**Senate to consider retirement legislation**

WASHINGTON, D.C. – The UTU is pressing for quick action in the Senate on legislation to improve Railroad Retirement now that the House of Representatives has approved the measure.

Supporters of S. 697, the Senate version of the House-passed Railroad Retirement & Survivors’ Improvement Act, are working on an election agreement with the National labor Relations Board and we are working on an election agreement with the new contractor to prevent any further delays, “At this time, a new election petition has been filed with the National labor Relations Board and we are working on an election agreement with the new contractor to prevent any further delays,” said UTU Bus Vice President Bernie McNelis.

**Legislation targets fatigue**

WASHINGTON, D.C. – Legislation to limit the railroads’ ability to implement employee availability policies has been introduced into the House of Representatives by Ohio Republican

**Negotiations continuing**

CLEVELAND, Ohio – National contract negotiations between the UTU and carriers represented by the National Carriers’ Conference Committee, which bargains for 95% of Class I railroads, are continuing. A tentative agreement was negotiated with the carriers in September 2000. One year later, because of delaying tactics employed by the carriers, it still has not gone out for ratification.

“The problem is that the railroads are stalling over the timing of elimination of entry rates of pay for current employees,” Internation al President Byron A. Boyd, Jr. said. “The carriers said they made a mistake in the language agreed to by both sides. They now say they never intended that the elimination of entry rates would apply to brakemen.

“If that is what they think, they did make a
Local 238, Ogden, Utah
Retired conductor Lloyd Clark is working on a book and seeks those who can offer recollections about the Southern Pacific Railroad, the building of the Lucin Cutoff, the rise and fall of passenger service, and the construction of the trestle across the Great Salt Lake. Contact him at 2950 E. Hubbard Rd., Meridian, ID 83642-7220.

Local 471, Eugene, Ore.
A perfect day greeted the 120 who participated in the Fifth Annual J.C. Anderson Memorial Golf & BBQ Tour at Diamond Wood Golf Course last month, said Legislative Representative and Assistant State Legislative Director Greg Boam. The memorial’s first hole-in-one was aced by Union Pacific Army in 1943 served as a cook in Japan for Japanese radio announcer. The memorial’s final hole-in-one was aced by Union Pacific switchman Ray Peachy. Next year’s event, to be held again with the assistance of Designated Legal Counsel Yaeger, Jungbauer, Barczak & Vucinovich, P.L.C., is tentatively slated for August 5, 2002.

Local 586, Willard, Ohio
CSX conductor Tennie Parsons recently offered her belated thanks to J.P. Musser of Local 1374 in New Castle, Pa., who helped her out of a bind when a brake line on her train broke during a snow storm last March.

Local 594, Mineola, Tex.
Members are mourning the loss of Retiree Lloyd Pulliam, who died July 13 at age 80, said Secretary and Treasurer Monty Yocom. Pulliam was drafted into the Army in 1943 served as a cook in Japan for POWs, including Tokyo Rose, the infamous Japanese radio announcer.

Local 771, Needles, Cal.
Members offer their best wishes to recent retiree J.R. Thomas, who worked 31 years and one month as an engineer with a perfect safety record, said UTU-E Local Chairperson S.R. Thomas, who just happens to be J.R.’s son.

Locals 807 & 1800, Tucson, Ariz.
The annual special meeting hosted in conjunction with UTU Auxiliary Lodge 800 will be held Saturday, October 20, at the Holiday Inn Palo Verde, said Legislative Representative Tom Moore. A barbecue Friday evening and a dinner Saturday night will be preceded by cocktail hours. Those planning to attend should contact Moore at (520) 622-6902 or (520) 744-0381. Make reservations by calling the hotel at (520) 746-1161.

Local 333, Jefferson City, Mo.
Members will participate in the annual Labor Day parade in Jefferson City on September 8. The local will also host a fish fry and barbecue on September 28 and 29 to which all are invited, said Local Chairperson Ken Menges, who noted golf outings are planned for both days. To participate, contact Menges at (573) 635-6419 or kmenges@prodigy.net.

Local 1252, Fresno, Cal.
The local, in association with BLE Division 563, will host the 27th annual joint picnic at the Wonder Valley Dude Ranch on September 16, said retired member Donald Hefferman. All are invited to enjoy the food, fun, games and camaraderie at the site, where rooms and camping sites are available. For details, contact any officer of the local.

Local 1293, Altoona, Wis.
All are invited to the local’s annual picnic on Sunday, September 9, beginning at 10 a.m. at the Lake Altoona Country Park, said Secretary and Treasurer Bob Drabek. Free food and refreshments will be served, games and raffles have been arranged, and Membership I, the UTU’s mobile education and training facility, will be on site.

Local 1462, Boston, Mass.
Members are mourning the loss of retired conductor John J. “Jack” Burns, known as a WPRI Channel 12 crime reporter, and remembered as radio disc jockey “Jack the Flame” at stations in Rhode Island and Massachusetts, said Secretary and Treasurer David Bowe.

Local 1697, Lubbock, Tex.
Two arbitrations are pending involving Texas, New Mexico & Oklahoma Coaches, said Vice Chairperson Marvin White, who noted the company made run changes that penalized senior drivers, and is renegoting on a contract item involving show-up pay.

Local 1715, Charlotte, N.C.
The local was represented by General Chairperson Leroy Ellerbe and Local President James Shannon at a meeting held by the Charlotte Area Taxi Cab Association in July for drivers interested in union representation.

Local 1933, Washington, D.C.
Members welcomed Alternate U.S. National Legislative Director James A. Stem to a recent meeting where the proposed UTU-BLE merger was discussed, according to Delegate and District Legislative Director Steve Fritter.

Local 1962, Toledo, Ohio
In an effort to reach all members of the local, a meeting will be held on September 26 in Huntington, W.Va., and on September 27th in Columbus, Ohio, with the regular meeting at 6 p.m. on the 27th in Toledo, Ohio, said Local President J.R. Cumby. Times and locations will be available soon from local chairpersons.

