THE VOICE OF TRANSPORTATION LABOR

“One thing we all know is that new technology cannot be ignored and we are all better off understanding and controlling that technology.”

– UTU International President Byron A. Boyd, Jr.

Boyden calls for summit on future of Amtrak

CLEVELAND, Ohio – “America desires, requires and deserves an efficient rail passenger network that is national in scope,” UTU International President Byron A. Boyd, Jr., recently wrote mayors of cities and towns served by Amtrak. “Unfortunately, the existing national rail passenger network serving America, called Amtrak, is in danger of being Balkanized, or even scrapped.”

Boyd’s comments, first published on the UTU website at www.utu.org, were distributed to the mayors in advance of the 70th annual Conference of U.S. Mayors.

Boyd proposed a summit meeting of freight railroad chief executives, rail-union presidents and political leaders to explore alternatives that would assure continuation of a national rail passenger network.

Burlington Northern Santa Fe President Matt Rose and Union Pacific Chairman Dick Davidson quickly complimented Boyd for his leadership.

“Thank you for initiating a proposal that could lead to a meaningful solution for America and bring a level of efficiency to rail passenger service.

Remote control projects set

CLEVELAND, Ohio – Members of the National Wage and Rules Panel, which includes officials of most of the nation’s major railroads and the United Transportation Union, have agreed to initiate pilot projects implementing and utilizing locomotive remote control technology at various locations in the United States.

Remote control allows a locomotive to be controlled from outside the cab through use of a radio transmitter and receiver system.

The announcement follows a September 26, 2001, letter of intent between the UTU and Burlington Northern Santa Fe, Conrail, CSX Transportation, Kansas City Southern, Norfolk Southern and Union Pacific—which bargain collectively through the National Carriers’ Conference Committee—assigning the work of remote control operations to

Plan to attend Regional Meeting

CLEVELAND, Ohio – It is not too early to start planning to attend a 2002 UTU/UTUIA Regional Meeting.

Arrangements have already been made by the UTU International for hotel accommodations, discount airfares and reduced car rental rates at all Regional Meetings.

All hotel accommodations should be made by calling one of the host hotels listed on Page 10 and requesting a room reservation at the UTU Regional Meeting room rate. Meeting attendees will be responsible for their own guest room accommodations.

Discount airfares are available through Lakewood Travel Bureau and can be obtained by calling Lakewood Travel Bureau toll free at (800) 726-9294. Discounts of 10% off the lowest fare are available if flights are booked more than 60

Two members killed on NS

CLEVELAND, Ohio – Two UTU members employed by the Norfolk Southern Railway were killed on the job in separate incidents just days apart.

James “Ricky” Isom, 52, was killed immediately December 22, 2001, when he was struck by a church van at a grade crossing in Eden, N.C. He was a member of UTU Local 783 at Spencer, N.C., and had been a railroader since 1972.

Local Secretary Paul Martin said Isom was riding in the sturup of a covered hopper that was being pushed into a siding. As the rail car went over the grade crossing, it was struck by the loaded church van being driven by the church’s pastor. The grade crossing was not protected by gates, but the bells and lights were reportedly working at the time of the accident, about 9:45 a.m.

Continued on page 10
Local 15, Billings, Mont.

Former General Chairperson Ed Sands reports that, because of UTU’s experience in collective bargaining and expertise in handling issues under the Railway Labor Act, the pilots and dispatchers at Big Sky Airlines have benefited greatly from affiliation. “There was concern recently over essential air service funding legislation, which could have resulted in the layoff of UTU members at Big Sky. I was impressed with the prompt attention this matter received from UTU National Legislative Director James Brunkenhoefer and the Washington office, whose involvement helped assure that no members were laid off,” Sands said.

Local 105, Las Vegas, Nev.

The officers of the local, which represents employees of Coach USA of Las Vegas (Gray Line Tours and K-T Services), have been working hard to reach an agreement with the company fairly with its employees last month. General Chairperson J. McNealy and his committee met with the company in an attempt to resolve numerous issues.

Local 171, Aurora, Ill.

Local 171, along with BLE Division 32, recently held a holiday dinner for all active members of both units. “Special thanks go to Secretary/Treasurer Mike Wyatt, BLE Division 32, and also to Local 171 Secretary/Treasurer Richard Temple, who handled the invitations and reservations,” said President Roy Cown. “A very special thanks also to John Bishop, Phil Romanchuk and Matt Porter of Designated Legal Counsel Yaeger, Jungbaurc, Barczak & Vicenovich, who sponsored the dinner.”

