something I'll never forget," said Jack Bokay, the engineer of a train that killed a 15-year-old boy who had

BLE NEWS

Un Membre de la FIL est récompensé un acte héroïque

Héroïques

Suite de la page 4

noire d'un avion, a indiqué que la locomotive avait rapidement réduit de vitesse et que ce mouvement a cessé quatre secondes et 70 mètres après que le frein de secours ait été appliqué. Moloney et Osborne ont été jetés contre l'avant de la cabine. Kerry s'est retrouvé sur le côté dans la moitié droite de la cabine. Joe est parvenu d'une façon ou d'une autre à rester debout pendant qu'ils s'arrêtaient. Miraculeusement, tous les deux sont sortis du désastre avec relativement peu de blessures.

"J'avais prévu que le reste du train s'empilerait sur nous," a dit Osborne. Mais la chance était avec eux quand les trois locomotives auxiliaires et 13 wagons qui suivaient leur locomotive dans le vide sont venues atterrir autour d'eux. "J'ai senti un égouttement sur mon cou et pensé que l'eau commençait à entrer mais j'ai touché derrière moi et réalisé que c'était le carburant diesel," a ajouté Osborne, qui, au commencement, a craint que les locomotives soient dans l'eau. Le feu a éclaté sur une autre locomotive et les membres de l'équipe savaient qu'ils devaient sortir rapidement.

Collings, qui était assis derrière Moloney dans le siège du chef de train, n'avait pas été aussi chanceux. "Je me rappelle avoir regardé Don

juste comme nous sommes tombés par-dessus bord, et il s'était juste lancé sur les deux sièges. C'était si violent," a mentionné Moloney. Collings s'est retrouvé à côté d'Osborne, inconscient. Moloney, qualifié instructeur de premiers soins, a rapidement vérifié la condition de Collings et immédiatement assumé le pire.

Avec leur locomotive reposant à un angle de 90 degrés, Moloney et Osborne ont grimpé jusqu'au-dessus de la cabine et sont sortis par la seule ouverture restante. Sachant qu'il ferait très froid, ils sont parvenus à saisir des manteaux et une radio portative en sortant. Avec le feu faisant rage autour d'eux, Moloney s'est tourné vers Osborne et dit qu'il voulait sortir Collings. "Pas d'importance, je savais que nous devions essayer de sortir Don. Je ne voulais pas qu'il brûle," il s'est rappelé plus tard. "J'ai saisi son bras mais je ne pouvais pas le soulever."

Avec les mains nues, Moloney a commencé à creuser le ballast gelé qui s'était empilé dans la fenêtre avant de l'ingénieur. En attendant, Osborne, après la procédure d'urgence réglementaire, a contacté le CCF pour transmettre la gravité de l'accident et pour indiquer exactement leur emplacement. Finalement, Moloney a dégagé une voie

d'accès à Collings et a commencé à le tirer petit à petit hors de la cabine, hurlant son nom à plusieurs reprises, espérant obtenir une réponse.

Après l'avoir roulé sur le dos, Collings a soudainement fait un bruit haletant. "Bon vous auriez dû voir Joe travailler quand il a réalisé que nous avions une chance de sauver Don," a dit Osborne. Pendant que Collings commençait à reprendre conscience il a hurlé de douleur. "Oh ma jambe, ma jambe." Joe, se rendant compte que la jambe de Collings s'était accrochée, est retourné dans la cabine remplie de fumée pour la libérer.

Collings allait d'un état de conscience à l'inconscience. Il ne savait qui ou où il était. Osborne et Moloney l'ont porté à une distance sécuritaire du wagon détaillé en feu. La chaleur des feux les ont maintenus chauds. Moloney a enlevé son manteau et l'a étendu pour Collings, en utilisant son chandail pour supporter la tête de l'homme blessé. Osborne a utilisé son manteau pour couvrir Collings et la tuque de Joe pour maintenir la tête de Collings au chaud.

"Nous nous en sommes sortis," a crié Joe, comme les deux hommes se sont donnés un « high-five » en signe de triomphe.