Monthly winner
This month’s lucky winner of his choice of any item of apparel bearing the UTU logo is Michael T. Kilburg of Local 1477, Dearborn, Mich., which represents workers on Conrail. These items are awarded every month by random drawing as a show of appreciation to those who have been supportive of the UTU throughout the years.
Massachusetts

Legislative Director George Casey is encouraging all UTU members and their families to support State Sen. Steven Lynch in his bid for the 9th District congressional seat held by former Rep. Joe Moakley, who passed away on May 28.

“Steven Lynch is a true friend of the UTU,” said Casey. “As a state senator, Mr. Lynch consistently supported and co-sponsored legislation favored by the UTU, most notably our position opposing the Massachusetts Bay Transportation Authority’s attempt to break up the Boston area commuter rail operation into separate operations. Senator Lynch also aided our efforts to delay the sale of the former Conrail line known as the ‘Boston Cluster.’”

The primary election in Massachusetts will be held on September 11.

In other news, Casey reported the passing of former Massachusetts and Rhode Island Legislative Director Daniel J. “Danno” Mahoney, who died August 1 at the age of 88. Mahoney served as state legislative director from 1970 through 1977. He was formerly a general chairperson on the Boston & Maine Railroad and had served as a delegate for Local 1331 up to his retirement in 1978.

Mahoney is survived by his son, James, who is employed as an attorney.

Oklahoma

State Legislative Director Kenneth Minard would like to remind all members in the state about the importance of voting against Senate Bill 695, which is being placed on the ballot in a special election to be held on September 25.

“I can’t stress enough the importance of defeating this legislation in the upcoming special election,” Minard said. “This measure is not only a threat to labor contracts throughout our state—contracts that were approved by your neighbors and friends and their employers—but to the overall economy of Oklahoma itself.”

Minard cited U.S. Department of Labor statistics that show the top-ten states in average per capita income are free bargaining states while six of the ten lowest states are “right-to-work states.”

“Please ask all of your family and friends who are registered voters to vote down this legislation. It is bad for organized labor and bad for Oklahoma,” Minard said.

Maryland

At this year’s UTU Regional Meeting in Greensboro, N.C., the name of Natalie Passarell was drawn as the winner of the James E. Major, Jr., Memorial Scholarship.

Natalie, who is the daughter of UTU Local 600 member Robert Passarell, becomes the third active recipient of the scholarship, which is sponsored by the Maryland Legislative Board. The four-year continuing scholarship provides a $500 annual subsidy to a UTU member or a spouse, child, step-child or grandchild enrolled at an accredited university, college or junior college for at least 12 credit hours per semester, said Legislative Director Larry Kasecamp.

To fund the scholarship, the Maryland Legislative Board sponsors an annual golf tournament. This year’s tournament will be held at The Woodlands Golf Course located in Woodlawn, Md., just 20 minutes from Baltimore, on Friday, October 5.

The outing is open to anyone desiring to participate as either a sponsor or player. For more information, members in Maryland should contact their local officers. Others should call the Maryland Legislative Board at (301) 689-1934.

Wisconsin

State Senator Brian Burke has introduced Senate Bill 218, which will make Wisconsin an official member of the Midwestern Interstate Passenger Rail Commission, reported Legislative Director Tom Dwyer.

The commission was designed to promote, coordinate and support the development and implementation of improvements for intercity passenger rail service in the Midwest. It also encourages interaction among state officials and the private sector on rail issues and supports current rail efforts conducted through state departments of transportation.

Four other states—Minnesota, Missouri, Indiana and North Dakota—are currently members of the commission.

Colorado

Retired UTU member Jim Davis of Local 945 at La Junta truly beat the odds at this year’s 11th Annual American Public Memorial Classic when he turned his $5 entrance fee on the 8th hole’s hole-in-one contest into $1,000 and an all-expense-paid trip to Las Vegas.

In Las Vegas, Davis will be given the opportunity to duplicate his feat and earn a cool $1 million.

The annual golf memorial classic is hosted by the Colorado State Legislative Board and this year’s contest was held at the Marina Butte Golf Course in Loveland, Col., reported Director Rick Johnson. The event was sponsored by the Designated Legal Counsel firm of Rossi, Cox, Kiker and Inderwisch and included participants from Colorado, Wyoming, Kansas and Nebraska.

“Good luck, Jim. We’ll all be rooting for you!” added Johnson.

Celebrate unity by voting for unity

We can celebrate this Labor Day by voting for unity, strength and solidarity.

The counting of the ballots for the merger between UTU and BLE will take place by the American Arbitration Association (AAA) on September 15, 2001. This Labor Day we celebrate Labor Day and wouldn’t it be great if the proposed merger were successful.

If you have not voted, I urge you to vote for this merger. The AAA must receive the ballots by noon on September 14, 2001. A successful vote would mean for more solidarity, unity, strength and financial stability.

In addition, we will once again seek membership in the AFL-CIO, and for most of us, this will be a real benefit. We need to work with, and be affiliated with, other labor organizations and to make use of the advantages that provide us.

I urge those who might oppose this merger to realize that whatever issues have stood between the unions over the years must be put aside for the benefit of the entire memberships of both unions for now and, in particular, for their future. We must be able to work our differences out as responsible representatives and members if we are to be successful. We all know that the companies/carriers love it when we are divided and are fighting internally. They love to pit one labor organization against the other.

Let’s make this Labor Day special by voting for this merger and for all the solidarity it will bring.

I have said it before, and I will say it again: In unity there is strength.
The members of the United Transportation Union and the Brotherhood of Locomotive Engineers are writing history—and setting a course toward the future. Ballots in hand, today's unionists are being asked to choose between the past and the future.

As times changed, and the challenges grew, strategies changed, and the determination exhibited by the members of each organization grew to meet the challenges brought by their particular moment in history. Organizational charts took new shapes, and constitutions were amended, but unity of purpose—the common element that brought both organizations into the present—remains the key to carrying us through to a better tomorrow.

Before the month is done, we hope we will become, in the words of UTU International President Byron A. Boyd, Jr., "a union of the future. But, if this bill starts to move, it will be changed down side.

The unification of these two unions, the talent is already there. All that is needed is to utilize this talent as a team working together toward accomplishments for every rank and file member of both organizations.