Local 282, 1462, Boston

There will be a special joint meeting of UTU Locals 262 and 1462 on February 7, at 6 p.m. at the VFW Lodge, 84 Eastern Ave., Dedham, Mass. A representative from the Railroad Retirement Board will give a presentation on the benefits of the Railroad Retirement and Survivors’ Improvement Act of 2001. All Boston-area UTU members and their spouses are invited to attend.

Local 298, Garrett, Ind.

About 175 members and their families enjoyed the local’s annual Christmas party on December 12 at the Garrett Eagles Club, jointly sponsored by the UTU and the BLE. Secretary Rick Mitchener reports, “The members would like to thank Dan Downes and Ron Newkirk of the Designated Legal Counsel law firm of Hoey, Farina & Downes, and Ron Hiernert of BLE Division 153, who played Santa Clau,” Mitchener said.

Local 376, Louisville, Ky.

Retiring Local Chairperson Royce Ashcraft’s last annual Christmas party on December 12 at the Garrett Eagles Club, sponsored by the UTU International President Byron A. Boyd, Jr. The event was sponsored by Designated Legal Counsel Harrington, Thompson, Acker & Harrington.

Local 378, Cleveland, Ohio

Rick Mitchell, a CSX yard conductor at Collinwood Yards, is the winner of this year’s CSX raffle to attend the Super Bowl. Rick has worked safely for 29 years. CSX drew his entry from about 10,000 names, “This was an all-rafters, the Lance Callis law firm and UTU Des-ignated Legal Counsel John Papa. In attendance were members and family members from Local 469, Local 1405 (St. Louis, Mo.), Local 1388 (St. Louis, Mo.), Local 1229 (E. St. Louis, Ill.), Local 1518 (Cincinnati, Ohio) and Local 1534 (Chicago, Ill.). Some 50 prizes were given out, including a 25-inch television set, Christmas hams and more. Keep watch for MidWest’s annual Super Bowl poker tournament, the proceeds of which will be donated to the Four Square Church in the Metro-East area. All UTU members are invited. For information call me at (618) 452-0735.”

Local 759, Newark, N.J.

Alternate Vice President Carol Scarsella, Local Chairperson Joe Fierson and mechanic Beauford White are in negotiations to include the mechan-ics at One Bus, which operates in the Newark, N.J., area, in the existing labor agreement, which already represents drivers. Several months ago, the mechanics voted to be represented by UTU. Progress is being made in those negotiations for the mechanics, but this meeting will meet neces-sary to reach an agreement, according to Vice President Bernie McNelis.

Local 807, Tucson, Ariz.

Members of the local, which represents Union Pacific employees in the Tucson area, have established a new presence on the Internet, according to Secretary Daniel Hicks. Members and others are invited to access the website at <http://www.utu807.org>.

Local 1390, Trenton, N.J.

Members of Local 1390, 419 (Camden, N.J.), 1447 (Newark, N.J.) and 1949 (Baltimore, Md.) combined efforts to run a “Santa Special” train from Sayreville, N.J., to Freehold, N.J., and return, delighting hundreds of children of all ages. “Santa” Bill Stroh (1449) was assisted by conduc-tor Victor Kowsaluk (1390) and helpers Steve Vona (419), Ray Ghoode (1449) and Ted Celen (1390), along with retiree James Black (1390).

Local 1518, Indianapolis

The local is honoring Fredrick Stark, who on December 16, 2001, started his 39th year of railroad service. Active, Stark works a yard job at Terre Haute, Ind. Stark was born in 1925 and was admitted to the Brotherhood of Railroad Trainmen in 1946, holding continuous membership since 1952. “We believe he is the oldest active member of the UTU,” wrote Secretary/Treasurer J.R. O’Neil.

Local 1522, Washington, D.C.

Local President T.W. Boyd is thanking all members and others who contributed to the local’s winter coat drive. “This was our third year and it was very successful,” Boyd said. “We collected more than 50 coats.”

Local 1670, Laredo, Tex.

The officers and members of this local, which represents workers at Laredo Metro, are still in negotiations for a new agreement. Chairperson Bill Koehn and his committee have worked hard to get an agreement without taking a job action. They hope to have a tentative agreement signed soon.

UTUIA Unit 17, Philadelphia

UTUIA Local Unit 17 held a raffle for a DVD player recently, with proceeds benefiting the Sep-tember 11 Relief Fund. The winner was John Murphy of Local 499, Baltimore, Md., who works as a yardmaster in Montgomery Ward. The prize was worth more than $700, according to Field Supervisor Tom Antzian, Jr. The Designated Legal Counsel firm of Coffey & Kaye donated the DVD player.