"Nous étions tous vivants!" il a dit plus tard avec étonnement. "Nous avons pris

la décision. Nous étions pour la vaincre. En fait, j'ai marché jusqu'à la locomotive et lui ai donné un coup de pied."

"C'était tout un sentiment," a convenu Osborne.

Don commençait à avoir froid, donc Joe a risqué d'entrer à nouveau dans la locomotive pour trouver la trousse de secours et la couverture de secours nécessaire. En couvrant Don, il s'est mis à la surveiller. Ils ont attendu que les premiers répondants arrivent. Une explosion ardente a envoyé une douche de débris de métal et un nuage de fumée noire vers eux, comme Joe adaptait une porte en métal déchirée d'une locomotive comme bouclier. Don, maintenant plus éveillé, pleurait de douleur.

Jim Beaudry, préposé à l'entretien des signaux du CP à Britt, était le premier sur les lieux avec des couvertures, des vestes et des chapeaux. "Il n'y avait aucune lune, elle était foncée, le vent hurlait et il faisait froid," se rappelle-t-il. "Je suis avec la compagnie depuis 20 ans et j'ai seulement vu trois ou quatre déraillements. Celui-ci était le pire. Ils ont été chanceux de s'en sortir relativement sain et sauf."

Peu après, les ambulanciers paramédicaux sont arrivés et les membres de l'équipe ont été transportés à l'hôpital à Parry Sound. Moloney et Osborne ont obtenu leur congé de

l'hôpital plus tard la même journée. Collings, qui a passé quatre jours à l'hôpital et continue à récupérer de ses blessures, a indiqué que les gars "ont fait un excellent travail" le sortant du danger. "Ils méritent certainement le crédit pour tout ce qu'ils ont fait," a-t-il dit. "Mais c'est ce qu'est le travail ferroviaire. Vous dépendez de vos confrères de travail dans de telles situations. "Presque trois ans plus tard, à Ottawa, Moloney et Osborne se sont retrouvés devant son Excellence l'Honorable Adrienne Clarkson, Gouverneure générale du Canada. Avec 44 autres Canadiens, ils ont reçu la médaille du courage, attribuée pour des actes d'héroïsme dans des circonstances dangereuses. Un rapport sur chaque incident a été lu à haute voix avant que les médailles aient été épinglées sur les récipiendaires.

"Nous n'avions aucune idée que ça allait en venir à ceci," a dit Moloney, après avoir reçu sa médaille. "C'est une sensation extraordinaire d'avoir été choisi."

"C'est un honneur incroyable," a convenu Osborne, qui prend maintenant un second regard pour les trous noirs en conduisant son train sur le même territoire. "Mais espérons que les cérémonies mettront fin à cette histoire."

BLE member, two others, recognized for heroic actions

Heroics

Continued from page 4

scrambled to the top of the cab and climbed out of the only remaining door opening. Knowing it would be very cold, they managed to grab coats and a portable radio on the way out. With fire raging around them, Moloney turned to Osborne and said he wanted to get Collings. "No matter what, I knew we had to try to get Don out. I didn't want him to burn," he later recalled. "I grabbed his arm but I couldn't lift him."

With bare hands, Moloney began to dig away the frozen ballast that had piled in the engineer's front window. Meanwhile, Osborne, following standard emergency procedure, contacted the RTC to relay the seriousness of the accident and pinpoint their location. Finally Moloney cleared a path to Collings and began to inch

him out of the cab, yelling his name over and over, hoping to get a response.

After being rolled onto his back, Collings suddenly made a gasping noise. "Well you should have seen Joe work when he realized we had a chance of saving Don," Osborne said. As Collings began to regain consciousness he yelled in pain, "Oh my leg, my leg." Moloney, realizing that Collings' leg was caught, returned to the smoke-filled cab to free it.

Collings was in and out of consciousness. He didn't know who or where he was. Osborne and Moloney carried him a safe distance from the burning wreckage. The heat from the fires kept them warm. Moloney took off his coat and laid it down for Collings, using his sweater to support the injured man's head. Osborne used his coat to cover Collings and Moloney's tuque to keep

Collings' head warm.

"We made it," Moloney shouted, as the two men gave each other high-fives in triumph.