So, whatever the outcome of this merger vote, you can take to the bank that the UTU will continue to work for you at organizing and improving conditions for its members in the rail, bus, commuter, Amtrak, and airline industries. We have been a leader in representing employees in this field and will continue to move forward in that direction. A peaceful and voluntary merger will only strengthen our crafts.

For too many years, the UTU and the BLE have been faced with animosities toward each other. Over the years, this continued strife has been like a cancer, infecting poisonous thoughts on the rank and file of both organizations.

The members of both organizations were written by brave men and women who had no way of knowing what the future would bring. But they knew their best chance was in being the architects of their own destiny. Each organization can point to a proud history in which hard-fought sacrifices—for the greater good.

What caused this change is cost, which drives every railroad decision. For too many years, the UTU and the BLE have been faced with animosities toward each other. Over the years, this continued strife has been like a cancer, infecting poisonous thoughts on the rank and file of both organizations.

The members of both organizations can recognize that their histories record but a series of compromises into the present—remains the key to carrying us through to a better tomorrow.

In order to cut their costs, railroads now push employees to work an unrealistic number of trips and hours so they can have fewer employees.

When we could lay off when we wanted, the railroads' cost for health care rose with each layoff, but as management不断扩大, and it has the full attention of stockholders, stock analysts and management. If being unreasonable and taking safety risks pays greater dividends, than that is the way business will be done. Today's bottom-line-focused railroads don't see us as human resources, but rather as a supply item that hurts the pocketbook if we are not pushed to or beyond our physical limits.

Fortunately, many government decision makers recognize that the corporate bean counters have gone too far in cutting costs by forcing people to work when they are unsafe. That helps us in having legislation introduced to curb management from treating human beings as if they were disposable machines. But government involvement also has a down side.

So, whatever the outcome of this merger vote, you can take to the bank that the UTU will continue to work for you at organizing and improving conditions for its members in the rail, bus, commuter, Amtrak, and airline industries. We have been a leader in representing employees in this field and will continue to move forward in that direction. A peaceful and voluntary merger will only strengthen our crafts.

There is enough blame for this animosity to be shared equally by both organizations. Like any cancer, left untreated it will destroy everything within its grasp. We all recognize that, with any treatment, the healing process is slow, but only a fool would refuse to begin such treatment. The unification of these two unions is the beginning of the treatment. It is not about today nor tomorrow, but the future. The legacy that the members of both organizations can leave to future generations is the cure from the strife and the divisions we each have faced during our working life in this industry.

No greater legacy can anyone leave than a battle to unite all brothers and sisters toward one common goal of looking out for each other and our respective crafts. As in football, teams go through a rebuilding process. This means searching for the right talent to make the team successful.

By James Brunkenhoefer

Contact the UTU:
via telephone at (216) 228-9400;
via fax at (216) 228-5755;
via e-mail at utunews@utu.org;

A time for healing

Gen. Robert E. Lee had this to say: “Madam, don’t bring up your sons to detest the United States. Recollect that we form but one country now.

Abandon all these local animosities and make your sons Americans.”

Gen. Robert E. Lee

Paul Thompson

WASHINGTON WATCH

By James Brunkenhoefer

No simple solutions to fatigue problem

Congress has before it legislation that deals with railroad-employee fatigue — H.R. 2596. But, if this bill starts to move, it will be changed along the way and not necessarily the way we like. It likely will keep train and engine service employees from marking off when they want and prevent them from working the extra hours they need to supplement income. This is because the legislation will be influenced by scientific reports that Congress is also studying.

So, what good is this legislation, which was introduced with the rail employee in mind? Our hope is that it becomes the motivation to move railroads to the bargaining table to negotiate an equitable solution to the fatigue problem before government shoves down our throats something none of us want.

Here is the problem we face at the bargaining table: UTU members work in a 24/7/365 industry. Years ago, the railroads kept the extra boards supplied with enough people that, with only a few exceptions, a UTU member could expect to take off whenever he or she wanted. Those days are gone.

What caused this change is cost, which drives every railroad decision. The railroads are required to pay the full benefits—primarily health and welfare—for each employee, no matter how much that employee works. If they work only once a month or 50 times a month, the carrier pays full benefits. In order to cut their
WASHINGTON, D.C. – UTU International President Byron A. Boyd, Jr., met last month with senior federal officials in Washington, D.C., to discuss railroad safety and the future of Amtrak.

Boyd met with new Federal Railroad Administrator Allan Rutter, National Transportation Safety Board Acting Chairman Carol Carmody, Surface Transportation Board Commissioner Wayne Burkes and Amtrak President George Warrington.

“I may be a friend of the president and from a right-to-work state (Texas),” said Rutter, who was confirmed in July as the new FRA chief, “but I’m not anti-union.” Boyd was the first rail-union president to meet with Rutter, who was a transportation adviser to President Bush when Bush was Texas governor.

Rutter and his agency are faced with a host of safety-related policy matters, including the carriers’ desire to implement remote-control locomotive operations and development, in conjunction with the STB, of a safety integration plan for railroads that are seeking to merge.

“The FRA will be focused on making railroads safe for the people who work on them and the communities” through which railroads operate, said Rutter. “The issue of remote control has so much emotional and political baggage that for me to say anything now would make people freak out.”

Rutter said one of his early objectives is to determine whether collective bargaining between carriers and the UTU might be a more effective way of dealing with remote control and employee fatigue than a unilateral rulemaking by the FRA or congressional legislation.

Boyd and Carmody discussed the STB’s objective that railroads install collision-avoidance systems and that more be done to address workplace fatigue. She said NTSB, by law, may only make recommendations and that the FRA or Congress must act on those recommendations. Carmody expressed interest in having the NTSB organize a safety summit next year at which carrier, UTU and other union officials would meet with safety experts to discuss safety matters.

Burkes said he was impressed with UTU’s presentation to the STB earlier this year on the matter of cram down, the process by which merging railroads violate collective bargaining agreements to reassign jobs and employees and combine seniority lists to save costs.

Burkes recently voted with the STB’s two Democrats to recognize the cram-down agreement STB made with the U.S.-based Class I railroads, which requires that railroads negotiate workforce changes with their unions and submit any impasse to binding arbitration, as the UTU recommended.