Dog’s rescue puts member in spotlight

What Burton Main did seemed such a simple thing, but a humane act of kindness in January produced a media frenzy.

“All and I did was stop and pick up a dog,” said Brother Main, a Providence & Worcester Railroad (P&W) employee and member of Local 679 in Attleboro, Mass.

The pup, now named Peanut, was wearing an oversized collar that got caught on the ties of the Winthrop Cove trestle.

“On the P&W, we’re brakeman, conductor and engineer,” Main said. “We rotate daily. That morning, I was the conductor, but the engineer on the way home. We’ve seen dogs tied to the tracks, and that’s what this looked like.”

On the way back, Main and crew members Kevin Gallicco and Larry Gillhemeyer (both members of Local 679) saw the dog still laying against the inside rail. “Amtrak runs a couple trains a day on that track,” Main said. “I called Acela was com-ing behind us. I radioed to find out how much time I had, stopped the train, and rescued the dog.”

An Operation Lifesaver volunteer heard Main on his scanner and ripped off the local newspaper. “On the way to the terminal, I got a call that the New London Day wanted to interview me. They came to the house, took pictures and ran a story.”

A local ABC television affiliate interviewed Main the following day, and the Associated Press distributed the newspaper story nationwide. “A few days later, Main said, “Fox TV News came to the house. Rex was on every page in the country!”

Main and his wife and daughter, who bred Doberman pinschers in the past, already had two dogs at home. When Peanut’s owner failed to return, delighting hundreds of children of all ages. “Santa” Bill Stroh (1449) was assisted by conduc-tor Victor Kowsaluk (1390) and helpers Steve Vona (419), Ray Ghoode (1449) and Ted Celen (1390), along with retiree James Black (1390).

Local 1518, Indianapolis

The local is honoring Fredrick Stark, who on December 16, 2001, started his 39th year of railroad service. Active, Stark works a yard job at Terre Haute, Ind. Stark was born in 1925 and was admitted to the Brotherhood of Railroad Trainmen in 1946, holding continuous membership since 1952. “We believe he is the oldest active member of the UTU,” wrote Secretary/Treasurer J.R. O’Neil.

Local 1522, Washington, D.C.

Local President T.W. Boyd is thanking all members and others who contributed to the local’s winter coat drive. “This was our third year and it was very successful,” Boyd said. “We collected more than 50 coats.”

Local 1670, Laredo, Tex.

The officers and members of this local, which represents workers at Laredo Metro, are still in negotiations for a new agreement. Chairperson Bill Koehn and his committee have worked hard to get an agreement without taking a job action. They hope to have a tentative agreement signed soon.

UTUIA Unit 17, Philadelphia

UTUIA Local Unit 17 held a raffle for a DVD player recently, with proceeds benefiting the Sep-tember 11 Relief Fund. The winner was John Murphy of Local 499, Baltimore, Md., who works as a yardmaster in Montgomery Ward. The prize was worth more than $700, according to Field Supervisor Tom Antzian, Jr. The Designated Legal Counsel firm of Coffey & Kaye donated the DVD player.
Bus Department

By Percy Palmer

I look forward to serving you

Words defy my elated and humble feelings for allowing me to serve you at various levels in this great union. I started as sergeant of arms and have held the positions of local president, legislative representative, delegate, general chairperson, alternate bus representative on the California state board, chairperson of the General Chairperson’s Association, and alternate vice president of the Bus Department (west). I now am called upon to serve as vice president and director, Bus Department, according to the requirements of the UTU Constitution. I certainly did not expect Brother McNelis to retire at such young age, but I am prepared to step up to the plate.

I feel honored and privileged to have an opportunity to carry on the heritage of some outstanding past vice presidents such as Kenneth Moore, Trudy Weber and Bernie McNelis. Although they had their own style, each of them did a wonderful job serving the membership.

These are large shoes that I will have to fill, but I am prepared to serve you to the best of my abilities.

My motto is, “Where there is no vision, the people perish,” and I do have a vision for our Bus Department, as well as our entire union.

I am looking forward to serving you, and thanks again for giving me the opportunity to do so.

Yardmasters

By Don Carver

The challenges of the new year

This year will be a challenging period in which to negotiate contracts to improve wages and benefits for our membership. National negotiations have been revived with a new determination and vigor to bring these negotiations to a successful conclusion in the near future.