"We were all alive!" he said later with amazement. "We had made up our minds. We were going to beat it. In fact, I walked over to the engine and kicked it."

"It was quite a feeling," Osborne agreed.

Collings was getting colder, so Moloney once again risked re-entering the locomotive to find the first aid kit and the much needed emergency blanket. Covering Collings, Osborne stood watch over him. They waited for the first responders to arrive. A fiery explosion sent a shower of metal debris and a cloud of black smoke towards them, as Moloney adapted a metal door ripped from a locomotive as a shield. Collings, now more alert, cried out in pain.

Jim Beaudry, CPR signal maintainer out of Britt, was first on the scene with blankets, jackets and hats. "There was no moon, it was dark, the wind was howling and it was cold," he recalled. "I've been with the company for 20 years and I've only seen three or four derailments. This one was the worst. They were lucky to come out relatively unscathed."

Soon after, paramedics arrived and the crew members were transported to the hospital in Parry Sound. Moloney and Osborne were released from hospital later that day. Collings, who spent four days in the hospital and continues to recover from his injuries, said the guys "did a great job" getting him out of danger.

"They definitely deserve credit for everything they did," he said. "But that's what railroading is all about. You depend on your fellow employees

in situations like this."

Nearly three years later, in Ottawa, both Moloney and Osborne stood in front of Her Excellency the Right Honourable Adrienne Clarkson, Governor General of Canada. Along with 44 other Canadians, they received The Medal of Bravery, awarded for acts of heroism in hazardous circumstances. A report on each incident was read aloud before the medals were pinned on the recipients.

"We had no idea it was going to come to this," Moloney said, when asked about receiving the award. "It's a tremendous feeling to be chosen."

"It's an unbelievable honour," agreed Osborne, who now often takes a second look for black holes when piloting his train through the same territory.

"But hopefully the ceremonies will bring this story to an end." •

NEWS BRIEFS

News Briefs

Continued from page 9

fallen asleep on railroad tracks near Pacific last year.

There was not much Bokay could do about it. Traveling at 48 mph, the 6,000-ton freight train would have taken about one mile of pneumatic emergency braking to slow to a stop. It crushed the boy's body.

Bokay, who still runs Union Pacific trains on the Seattle to Portland line, is haunted by the experience.

"All I wanted to do was throw up," he said. "After something like that, the last thing in the world you want to do is run a freight train."

These days, Union Pacific, Amtrak and CSX,

an international freight conglomerate, have peer support groups that begin when engineers show obvious signs of stress and start refusing to finish a route after an accident.

But no uniform measures exist to ensure that engineers can get the help they need. "The railroad policies are not universal," Jones said. "It's a hodge-podge of things. Some railroads have policies, others don't. There's no federal regulation or federal law that requires anything to be done."

• • •

FORT WORTH and MONTREAL — Burlington Northern Santa Fe, Canadian National Railway and the Western Coal Traffic

League said in a joint court reply brief that the Surface Transportation Board has advanced a fundamentally flawed legal defense of its rail merger moratorium.

BNSF, CN and WCTL said the STB was wrong in telling the U.S. Court of Appeals for the District of Columbia Circuit that it has the statutory right to impose the moratorium. The three parties said the STB has an explicit statutory mandate established by the U.S. Congress — requiring it to process rail merger applications expeditiously under strict deadlines, and to approve mergers that are consistent with the public interest. The parties have asked the court to overturn the 15-month moratorium because it contra-

venes the STB's governing statute.

BNSF, CN and WCTL filed their reply brief with the appeals court pursuant to that court's April 25 decision granting them expedited judicial review of the moratorium. The STB imposed the moratorium while it reviews its non-binding railroad merger guidelines.

Oral argument before the appeals court is scheduled for June 13 in DC.

The moratorium, invoked by the STB on March 17, 2000, has blocked BNSF and CN from filing a common control application with the STB, as BNSF and CN believe they are entitled to do under applicable law.

• • •

DENVER — Union Pacific Railroad will pay an \$800,000 fine and make extensive safety improvements to settle a federal lawsuit over toxic chemical spills resulting from crashes, the *Denver Rocky Mountain News* reported.