Burkes also said he is anxious to work with the FRA on a rulemaking requiring railroads to demonstrate, as a condition of merger approval, that their operations would be safe following a merger. While merger applicants must now provide the STB with a safety assurance plan, there are no specific requirements of what must be contained in the plan.

Boyd and Amtrak President Warrington discussed the national passenger railroads’ financial problems and legislation currently before Congress to give Amtrak authority to raise $12 billion from the sale of bonds, with the money earmarked for high-speed rail projects. Boyd promised UTU support for Amtrak, which is fighting attempts by some conservatives in Congress to shut it down. “Not on my watch,” said Boyd.

Chesser outlined Debs’ accomplishments and pointed to parallels that continue to exist. “He (Debs) knew that small unions would have difficulty in surviving,” Chesser said. “He believed in unity and strength. He saw the difficulty of organizing in the face of huge corporations with the law on their side.”

“In the days of Eugene V. Debs, the No. 1 problem was organizing— even to be recognized as a labor union,” Chesser said. “We don’t have that problem today. Our problem is with ourselves, and we might as well recognize it.”

Always mindful of the past as prologue, Chesser said of Debs, “He lit the torch of unification of organized labor in America and he left it simmering for 75 years. I’m happy to say that in 1969, it again burst into a full flame with the unification of four major railway unions into the United Transportation Union.”

Chesser urged “unity of purpose” through union mergers.
Keeping a piece of the past

Lynn Nystrom of Local 28, in Cheyenne, Wyoming, and his wife, Mary, enjoy what many consider “dream jobs,” playing key roles in Union Pacific’s steam locomotive program by ensuring railroad- ing’s past can be experienced by future generations.

By John H. Horvath
UTU News

With one foot in the past and the other in the future, Lynn T. Nystrom of Local 28, Cheyenne, Wyo., is technically a locomotive engineer. But that doesn’t begin to describe the job he does.

“We’re the last of a breed,” said the 60-year-old Nystrom, referring to himself and his co-workers. “Somebody recently called us zookeepers for dinosaurs.”

The dinosaurs Nystrom keeps are the five steam locomotives the Union Pacific Railroad (UP) maintains at the company’s Cheyenne Roundhouse.

And while Nystrom is an engineer in “real” life, he most frequently works as fireman on the historical equipment—bust wears as many hats as it takes to keep the “dinosaurs” alive.

While the other Class I railroads have donated their older equipment to museums or sold it for scrap, the UP now stands alone as the only one that saved any of its historic equipment and the only one to continue to own, maintain and operate it.

“The UP has made a major, long-lasting commitment to maintain its heritage,” said Nystrom’s wife Mary, who works as general manager of the Union Pacific Historical Society (UPHS) and whose role is every bit as integral to the steam operations as her husband’s.

“We feel fortunate that we can be a part of this,” Mary Nystrom said. “It’s a lot of work, but everybody on the crew really enjoys it. That’s why we do it.”

Nystrom conducts one of many regular inspections of the locomotive in carrying out its duties as fireman. Responsibilities include serving as co-pilot, assisting in all functions, standing ready to take the controls, and acting as safety lookout on the left side.

Traveling on all the excursions, Mary Nystrom handles the souvenirs and merchandise UP makes available to passengers and the public, talks to local dignitaries, works the radio to coordinate stops, and pitches in with whatever is necessary.

Nearly every year since 1981, UP has staged steam excursions involving the historic equipment in Cheyenne, and it is up to the Nystroms and about a dozen others to make sure the excursions come off without a hitch.

Most of the excursions are arranged for private groups, such as the one that will be riding behind The Challenger (#3985) in October. Mary Nystrom said those interested in participating in one of the excursions can join one of the historical societies or keep an eye on the Union Pacific’s website (http://www.up.com/aboutexcs), or the UPHS site (http://www.uphs.org) for news about groups arranging excursions.

All agreements are respected

“We crew the excursions according to any agreements that may apply,” said Brother Nystrom. “I’m sure we could probably get over the road on our own, but we feel a lot better if we bring along a crew that’s familiar with the territory.”

According to Mary Nystrom, evidence of the carrier’s commitment to its heritage is Northern-class steam locomotive #844, a 14-wheeled, high-speed passenger engine that was delivered to the railroad in 1944 and never taken off the roster.

The Nystroms met when both were working for another railroad. “I started working for the Rock Island in 1963 when I was 18,” Mary Nystrom revealed. “I worked in the Traffic Department, and Lynn was working as a special agent. We moved to Cheyenne in 1977, and he went to work with UP, while I began working for the Wyoming State Museum.”

Brother Nystrom, working as a brakeman and switchman, joined UTU Local 446 (Cheyenne, Wyo.) when he first started working for UP. About three years ago, he went through engineer training.

It was in the year after he moved to Cheyenne, however, that Brother Nystrom got involved in the steam program. He and a conductor took notice of a static display of The Challenger and casually said to each other, “Let’s get that thing running!”

Feasibility studies revealed the 537-ton engine had been overhauled before going on display. Along with his friend and co-worker Bob Krieger, a 53-year-old member of Division 115 (Cheyenne, Wyo.) of the Brotherhood of Locomotive Engineers (BLE), Nystrom approached some officials for guidance, and he and Krieger found an assortment of talented, union-represented machinists and boilermakers to help breathe life into the behemoth.

“Wherever we go, young kids say, ‘What do I have to do to get your job?’ If I have to go to work for a living, I won’t ever retire from this. I want to stay with the steam program as long as possible.”

Another regular part of the excursion crew is Reed Jackson of Local 446, who serves as conductor. “We don’t have him here right now,” said Nystrom. “He’s marked up now, but when we go on trips, we need a guy like him who knows about these operations. You know, some of the new guys here have never worked a passenger train, so Reed takes care of things for us.”

The force behind the program

Mary Nystrom considers Steve Lee “the real driving force in the program,” and, according to her husband, it was Lee who was responsible for assigning him to the program on a full-time basis.