The Yardmaster Department has ongoing negotiations on numerous carriers across the nation. Its general committees are handling Section 6 notices with the employing carriers. These negotiations are in varying levels of resolution.

This year will be a challenging period in which to negotiate contracts to improve wages and benefits for our membership. National negotiations have been revived with a new determination and vigor to bring these negotiations to a successful conclusion in the near future.

The Yardmaster Department has ongoing negotiations on numerous carriers across the nation. Its general committees are handling Section 6 notices with the employing carriers. These negotiations are in varying levels of resolution.

CSX negotiations are making what we deem to be good progress in consummating a new system agreement covering the territory under the jurisdiction of four general committees.

The Soo Line general committee is nearing finality on a new system agreement and, from there, will move into Section 6 negotiations for a new wages and benefits package.

The Burlington Northern Santa Fe committee is negotiating on local issues important to the yardmasters there.

Two of our committees, CN/OTW and CP/T&NH, opened Section 6 negotiations with the employers last month. They are added to the list of yardmaster committees in ongoing negotiations. They accompany CSX, Soo Line, Indiana Harbor Belt, Amtrak, Union Pacific and New Jersey Transit.

Yardmasters on long-term disability whose dependents’ health care coverage is nearing expiration should contact the Yardmaster Department for important information.

State Watch

News from UTU State Legislative Boards

Alabama

Due to the disability retirement of Robert O. Cob (Local 762), Danny J. Massey has been elevated to assistant legislative director of the Alabama State Legislative Board.

Massey has been a member of the UTU for more than 30 years and also serves in the legislative representative for Local 847 at Birmingham.

Peoples is a graduate of the U.S. Military Academy at West Point and the Johns Hopkins University School of Medicine. A physician at the Walter Reed Army Medical Center, Peoples is currently serving with U.S. military personnel stationed in Afghanistan.

New York

The New York legislative board has set up a fund to assist the families of UTU members who lost loved ones in the attacks of September 11, according to Legislative Director Sam Nasca.

“Along with the generosity of our Canadian brothers and sisters, particularly Canadian Legislative Director Tim Secord, we have set up a small fund to directly assist the families of UTU members who lost loved ones on that infamous day.

“We felt that our UTU brothers and sisters should be considered first when distributing this fund and we have done that,” Nasca said.

Thus far, the New York Legislative Board has assisted the following families:

- Mary McGovern, the widow of New York City Fireman Brian McGovern, who was the brother of Local 722 member Patrick McGovern; Dara Seaman, widow of Cantor Fitzgerald employee Michael Seaman, who was the brother of Local 645 member Dan Seaman; the family of New York City Fireman Brian Sweeney; brother of UTU 645 member Lynn Sweeney, brother of UTU 645 member Daniele McGuire, widow of Patrick McGuire, the brother of Local 645 member John McGuire.

Idaho

The annual Transportation Holiday Celebration of the UTU, Brotherhood of Locomotive Engineers, UTU designated legal counsel and railroad retirees was a resounding success, reports State Legislative Director Gregory N. Farris.

“This year’s party was a great success, with attendance increased by 40 people over last year,” Farris said. “UTU Local 265 President Jeffrey L. Mason, who has planned this event each year, has done a great job again.

Invited to attend this year’s event were U.S. Representatives C.L. Otter and Mike Simpson and U.S. Senators Larry Craig and Mike Crapo. Although they were unable to be present for the celebration, their office staff members in Idaho were able to set up direct telephone lines to Washington, D.C., so that everyone at the party could thank them for their continued support of the Railroad Retirement and Survivor’s Improvement Act of 2001.

North Carolina

In an effort to learn more about the railroad industry, Cong. Robert Etheridge spent a day with railroad crews and management at CSXT’s Rocky Mount Terminal before embarking on a two-hour train trip to Fayetteville aboard the south-bound Juice Train, reported North Carolina Legislative Board Chairperson Sheldon Spain.

Spain said that the congressman expressed a desire to learn more about the railroad industry and that he helped arrange the meeting along with Legislative Director Richard Westbrook, District Superintendent Trey Whitson, Terminal Manager Donald Joyner and Lyman Cooper, CSXT state relations director.

The congressman observed several motorists that attempted to go around lowered crossing gates as well as a few more who succeeded at the dangerous maneuver.

“Engineer Dave Johnson and Conductor Robert Griffin (Local 1106) could not have been any more professional in performing their duties, and both were very informative during the congressman’s trip,” said Spain, who also made the journey.