Among the seven wrecks that sparked the suit was a 1996 disaster in which an 82-car train lost its brakes while descending the steep, winding north side of Tennessee Pass between Leadville and Minturn in heavy snow.

Investigators concluded the train was going 65 miles per hour when it derailed, spilling 800,000 pounds of sulfuric acid. Two crew members died and a third was injured. Other crashes, all in Colorado and Utah, involved release of diesel fuel from ruptured locomotive tanks.

• • •

SAN MATEO, Calif. — After watching regulators put the brakes on mergers, four of North America's largest rail carriers are joining forces on the Web, the *Journal of Commerce* reports.

CP, CSX, NS and UP have each invested in Arzoon, a privately-held company here that is developing technology the rail giants say will provide one-stop transportation management services across all modes and borders.

The service, jointly announced May 23, will launch in mid-summer.

• • •

BOSTON — An outdated track and electrical wiring system in Connecticut won't affect the long-advertised travel time — three hours from Boston to New York — on Amtrak's Acela Express, the *Boston Globe* reports.

But when the trip will actually reach that much-touted three-hour mark is less clear. When the first Acela Express trains go into service this summer, travel from Boston to New York will take about three hours and 15 minutes, Amtrak spokesman Rick Remington said. Travel time will "be whittled down" to three hours, Remington said, "definitely within the

next year or two, and hopefully sooner than that."

Troubles for the Acela project have included a tendency for the train's wheels to wear out quickly and a problem with the locomotives' electric power system, both of which have largely been fixed, Remington said. Amtrak engineers are still working on some computer software problems.

"Our commitment is to do this right," Remington said. "We don't want to rush it into service."

• • •

Norfolk Southern has gone to federal court to challenge a city's right to prevent trains from blocking crossings for extended periods, according to the *Chicago Sun-Times*.

The rail giant is suing the city of Hammond, Ind., which has written tickets totaling \$2.7 million in fines against the railroad since last year.

Norfolk Southern says the northwest Indiana city's ordinances limiting how long a train can block traffic at a crossing interfere with interstate commerce.

Also, the company argues, its trains sometimes block crossings for more than 10 minutes so they can comply with federal laws governing speed, signals and brake testing.

"We tried to work with this community, but we felt compelled to protect the company's interests," said Susan Bland, spokeswoman for the railroad.

Like many communities around Chicago, Hammond's law lets police ticket trains that block intersections for long periods.

But Hammond's law is particularly tough. Passed in April 1999, it provides for fines of up to \$2,500 when a train blocks a crossing for more than five minutes.

Federal law regulates train speed and warning devices, but does not limit how long a train can block a crossing. Most states, including Illinois and Indiana, have passed their own laws, which allow for fines after a train hasn't moved for 10 minutes. •

PRE-REGISTRATION FORM 65TH S. W. C. M.

NAME _____

SPOUSE. _____

COMPLETE ADDRESS _____

ZIP _____

RAILROAD & DIV. NO. _____

UNION TITLE _____

GIA DIV. NO. & TITLE _____

CONVENTION FEE: \$75.00 PER PERSON _____ PERSONS = _____

MAKE CHECKS PAYABLE TO: 65th S. W. C. M. TOTAL _____

SEND PRE-REGISTRATION TO: J. A. KEELE, REGIONAL TRESURER, 28420 OLD KANSAS CITY RD., PAOLA, KS 66071.

PRE-REGISTRATION IS DUE BY SEPTEMBER 5, 2000. REGISTRATIONS RECEIVED AFTER THAT DATE AND ON SITE AT THE CONVENTION WILL HAVE AN ADDITIONAL \$25.00 PER PERSON CHARGE FOR A TOTAL OF \$100.00 PER PERSON CONVENTION FEE. IF YOU DO NOT ATTEND THE CONVENTION YOUR MONEY WILL BE REFUNDED UPON WRITTEN REQUEST TO THE TREASURER.