“At first, we’d lay off our regular assignments when one of the steam excursions was running,” Brother Nystrom said. “But then, in 1991, after Steve Lee began running the program, he asked us to consider doing it full time. That was a big year for us. We never did mark up. Instead, we traveled 114 days on excursions.”

Of the five Cheyenne steam engines, it’s The Challenger and the Northern (#844) that haul most of the excursions. Both Nys-
Camp teaches appreciation for railroad industry

Teenagers who dream of becoming astronauts have Space Camp. And of course, there are a variety of band camps, computer camps and numerous others across the country to nurture your child’s favorite pursuit. But, what if your teen’s passion is railroadology? Well then, RailCamp is the answer.

Established in 1998 to spark teen interest in railroading and rail history, RailCamp is a product of the National Railway Historical Society, in conjunction with the National Park Service and the University of Scranton in Scranton, Pa.

Along with its stated goals of providing young rail enthusiasts with an understanding of railroad history, modern railroading and career opportunities, RailCamp offers young men and women a hands-on experience that they are not soon likely to forget. At the same time, said Larry Eastwood, senior vice president of the NRHS and RailCamp director, “we try to impress upon these people that there is more to railroading than locomotives and boxcars—that it is people who make these things go.”

For the past four years, the NRHS has held week-long RailCamp sessions each summer at the National Park Service’s Steamtown National Historic Site in Scranton. Students are housed at the nearby University of Scranton, which also provides many of their meals and opportunities for recreation and socializing—if they can find the time.

Be prepared to get dirty

As stated in RailCamp literature, “overalls are recommended as this is a working environment and you will get dirty.”

Besides learning the ins and outs of running a tourist railroad, the campers’ all-encompassing curriculum includes presentations by Operation Lifesaver, dispatching and yard operations, locomotive familiarization, tower operation and the duties of train and engine service. A day or two is also spent teaching the campers about the days of steam railroading and the restoration of steam locomotives. Campers are exposed to instruction in plasma cutting, hot riveting, arc welding and woodworking and actually assist in restoring old locomotives and railcars.

The next generation

“If there isn’t another generation to take over when we’re no longer able to do the work, the future of our railroads looks pretty dim,” said Eastwood. “We want to guarantee someone will be around to take over.”

The camp also includes a field trip or two, and past campers have traveled to nearby sites such as the Lackawanna Coal Mine, the Scranton Trolley Museum and the Canadian Pacific yards (former Delaware & Hudson) at East Binghamton, N.Y.

“RailCamp isn’t all work though. Campers usually have the opportunity to take a ball game at nearby Lackawanna County Stadium, rooting for the home team Scranton Wilkes-Barre RailRiders, or minor league baseball team.

Steamtown, the only place in the National Park System where the story of steam railroading is told, is located on nearly 40 acres of the former Scranton Yards of the Delaware, Lackawanna & Western Railroad. It was created by Congress in 1986 and includes the remains of the historic roundhouse, switchyard and 29 steam locomotives. Nearly 80 passenger and freight cars are being restored and preserved there to tell the story of early railroading in America.

All of the instructors at Steamtown are employees of the National Park Service, many of whom are park rangers. Counselors are volunteers who are members of the NRHS. And no RailCamp would be complete without guest speakers who are actual-ly employed in the industry.

In fact, this past summer, students watched and listened to Amtrak Conductor Richard M. Bernhardt of UTU Local 1370, as he acted out and explained his daily duties in complete uniform.

“They loved it,” said Eastwood.

The cost of RailCamp, which includes all meals, field trips and six nights lodging, is $550. Students are, however, responsible for their own transportation to and from Scranton.

The NRHS underwrites a portion of the actual costs of the program to keep tuition low. In fact, many students in years past have been able to attend RailCamp as a result of scholarships awarded by local chapters of the NRHS.

Who can go to RailCamp

RailCamp is open to teens who are entering the ninth grade up to those who have completed the twelfth grade. Class size grew from 19 the first year to 40 the second year, but is now limited to 24 students. First-time campers must enroll in the Basic Rail-Camp, and experienced campers may return for Advanced RailCamp.

While the camps have typically been held in late July and early August, Eastwood said future camp dates are dependent on housing availability at the nearby university. To keep an eye out for next year’s camp dates, or for more information about RailCamp, visit the camp’s website at www.railcamp.com, or write to RailCamp, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547. To learn more about the NRHS, log on to www.nrhs.com, or visit your local chapter.

Those interested in providing seed money for RailCamp scholarships should write to Larry Eastwood at the NRHS address above.

because they held the contract here, and I wanted voting rights.

Unions should be together

Krieger said that, for him, it was a matter of sense for there to be two separate unions.

“But now, a merger has to take place,” said Krieger. “I voted ‘yes’ because I see where it’s time to get everyone together. In fact, we’ve got machinists here who wish they could join a merged UTU-BLE. They took a big hit in the last go-round, and I hear them saying, ‘If we could just get everybody into one union....’”

The younger of the two, Krieger loves what he does, but knows it can’t last forever.

“ ‘I’ve been on the crew now for 13 years,” Krieger said. “In 1990, The Challenger was switched from coal to oil fired, and it’s been great to experience both. But soon, we’ll have to break in some new guys. I can’t speak for Lynn, but there’s other things I’d like to pursue when I get to retirement age.”

Nystrom concedes that he’s got a “dream job. Wherever we go, young kids say, ‘What do I have to do to get your job?’ But Bob and I restored those things, and well, we were willing to go the extra mile and put in our own time. In the meantime, things have changed drastically on the railroad, and not necessarily for the better. If I have to go to work for a living, I won’t ever retire from this. I want to stay with the steam program as long as possible.”

Lynn Nystrom, serving as fireman aboard Challenger #9855, keeps an eye on the gauges and adjusts the throttle and Krieger readily admit it takes real teamwork to get them over the road.

“Every time Bob or Steve change something, I’ve got two or three things to do on my side of the engine,” Nystrom said. “The key is to always watch the water pressure.”