Spain said Etheridge also visited the yardmaster’s tower in Rocky Mount, where he observed Yardmaster Bobby Jackson (Local 1971) coordinate the operations of six yard engines and trains arriving and departing.

I look forward to serving you

Words defy my elated and humble feelings for allowing me to serve you at various levels in this great union.

I started as sergeant of arms and have held the positions of local president, legislative representative, delegate, general chairperson, alternate bus representative on the California state board, chairperson of the General Chairperson’s Association, and alternate vice president of the Bus Department (west).

I now am called upon to serve as vice president and director, Bus Department, according to the requirements in the UTU Constitution.

I certainly did not expect Brother McNelis to retire at such young age, but I am prepared to step up to the plate.

I feel honored and privileged to have an opportunity to carry on the heritage of some outstanding past vice presidents such as Kenneth Moore, Trudy Weber and Bernie McNelis.

Although they had their own style, each of them did a wonderful job serving the membership.

These are large shoes that I will have to fill, but I am prepared to serve you to the best of my abilities.

My motto is, “Where there is no vision, the people perish,” and I do have a vision for our Bus Department, as well as our entire union.

I am looking forward to serving you, and thanks again for giving me the opportunity to do so.
Seniority and the right to fully exercise it

by Paul Thompson
UTU International Assistant President

We have been receiving inquiries from general committees desiring to negotiate a provision that allows train and engine service employees to fully exercise their seniority in either historical craft. Such a provision was contained in 1996 Arbitration Award No. 359. However, it required an implementing agreement on the individual properties before becoming effective.

By way of history, in 1978 the UTU negotiated a provision providing train-service employees the right of promotion into engine service and the preservation of their train-service seniority. While the employees’ train-service seniority was preserved, they could not exercise their train-service seniority if they could hold a position as an engineer.

At that time in 1978, there were limited interdivisional seniority districts, and many engineer and train-service seniority districts generally were no more than 100 to 150 miles. For an individual to be required to fully exercise their engineer seniority within those defined limits may have been undesirable, but it was not unreasonable.

In 1985, the UTU revised the 1978 national agreement and made train-service employees the future source of supply for the position of locomotive engineer. Those employees hired in train service prior to 1985 had the opportunity to transfer into engine service, but it was a choice, not a requirement. Employees hired subsequent to the 1985 agreement were required to accept promotion to engineer, and if and when they were trained. Their train-service seniority was fully protected while working in engine service, but with the same restrictions as contained in the 1978 agreement.

In subsequent years, more interdivisional service was implemented, resulting in expanded seniority districts. An explosion of railroad mergers then occurred, expanding seniority districts even further. To obtain as many work opportunities as possible for their members, BLE and UTU general committees negotiated system seniority agreements. What once was a 100- to 150-mile seniority district was expanded to hundreds, and sometimes thousands, of miles.

Pilot projects will help us to determine how this technology will be used. Suddenly, train-service employees who entered engine service in Chicago, for example—and were only required to protect their engineer seniority at that location, now found themselves having to protect their engineer seniority from Chicago to El Paso, Texas, and sometimes even further because of the restrictions contained in the 1978 and 1995 national agreements. This resulted in extreme hardships to those employees and their families.

In response, three UTU general committees on the former Santa Fe portion of the BNFE along with the involved BLE general committee, negotiated the first true flow-back agreement in the industry pursuant to the 1996 national agreement. The purpose was to keep individuals home and provide a better quality of life for both train- and engine-service employees.

Train-service employees with engineer seniority could choose to exercise their train-service seniority on the former Santa Fe. The only requirement was that there had to be a junior train-service employee actually working in train service at the location who also held engine seniority at that same location. This merely recognizes ebb and flow between train and engine service—one moves up and one moves back at the same location.

The purpose of flow-back agreements contemplated by the 1996 national agreement is to ease the ebb-and-flow movements of employees between engine and train service by providing that engine-service seniority need only to be exhausted in a reasonable home district area.

Getting even, but at the appropriate time

“Revenge is a dish best served cold,” goes the old saying. It applies to the Railroad Retirement reform battle we won in December. The two-year process was a march up steep mountains as we fought opposition. Often, members wanted to “get even” with those opponents.

For sure, letting lawmakers know just how angry you are can be enjoyable, but many phone calls, made in anger, actually made our climb more difficult at times because members of Congress also can act out of anger. An example is when the Railroad Retirement reform bill, which had previously been passed by the House of Representatives, passed the Senate under a different bill number and had to go back to the House for re-approval under parliamentary rules.