CHECK THE EVENTS YOU WISH TO ATTEND:

Monday: Old St. Charles/Station Casino or Museum of Transportation
 Designated Council Reception

Tuesday: BRCF Luncheon BLE-GIA Banquet

Wednesday: Designated Council Luncheon Cardinal Baseball Game

Thursday: Designated Council Luncheon GIA Trip Reception

BLE NEWS



President Dubroski meets with Montana AFL-CIO Executive Secretary Don Judge (right) at the offices of the Montana State AFL-CIO. Dubroski discussed the proposed BNSF-CN merger and other matters of interest and concern to BLE members.

Montana

Continued from Page 1

versely affected employees, and that there would be no major downsizing of locomotive engineer and rail traffic controller work forces.

Dubroski also stressed that he would work with BNSF management to insure that the new operation would not result in loss of traffic for other roads operating in Montana, which include Montana Rail Link.

In a similar meeting, Dubroski briefed Montana Public Service Commission Chairman Dave Fisher regarding the BLE's position on the merger, and discussed rail topics in general in

the Pacific Northwest and Montana in particular. The Montana PSC fields two railroad inspectors.

At the offices of the Montana AFL-CIO, Dubroski met with Executive Secretary Don Judge. At that meeting he explained the BNSF-CN merger and had a lengthy discussion about legislation on Railroad Retirement and the status of the UTU matter before the NMB. Dubroski also inquired about the status of various legislative races in the region and the prospects for electing candidates sensitive to organized labor.

He later attending a reception for Democratic candidates and was introduced to those in attendance by the Chairman of the Montana Democratic Party. •

Kentucky

Continued from Page 1

thorities following car-train collisions or derailments. In addition, the new law forbids insurance companies from raising the premiums of train crew members involved in accidents while working in a professional capacity for the railroad.

Brother Mayne was instrumental in lobbying for passage of the new law, saying he hoped it would set a precedent in other states. He worked closely with State Representative Perry Clark from Louisville, Ky, who introduced the legislation.

Mayne also thanked Terry Beadles for his efforts in lobbying members of the Kentucky General Assembly for passage of the bill. Brother Beadles is Secretary-Treasurer of the Board. Kentucky Governor Paul E. Patton signed it into law on April 21, 2000.

Brother Mayne credited his counterparts in West Virginia for helping craft the Kentucky legislation. Brent Boggs and Darrell Blake were able to have a similar law passed in their home state of West Virginia.

Pertinent parts of the new law read as follows:

SECTION 1. A new section of KRS Chapter 277 is created to read as follows:

(1) In any circumstance involving an accident on a railroad, or any alleged violation of law involving the operation of a train, in which the engineer or any other train crew member is detained by any law enforcement officer investigating the accident or alleged violation of law:

(a) The engineer and other train crew members shall not be required to show the law enforcement officer the

person's operator's license issued under KRS Chapter 186; and

(b) The law enforcement officer shall be prohibited from requiring an engineer or other train crew member to show the law enforcement officer the person's operator's license issued under KRS Chapter 186. . .

SECTION 2. KRS 189.635 is amended to read as follows:

(7) The motor vehicle insurers of any train engineer or other train crew member involved in an accident on a railroad while functioning in their professional capacity shall be prohibited from obtaining a copy of any accident report filed on the accident under this section without written consent from the individual the company insures. Insurance companies issuing motor vehicle policies in the Commonwealth shall be prohibited from raising a policyholder's rates solely because the policyholder, in his or her professional capacity, is a train engineer or other train crew member involved in an accident on a railroad. •

JUNE 2000 CALENDAR & EVENTS

JUNE 27-July 1... Eastern Union Meeting Association in Niagara Falls, Canada.

Members are encouraged to plan early for this year's EUMA, hosted by Jack and Pat Murphy (and Division 421) in Niagara Falls, Canada. It will be held at the Sheraton Fallsview Hotel. Room rates start at \$154 Canadian per night (approximately \$103 U.S.). Make reservations by calling (800) 267-8439, and ask for the BLE group rate. For more info, contact Murphy at (716) 627-5354 or e-mail <blemurph@aol.com>.

JULY 19-21... Transportation Trades Department, AFL-CIO, annual convention. This year's convention marks the TTD's 10th anniversary. Speakers include U.S. Vice President Al Gore and AFL-CIO President John J. Sweeney. Please see "News Briefs" on page 9 for further details.