Nystrom concedes that he’s got a “dream job. Wherever we go, young kids say, ‘What do I have to do to get your job?’ But Bob and I restored those things, and well, we were willing to go the extra mile and put in our own time. In the meantime, things have changed drastically on the railroad, and not necessarily for the better. If I have to go to work for a living, I won’t ever retire from this. I want to stay with the steam program as long as possible.”
The most important aspect of the trip rates is that it bees for good the carriers’ personnel demand to increase the basic day mileage, Boyd said. “The same Presidential Emergency Board that recommended entry rates of 70% of current pay also recommended a 160-mile basic day. Had the carriers succeeded in increasing the basic day from 130 to 160 miles, it would have meant a 2% give back.” “Trip rates end the basic day mileage issue once and for all,” Boyd said.

For yardmasters, our bargaining committee won the substantial increase in compensation as other crafts, compensation for transfer time, enhanced sick pay and the same vacation compensation that is paid operating employees.

On health and welfare, we showed the carriers how our plan saved $10 million, yet now the carriers are referring to the BMWE contract as a pattern.

“Can you assure us, it is not our pattern?” Boyd stressed.

“We will continue to be innovative in how we look at health care. We will continue to look at how our carriers can make improvements in health care from a doctor’s point of view, not an insurance company’s point of view,” Boyd said.

Separately, UTU President Byron A. Boyd, Jr., met in mid-August with new Federal Railroad Administrator Allain Rutter and National Transportation Safety Board Acting Chairman Carol Carmody to discuss rail-safety issues.

The LaTourette bill is expected to provide additional leverage on railroads to return to the negotiating table with the BMWE on the subject of employee fatigue and availability policies.
Voices: Do you support the UTU-BLE merger?

Steve Miller
L-226, Cedar Rapids, Iowa

“You bet I support the UTU-BLE merger. I’ve been in the rail industry for 27 years. I’m a switchman working for the Union Pacific, and there’s quite a few BLE members on my property here in Cedar Rapids. I think this should have been done a long time ago because of the strength we gain from having everyone who’s running the trains represented together. We work together, we should be represented together. When you’re on the road, you live together, you eat together, and BLE members are often your only friends in a strange town. It took no time to decide to vote together, we eat together, you’re on the road, you live represented together. When work together, we should be represented together. We represented together. We gain from having everyone represented together. When who’s running the trains gain from having everyone gain from having everyone who’s running the trains represented together. We work together, we should be represented together. When you’re on the road, you live together, you eat together, and BLE members are often your only friends in a strange town. It took no time to decide to vote

Curtis Roughton
L-678, Wylie, Tex.

“Yes, I do. I’m a general chairperson on the Kansas City Southern (KCS), and I believe this is the right thing to do. From what I’ve seen, it’s one of those things where it’s time that we joined these two unions and try to fight for what’s right for transportation employees. And that includes engineers and trainmen. We need to turn our efforts against the carriers, and not against each other. We can’t waste our resources. We need to combine forces to get what we want from the carrier. Everybody seems very positive about this, and I think the young guys on the KCS are ready for it.”

Lewis McKellar
L-1565, W. Hollywood, Cal.

“I’m a bus operator with the Los Angeles MTA, and I’m also vice president of my local. I support the merger because it will immediately get us back into the AFL-CIO. The vast majority of us are very interested in the AFL-CIO’s protection against raiding. We have a great benefit and retirement package, and we could lose a lot if we were raided. And due to the atmosphere projected in the media during the recent strike, a raid could well be in the works. The results of the merger would definitely enhance our standing in the labor community, as well as our negotiating power.”

Scott Montani
L-343, Hamilton, Ont.

“The merger between these two great unions has been long overdue. I fully support the merger in order to combat the injustices of the workplace on a united front. Working together with our brothers and sisters in the BLE, just as we do in the cab of a locomotive, is what we were really meant to do as one great union. Unfortunately, there are those people who just cannot see the big picture. We need to become united as one voice. We have a big push on in our local to educate everybody, in the UTU as well as the engineers we work with, in order to get this merger to go through.”

FELA Update

Post Traumatic Stress Disorder a real disabler

Recently, I had a call from a UTU member who told me a disturbing story. He was working at night in a railroad yard and was concentrating on a switching move. While his attention was directed to the track he was switching, he failed to notice that he was fouling the adjacent track. He had no idea that another crew was working at the other end of the yard and had shoved some cars in his direction. He saw something out of the corner of his eye and realized he was about to be hit by a moving car on the next track. Luckily, he moved quickly enough that the corner of the moving car only bruised him.

What he wanted to discuss was the fact that, even though he did not receive a serious injury, he was afraid to go back to his job, one he had worked for many years without incident. He was having nightmares. Sometimes, he felt dizzy. He could not always concentrate on what he was doing. He even thought that he had occasional blurry vision. These symptoms did not occur immediately after he was hit, but many days later. He wondered if they were related to what happened to him in the yard. He was also concerned that he might be making a big thing out of what he thought was a minor incident. He was uncomfortable talking to his supervisor about it, and he didn’t see any reason to call a doctor.

This is a classic example of why you should always contact Designated Legal Counsel—either because they don’t want to embarrass themselves, or they’re uncomfortable talking to lawyers.

That is what we are here for. It is why the UTU has a system of Designated Legal Counsel. Call us with your questions. The advice is free, without obligation, and it can be of real benefit to you and to your family.

Monte Bricker, Coordinator
Designated Legal Counsel
888-241-7076
montebrick@aol.com
Canada offers Rx for savings

Retired conductor Gene Rohrer, former chairperson and legislative representative of Local 206, Peru, Ind., is calling on seniors to exercise their clout.

He and his wife Carol recently joined about 80 other Hoosiers on a two-bus caravan to Windsor, Ont., where the group saved more than $72,000 by purchasing their medicines in Canada.

Brother Rohrer viewed the affair as a call to action. “It’s unfortunate that U.S. citizens have to resort to such tactics,” Rohrer said. “We all need to write our senators and congressmen and request they remedy the situation. The best solution would be for prescription drugs to be included in Medicare.”

While Rohrer gets his medicines through the Veterans Administration, he and his wife spend between $600 and $800 a month for her wife’s prescriptions. “By going north, we’re saving about $300 a month,” he said.