The coalition lobbying in support of Railroad Retirement reform never requested anyone dissatisfied with how House members voted the first time express their anger in telephone calls. Still, some made those angry calls and when the bill came up for a second vote in the House, we didn’t pick up one single vote from those who voted against us the first time. “No” votes were cast again because all the “get even” calls did was to make those opposed to us dig in even deeper. Fortunately, it wasn’t a close vote.

Another saying is that your organization’s most important vote is the next one. No matter how a person voted yesterday, if you don’t make them mad they may vote with you tomorrow. And, there will always be another important issue up for voting tomorrow or the next day.

Yes, some elected officials will vote with us every time and some will always be against us. But many lawmakers vote the issues. If you don’t make them mad, you may get their votes tomorrow.

So, when do we get even? The time for revenge is Election Day, after we study a lawmaker’s voting record for an entire congressional session. You see, politics is like football. You have to hit the quarterback at the proper time to be a hero.

If we hit him at the wrong time we only get penalized.

Another saying is that your organization’s most important vote is the next one. No matter how a person voted yesterday, if you don’t make them mad they may vote with you tomorrow. And, there will always be another important issue up for voting tomorrow or the next day.

Yes, some elected officials will vote with us every time and some will always be against us. But many lawmakers vote the issues. If you don’t make them mad, you may get their votes tomorrow.

So, when do we get even? The time for revenge is Election Day, after we study a lawmaker’s voting record for an entire congressional session. You see, politics is like football. You have to hit the quarterback at the proper time to be a hero.

If we hit him at the wrong time we only get penalized.

So, in all honesty, we are playing the game of politics to win.

Leadership is taking challenges head-on and not running from them. That is precisely what the UTU has done in the face of a rail industry intention to implement remote-control operations.

Either we learn from history or we repeat past failures. When labor unions fought elimination of the firemen and cabooses, many labor unions fought elimination of the firemen and cabooses, firemen and cabooses were eliminated anyway.

The bitter lesson is that we cannot stop advances in technology—nor automobiles replacing the horse and buggy, electricity replacing gas lamps, computers replacing manual typewriters or remote control replacing an engineer.

What we can do—and are doing—is to assure something of value in return. The UTU has achieved its goal that the remote control belongs to UTU-represented employees, that there will be no reduction in UTU-represented jobs or compensation, that UTU-represented employees will receive adequate training, and that remote control will not be introduced until its safety is assured.

Pilot projects will help us to determine how this technology will affect workers and what permanent safeguards are required. Until we are assured of the protections we demand will the UTU send out for ratification a permanent agreement. Our leadership position means we are managing the result, not reacting to it.
Good communication means less confusion

by John A. Nadalin
UTU Director of Strategic Planning

Amusing television commercials show how poor cellular telephone reception results in an unexpected and unwanted action by the person receiving the call. And, I’m sure you also are familiar with cartoons in which parents ask children the rhetorical question, “Just what part of ‘no’ don’t you understand!” These are examples of communication breakdowns, the failure of the other person to understand a spoken or written message. Who is to blame when somebody just does not understand? Should the communicator be faulted for not communicating effectively, or the listener faulted for not listening closely enough?

Accuracy, clarity and feedback are essential if communication is to be effective. In the transportation environment, accurate and effective communication can mean the difference between life and death. There is no substitute for getting the facts straight and making sure the other person understands precisely what you said, and meant.

Well-honed communication skills help union members promote a safe work environment and improve our brothers and sisters to achieve objectives they may have thought unattainable. Well-honed communication skills also strengthen our ability to enforce union contracts and successfully pursue grievances. Accurate and effective communication is essential for counseling, educating and counseling each other on virtually every subject, from company operating rules to organizing the workplace to recruiting new members.

Our Regional Meetings are one place where we can learn to improve communication skills. There also is the local library, community college classes, Internet online classes, seminars and even local Toastmaster groups.

In honing our communication skills, let us also remember that words can hurt as well as heal. Sometimes we forget how we feel when supervisors demand or criticize us rather than instruct or counsel in a positive way. Never forget that at the other end of your message is another human being who deserves the same tone of message and respect you deserve. Even when we disagree, we need not be disagreeable.

Another positive guide to accurate and effective communication is to use plain, everyday language, avoiding generalizations, jargon and big words. When we write, short sentences are most effective.

Finally, realize that none of us is perfect, no matter how much we would like to think otherwise. If we take that extra minute to imagine how the other person will react when receiving our message, then we are well on our way to becoming better, more accurate and more effective communicators.