JULY 22-26... Annual NASLBC meeting in Niagara Falls, Ontario, Canada

At the Sheraton Fallsview Hotel and Conference Center, (800) 267-8439. A block of rooms will be held until June 20 at the contract rate of \$192 per night (Canadian). NASLBC Secretary-Treasurer I. Perry Renfro reports that the conversion rate may change, but it currently translates to \$132 per night (U.S.). If hotel reservations are not made by June 20, then room rates will increase to \$300 per night (Canadian), which is the hotel's regular seasonal rate (rates are higher than normal because July is peak travel season for the hotel). Hotel check-in time is 3 p.m. and check-out is 11 a.m. There is a baggage holding area for early and late checking. For further details regarding the meeting, contact Brother Renfro at: P.O. Box 157, Poteau, OK 74953, phone: (918) 649-0603, fax: (918) 649-0703.

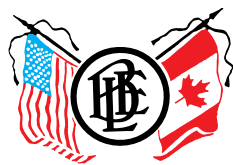
SEPTEMBER 17-22... 65th Annual Southwestern Convention Meeting in St. Louis

Convention Co-Chairmen James Jackson and Roger King will ring in the 21st Century in St. Louis. September 17 is for early registrants and September 18 is the golf tournament. In between are opening ceremonies, a formal banquet, and several training workshops. The convention will take place at the Marriott Pavilion Hotel, One Broadway, St. Louis, MO 63102. Make reservations by calling (800) 228-9290 or (314) 421-1776. Be sure to ask for the special BLE discount rate.