The trip was organized by the Indiana Prescription Drug Coalition, which includes members of United Senior Action, the United Auto Workers (UAW), the Indiana office of the AFL-CIO, the American Association of Retired Persons, and the Alliance for Retired Americans.

The group took advantage of the Canadian healthcare system, in which each province negotiates competitive prices with drug manufacturers, with a cap set on what each will pay. Pharmacies can charge no more than 10% above cost, and a favorable exchange rate for U.S. dollar sweetens the savings.

“They gave us a three-month supply of her medications,” Rohrer said, “and we can order again by mail for a year.”

Rohrer said those wanting information about future trips north can call Paul Severance, executive director of United Senior Action and co-chairperson of the Indiana Prescription Drug Coalition, at (317) 634-0872.

UTU explains facts behind rising medical insurance costs

Over the past several years, a major concern expressed by retired UTU members and their spouses is the rising cost of individually purchased health insurance. This is especially true in April and May, when United Healthcare announces new payment rates for GA-23111.

The UTU is also aware of the increasing cost of the plans available to disabled and retired members covered under GA-23111 Plans C and D, and it is doing everything possible in conjunction with the other rail labor organizations to keep these plans affordable. Given the medical inflation trend of 13% annually, and the prescription drug inflation trend of 20-23% annually, this is becoming more difficult.

Plan C is available to individuals who are not eligible for GA-46000 or Medicare and have lost coverage under the National Health & Welfare Plan (GA-23000) or the NRC/UTU Health & Welfare Plan for any reason, including disability.

Generally, disabled employees have pre-existing conditions making it either impossible or impractical to obtain insurance coverage other than Plan C. And, even with the limited benefits of the plan, utilization is very high, causing the premium costs to rise.

Plan D is faced with a different dilemma: rising prescription drug costs which show no signs of slowing down in the future.

Over the past several years, UTU and the other rail labor organizations have been faced with very difficult decisions about this plan. Modifications were made to the prescription drug benefit in an effort to slow the effect of the inflation trend, and Plan F was recently added, which provides exactly the same Medicare supplemental medical benefits but does not have a prescription drug benefit.

The organizations also limited the open enrollment period for the plans to try to stabilize the number of enrollees and maintain a more “healthy” group.

Despite these efforts, premium and payment rates are increasing at an alarming pace. This is due not only to inflation, but also to the fact that, as payment rates increase, people drop out of the plans because they either can no longer afford the premium or they do not need prescriptions and do not want to pay for coverage they do not need.

This means a greater percentage of people covered by the plan are using benefits, which further increases the costs, since the premium is determined by the amount of money paid out in claims. Thus, as the need for prescriptions arises, these once-healthy people get back into the plan, increasing the premium because of their utilization of benefits.

UTU recognizes the need for affordable medical insurance for disabled and retired transportation employees and their dependents, and it is making every possible effort to assure that the maximum benefit is maintained at the lowest possible payment rate.

While this does not make it any easier to pay, it should provide a better understanding of the factors surrounding the cost increases and UTU’s efforts to keep them to a minimum.

19th Lehigh Valley Railroad reunion set

Plans have been finalized for the 19th annual Lehigh Valley Railroad reunion and dinner, according to UTU Retiree Program member Eugene K. Schuler of Local 498, Allentown, Pa.

Open to all crafts, the event costs $15 per person and will be held Saturday, September 15, 2001, at the Plaintifld Township Fire Hall, R.D. #1, Pen Argyl, Pa., on Rt. 115 in Northampton County. Doors open at 11 a.m., with dinner served promptly at 1 p.m.

For information, contact George W. Dougherty at 1357 Jefferson St., Hellertown, PA 18055-1316, or call him at (610) 818-0675, or contact Schuler at 1359 N. Van Buren St., Allentown, PA 18109, or call him at (619) 432-0631.

Mr. & Mrs. Rohrer

Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local Name City/State Local Name City/State Local Name City/State
200 Durr, Grady F. Beech Bluff, TN 594 Pulliam, Lloyd. Fort Worth, TX 1183 Cabic, John W. Kimble, MI
226 Fire, Clarence L. Independence, MO 602 Hoover, Dan L. Williamsport, PA 1028 WeWestern, PA
256 Ouellette, Leo B. Nassau, NY 622 Williams, J.W. Gladstone, VA 1035 D. W. Goodwill, PA
281 Kamperwoschroer, I.R. Milwaukee, WI 663 Pratt, M.M. Winthrop, ME 1039 Stone, George R. Baltimore, MD
318 Barnes, Harold S. Homestead, NC 693 Metcalf, Roy J. Tallmadge, OH 1350 Carter, Robert C. Old Fort, NC
339 Coughlin, Joseph A. Memphis, TN 769 Andrew, Macon B. Madison Hts., VA 1403 Rennie, Thomas W. New Iberia, LA
378 Stevens, Charles F. Lakeland, FL 792 Hamey, John E. Fairport, OH 1403 Shaffer, Charles E. Butler, PA
404 Maloney, William R. S. Webster, OH 832 Okray, Chester A. Idaho Falls, ID 1458 Gonzales, Gus Ocala, FL
418 Ritchie, Clarence E. Mesa, AZ 847 Ryan, C.R. Ashville, AL 1470 Rennie, Thomas W. Glen Burnie, MD
471 Muir, Raymond J. Beaverton, OR 1021 DiA, Charles H. Danville, VA 1502 Carter, Robert C. Old Fort, NC
495 Nickelow, Ralph E. Ellis, KS 1144 McLintock, Stanley E. Melville, SK 1597 Anthony, Sr., Lloyd W. Chicago, IL
565 Redaft at, Robert E. Centralia, IL 1138 Cibic, John W. Kimble, MI 1672 Spottwood, Jr., R.F. New London, CT
577 Milone, George Schaumberg, IL 1328 Chism, Robert A. Highland, CA 1994 Shillingford, Robert W. Clinton Hts., PA
587 Harris, George W. Waterford, NY 1361 Eicholtz, Walter H. Forked River, NJ 1597 Anthony, Sr., Lloyd W. Chicago, IL
587 Manning, T.J. Springfield, MA 1366 Taylor, Kent A. Bountiful, UT 1994 Shillingford, Robert W. Clinton Hts., PA