Railroads resist installing life-saving technologies

by David Hakey
UTU International Vice President

A technology called positive train separation (PTS) might have saved 165 lives and prevented 1,109 injuries over the past three decades, according to the National Transportation Safety Board (NTSB). Combining operating-crew fatigue by creating more predictable work schedules also can reduce accidents, injuries and fatalities, the NTSB says. Railroads are resisting both because of cost. Placing profits ahead of safety is heartwrenching to the families and co-workers of victims killed in preventable accidents. NTSB “has long been a proponent of automated systems that prevent train collisions,” the NTSB said following a 1999 fatal train collision at Bryon, Ohio. Although railroads were spurred by the Federal Railroad Administration to implement pilot projects incorporating PTS, progress has been slow. Burlington Northern Santa Fe (BNSF) and Union Pacific, for example, have been testing PTS in the Pacific Northwest. But, the NTSB has expressed disappointment “with the pace of development and implementation of collision-avoidance technologies.” A transportation magazine observed that, while General Motors is equipping Cadillacs with infrared scanners to improve a driver’s night vision, and while Ford offers sonar in rear bumpers to assist backing into tight spaces, railroads have resisted implementing positive train separation even though the technology exists. Preventing derailments costing millions of dollars each would, over time, offset the cost of PTS systems, plus implementation would add a safety redundancy, making railroad safer and more efficient.

Methods to reduce train operating crew fatigue also are among NTSB’s “most-wanted” safety improvements. Unfortunately, railroad lobbyists blocked congressional attempts by Cong. Jim Oberstar (D-Minn.), the ranking Democrat on the House Transportation Committee, to prohibit rotating shifts, require more advance notice of work assignments, more rest between duty calls, more restful places to sleep while away from home and more undisrupted time while at home.

BNSF and the UTU last fall launched a collaborative effort to prevent workplace injuries by challenging and changing traditional employee/management relationships. A similar effort is underway at CSX. But, other railroads have been slow to follow.

The BNSF and CSX models are intended to link safety, quality of life and productivity with a recognition that staffing, training, work/rest scheduling, attendance requirements, rules and operating practices all have a bearing on safety in general and human-factor issues specifically. Workplace coaching, counseling and retraining are intended to replace the existing punitive discipline process for non-compliance and non-serious safety/rules violations.

Your UTU International officers are committed to making the dangerous railroad environment safer. Zero fatalities, zero injuries and zero accidents are our goal.

The legislation liberalizes early retirement benefits for 30-year employees; eliminates a cap on monthly retirement and disability benefits; lowers the minimum service requirement from 10 years to five years; increases the maximum benefit available to some widows and widowers for their spouse; and wouldn't have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995 must still have had a "current connection" with the railroad industry in order for survivor annuities to be payable by the Board under this provision, rather than the Social Security Administration.

Anyone with five years of service performed after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)’S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that would have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)’S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that would have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)’S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that would have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)’S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that would have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)’S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that would have been payable to the railroad employees; the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount payable. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annuity cost-of-living increases until the annuity amount is exceeded. Widow(er)'s annuities would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

The new law applies to widow(er)'s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than the amount he or she would have received had the new law been in effect on the date the widow(er)'s annuity began. Widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

In addition, a deceased employee with five years' service after 1995, but prior to 2002, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.
Important information regarding health-care coverage for railroad retirees

CLEVELAND, Ohio – In conjunction with the recent passage of the Railroad Retirement and Survivors Improvement Act of 2001, below is information from United Healthcare regarding changes to the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000). Also below are some important points all members need to know about their coverage in retirement.

Enrollment is Necessary
When you retire, your railroad will not report you to United Healthcare as a retiree eligible for GA-46000. You must enroll yourself and your family with United Healthcare. You can do this in two ways:

1. You can purchase GA-23111, Plan E. Your eligibility for GA-46000 will be verified when your enrollment for that coverage is processed. ID cards for both GA-46000 and GA-23111 will be sent to you. A booklet explaining the Plan E benefits and an enrollment form can be obtained by calling United Healthcare.

2. You can complete and return the “Retiree and Dependent Information” form found in the center of the GA-46000 descriptive booklet. Your eligibility will be verified and a GA-46000 ID card will be sent to you. You can obtain a GA-46000 booklet from your employer or United Healthcare.

If you have any questions about your eligibility for GA-46000 or the benefits provided under the Plan, call United Healthcare at (800) 842-5252.