Advisory Board May Activity

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

- International President Edward Dubroski**—International Office: General supervision of BLE activities; Publications committee; Health & welfare mtgs.; National bargaining; Mtgs. w/ Montana Governor; Chairman, Legislative Board; Democratic chairman; Montana AFL-CIO chairman; High speed ground transportation convention, Philadelphia; Mtgs. w/ UP/BNSF Divisions 887, 5, 56, 126, 660, 398; TTD financial cmte. mtg.; Mtg. w/ State Senator Bob Hagan (D-OH).
- First Vice-President & Alternate President James L. McCoy**—International Office. Assisted president supervising BLE activities; FVP duties, contacted GCs, SLBCs, telephone calls, correspondence, etc.; Mtgs. of UP general committees, by laws committee, election of GCA officers; Los Angeles Town Hall mtg.
- General Secretary-Treasurer Russ Bennett**—International Office: Supervision of BLE Financial depts.; Records Dept.; BLE Job Bank; Publications Cmte.; AFL-CIO Working for America National Conference, New York; National Legislative Board mtg., DC.
- Vice-President Paul T. Sorrow**—General office duties; National wage/rules committee; NS work/rest committee; Special Board of Adjustment 1063; Finalized GTW wage/rules contract; CSX single agreement negotiations; Attended mtgs. with Divisions 457, 876 and 937; Assisted CSX, NS and GTW general committees with various issues; Attended mtg. w/ NS General Chairmen and NS transportation officer.
- Vice-President Joseph A. Cassidy Jr.**—General office duties; Study & paperwork; Port Authority Trans Hudson; Public Law Board 5210; Prepare for negotiations on NYS&W; Mtg. w/ GC Sid Baldwin; NYS&W contract negotiations; Mtgs. w/ NYS&W GCoFA and Division 521 members; Delaware & Hudson ratification mtg.; Mtg. w/ Metropolitan Transportation Authority; Mtg. w/ members of Div. 163; Mtg. w/ DM&IR GCoFA; DM&IR contract negotiations; Grievances mtg.; Prepare for PLB.
- Vice-President & U.S. Nat'l Legislative Representative Leroy D. Jones**—Washington D.C. Office; Receptions, Cong. DeLauro (D-CT), McGovern (D-MA), Blumenauer (D-OR), Ackerman (D-NY), Jones (D-OH), Roybal-Allard (D-CA), Oberstar (D-MN), DeFazio (D-OR), Blagojevich (D-IL), Weller (R-IL), Jefferson (D-LA), Gilman (R-NY), Murtha (D-PA); Retirement party for Loretta Bowen, CWA; DSCC Labor's role at the DNC; Mtg., Amtrak, re: budget appropriations; AFL-CIO State Legis. monitoring cmte. mtg.; NITLEG conference; AFL-CIO admin mtg.; TTD legis. mtg.; TTD/Rail Div. legis. mtg.; ARLA reception; High speed ground transportation assoc. mtg.; DCCC speaker's breakfast; AFL-CIO political directors mtg.; Tour DNC site; Mtg. w/ Joe Andrews, Chr., Democratic National Party; Mtg. w/ Gov. Roemer; Picketed w/ striking janitors in Los Angeles; Mtg. w/ Tim Smith, SLBC-CA; DCCC labor progressive 2000 series; AFL-CIO mtg. w/ union presidents, political directors, staff of Gore campaign; NARP Washington reception.
- Vice-President William C. Walper**—ID Office; BLE Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; BLE Safety Task Force; BLE Special Reps.; Kansas City Southern on-property negotiations, Kansas City, Mo.
- Vice-President Edward W. Rodziewicz**—General office duties; Passenger/commuter issues & recommendations, Philadelphia; Mobilizing/organizing restructuring, Cleveland; NS-Eastern region, Imperial; Assignment per President Dubroski, Cleveland; Conway Engineer Training Center, Conway, Pa.; Allegheny Ludlum RR; SBRR grievance & claims, Buffalo; Short line mtg., Cleveland; CSX Northern Lines, Jacksonville.
- Vice-President Don M. Hahn**—BNSF system including MRL, UP South & West, SP East & South, SSW, DLGW, Tacoma Belt, Pac Harbor Belt; General office duties; PLB 6198; New Orleans BNSF-ATSF ebb & flow negotiations; Conf. G.C. Poe SP east; PLB5939, G.C. Geiger; Section 4 arbitration; BNSF committee; Portland Zone 2 & 3, GC Mitchell, meet local chairmen; Joing mtg., UP upper lines, SSW & SPCS, KC hub dispute.
- Vice-President Richard K. Radek**—International Office; BLE Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Arbitration preparation, METRA (RI dist.), Chicago; Various & CSX-W NRAB preparation; ICG & METRA general assistance; BRC arbitration prep.; Section 3 committee, RLA, arbitration cmte.; FRA Part 240.409 dockets this month-EQUAL 98-21,k 98-31, 97-03.
- Vice-President Dale McPherson**—I&M Rail Link; CP Rail/SOO, UP East Lines; TRRA-St. Louis; Indiana Railroad Co.; M&NA; LP&N Longview; General office duties; CP Rail contract negotiations; RCSF scholarship fund mtg., M&NA; M&NA agreement dispute; PLB Award 5721; Indiana Railroad contract negotiations.
- Vice-President & Canadian Director Gilles Hallé**—Ottawa Office; Mtg. w/ VIA Rail; Office work & mtgs. w/ J. Shields; Division 558 100th anniversary banquet; Mtg. w/ K. Heller, CNR & CCROU; CN pension board mtg.; Mtgs. w/ RCTC CP divisions; Mediation mtgs. w/ CP Rail and RCTC; Mtg. w/ CN Rail & Via Rail; AMT mtg.; Mtg. w/ R. Dixon, CN Rail & mtg. w/ Via Rail; Arbitration, re: Via training selection process; CN EFAP senior advisory cmte. mtg. w/ D.C. Curtis.
- Vice-President & National Legislative Representative-Canada T. George Hucker**—Ottawa Office; Canadian National Legislative Board; Mtg. CP rail commuter service & CN regulator affairs office; Workshop re. upgrading PCs; Div. 558 anniversary banquet; Arbitration hearing; CPR regulatory affairs mtg.; CALM workshop mtgs.; CN senior safety and health cmte mtg.; Mtg. w/ CLC/TC/ external affairs, re: NAFTA drug testing; Mtg. w/ CPR/AMT/CNR & CCROU, re: commuter service; CNR return to work cmte mtg.; CPR safety training manual mtg.; New CN rule book technical review cmte mtg.



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 John Bentley Jr., Editor
 Contact us: www.ble.org • (216) 241-2630
 Kathleen Policy, Associate Editor

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