10

Senior News
DIAMOND CLUB ($300 OR MORE PER YEAR)

Davis, Larry P. 878 Greenville, TX
Boles, Harvey D. 750 Knoxville, TN
Wagner, Raymond 1381 Hammond, IN
Langston, Les 84 Los Angeles, CA
McNary, David H. 17 Marshalltown, IA
Bailey, Ronald 942 Florence, SC
*Johnson, Carrol E. 283 Portland, OR
Roughton, Jr., Curtis 878 Greenville, TX

PLATINUM CLUB ($1,200 OR MORE PER YEAR)

chargeable:
contain the objector's current home address. Once a non-
such delegates; or participate in the selection of
to the Convention, or participate in the selection of
and ideological expenditures not related to collective bar-
be a non-member has the legal right to object to political

TPEL Honor Roll

Gold

Thacker, Larry D. 48 Norfolk, VA
Dungan, Matt A. 84 Los Angeles, CA
Sey, John V. 94 Los Angeles, CA
*Welch, L.D. 113 Windsor, AL
Lee, Robert F. 198 Pitts, IL
*Robert C. 322 Milwaukee, WI
Lary, Timothy M. 349 Kansas City, MO
Ward, Richard J. 475 Edmondson, MD
*Workington, Bernal L. 376 Louisville, KY
*Hartman, John 544 Harris, MT
*Heimberg, Lawrence 636 McComb, NE
*Schneck, John W. 730 Great Falls, MT
*Boyle, Carl 781 Shreveport, LA
*Hunt, Joseph K. 820 Shreveport, LA
*Kolodziej, Kay S. 891 Winfield, MT
*Roberts, Martin 891 Winfield, MT
*Caloun, George M. 891 Winfield, MT
Craig, Donna E. 934 Abbeville, AL
Bowen, W. Phillip 942 Florence, SC
Gnome, Bruce Davrel 942 Florence, SC

* Unreviewed SLBs will have a 0% chargeable percentage applied to new objectors.

13. The International shall have the burden of establish-
ging that the reduced fees set forth in the neutral refer-
er's report are lawful.

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

15. The arbitrator shall give full consideration to the legal
requirements limiting the amounts that may not be
charged, and shall set forth in the decision the legal and
arithmetic basis for such decision.

16. An objector receiving a reduction in charges
wishes to continue objection, he/she shall continue to pay the
reduced fees that he/she is currently paying until the neutral reporter
issues the report. As soon as possible after the issuance of the neutral reporter's report, he/she shall pay the
amount of the reduced fees calculated by the neutral refer-
er. Persons objecting for the first time shall be sent a copy
of the report prepared by the neutral reporter for the previous year and shall pay the reduced fees as soon as possible.

17. Each month thereafter for all objectors, an amount
shall be put in an interest bearing escrow account equal to
25% of the reduced monthly fees, or such other greater amount as the neutral reporter may recommend. All objec-
tors from the previous year shall be paid the amount of non-chargeable money that is in the escrow account as
determined by the neutral reporter's report as soon as prac-
ticable after its issuance. The appropriate unit of UTU shall not, however, take its portion of the monies in the escrow
account until fifteen days after the conclusion of the period
within which an objector may appeal the report of the neu-
tral reporter. The fund shall be administered by the decision of the arbitrator, whichever is later.

18. When the decision of the arbitrator is announced
the monies remaining in the escrow account shall be dis-
tributed in accordance with the decision.

1. Any person covered by a UTU union shop or an agency shop agreement in the United States who elects
to be a non-member has the legal right to object to political
and ideological expenditures not related to collective bar-
gaining, contract administration, or other activities ger-
mans to collective bargaining. Each non-member who objects
shall pay the reduced fees.

2. To the extent permitted by law, a non-member can
not participate in or act as a voter or as a candidate; attend Union meetings; serve as delegate to the
Convention; or participate in the selection of
3. The following categories of expenditures are charged

a. All expenses concerning the negotiation of agree-
   ments; practices and working conditions;

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

c. All expenses related to the internal govern-
   ment and management expenses;

d. Social activities and union business meeting expenses;

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

f. Litigation expenses related to contract administration,
collection of dues, and internal governance;

3. The following categories of expenditures are

a. All expenses concerning the negotiation of agree-
   ments; practices and working conditions, including
   grievances handling, all activities related to arbitration,
   and discussion with employees in the craft or class (or
   bargaining unit) or employee representatives regarding
   working conditions, benefits and contract rights;

c. All expenses related to the internal govern-
   ment and management expenses;

Panama Canal cruise set for Mar. 6-16

Experience the Panama Canal with a twist!
Active and retired UTU members and their guests are invited to enjoy a unique fraternal travel opportunity in the spring of 2002 when the UTU Travelers Club sponsors its Roundtrip Panama Canal Cruise aboard the Princess Cruise Line’s Sun Princess.
Set for March 6 through March 16, 2002, the Roundtrip Panama Canal Cruise provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.
With cabin prices starting at just $1,522 per person (based on double occupancy), this Love Boat adventure gives those who were closed out of our sold-out Fall Foliage Cruise aboard the Crown Princess another opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.
Pampered guests aboard this cruise will embark from Ft. Lauderdale on Wednesday, March 6, and set sail for Cozumel, Mexico. From there, travelers will head to the charming, British-influenced island of Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica, which offers white, sandy beaches and misty mountains draped in lush rainforest.
On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks and heads for Gatun Lake, an immense 168-square-mile artificial reservoir surrounded by lush, impenetrable jungle.
Returning through the same locks, the ship cruises to Cartagena, Colombia, where travelers will get a glimpse on March 13 of colonial Spain as they stroll into the 16th century walled city boasting local boutiques that offer the world’s finest emeralds.
Two days at sea on the way back to Ft. Lauderdale give travelers ample opportunity to discover why Princess cruises outclass the rest.
To receive a brochure and reservation form, write today to: UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about the various upgrade options and airfares, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

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For more information, please complete and return the coupon below or telephone toll-free 1-800-558-8842 for assistance from your UTUIA representative.