IMPORTANT THINGS TO KNOW AT RETIREMENT
Following are some important points you need to know about your health care coverage upon retirement:

GA-46000

- Provides for employee and dependent health care benefits until the employee reaches age 65.
- $1,000 annual deductible per individual and 80/20 co-insurance of reasonable and customary charges thereafter;
- Prescription drug benefits the same as under the Railroad Employees National Health & Welfare Plan and the NRCUTU Health & Welfare Plan;
- $79,000 Lifetime Maximum benefit for 2002 and subject to annual adjustment based upon the medical cost component of the Consumer Price Index.

GA-23111 Plan E (Supplement to GA-46000)

- Pays 70% of covered expenses not paid under GA-46000;
- $200,000 Lifetime Maximum benefit.

GP-12000 Dental Plan & National Vision Plan

- Coverage continues through the end of the month following the month in which you retire;
- Coverage can be continued under COBRA through payment of the required premium.

Life Insurance Benefit

- $2,000 upon retirement. This is administered by MetLife. For information about this benefit, contact MetLife at (800) 310-7770.

If you are covered for employee health benefits by a railroad hospital association, contact your hospital association for information about your early retirement coverage. Your eligible dependents will be covered under GA-46000.

Other revenue provisions. While supplemental Railroad Retirement annuities provided by the Railroad Retirement Act continue to be due and payable, the new law, in addition to repealing the supplemental annuity work-hour tax, also eliminates the separate Supplemental Annuity Account under the Railroad Retirement Act. Supplemental annuities provided under the Railroad Retirement Act will now be funded through the new National Railroad Retirement Investment Trust.

No changes were effected in railroad unemployment insurance taxes on employers.

BEFORE YOU CALL: The Railroad Retirement Board is making every effort to notify all parties affected by this legislation as soon as possible. Therefore, patience on the part of annuitants would be appreciated when contacting board offices, as a higher-than-usual volume of calls is being experienced as a result of the passage of this legislation. Railroad Retirement Board offices are open to the public Monday through Friday, except on Federal holidays. Persons can find the address and telephone number of the board office serving their area by calling the board’s automated toll-free help line at (800) 808-0772, or from the board’s website at http://www.rrb.gov.

E-mail inquiries about this legislation can be sent to the RRB by going to the board’s website. Under “Latest News!” on the opening page, click on “Send us a secure message about the new law or its effect on you.”
Retiree’s auctions draw on rail skills
Retiree Harvey V. Hantula’s railroading experiences prepared him well for his second career.
A charter member of the B云端哥伦比亚吞潮会（UTC），Hantula learned to be an auctioneer in 1983, 10 years before he retired as a conductor on the Canadian Pacific Railway. But, he said many skills used in an auction are the same that carried him through his rail career.
“You’ve got to understand people, and if you understand railroaders, you understand people,” said Hantula, a member of Local 501 in Revelstoke, B.C. “An auctioneer also needs good eyesight and has to be observant, very important traits in railroading.”
He first worked as a logger and in construction, drilling the first hole that became the Rogers Pass Highway out of Revelstoke, but in 1957, after five years of repeatedly being laid off, railroading became his bread and butter.
As local president, legislative representative, and safety committee member, Hantula found his abilities with people served him well.
In 1983, he took a course where one year of training in auctioneering was crammed into two intensive weeks. After graduating, he donated his services to the widows of fellow railroaders holding estate sales, and word of his ability spread.
Last year, he ran about two auctions a month at the Trading Post in Kamloops. He remains in demand for recurring jobs, such as police auctions, and proudly noted that he has donated his services since 1983 to Ducks Unlimited, raising more than $100,000 for the cause.
“I’ve done as many as four auctions in a month,” Hantula said, “but I don’t like to be overboard because I’m retired. It’s fun, and it keeps my marbles in order.”

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Event Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Blume</td>
<td>Denver, CO</td>
<td>Auctioneer since 1983</td>
</tr>
<tr>
<td>2</td>
<td>Courville</td>
<td>Wyoming, WI</td>
<td>Also serves as co-chairperson of UTU Regional Meetings</td>
</tr>
<tr>
<td>3</td>
<td>Cotter</td>
<td>Mountain Home, ID</td>
<td>Special workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>4</td>
<td>Decamp</td>
<td>Skokie, IL</td>
<td>Permanent coverage (if your Medicare Choice HMO is closing)</td>
</tr>
<tr>
<td>5</td>
<td>Deerbi</td>
<td>Fort Myers, FL</td>
<td>Recent changes to GA-23111 allow for enrollment under Plans D and F</td>
</tr>
<tr>
<td>6</td>
<td>Edner</td>
<td>Memphis, TN</td>
<td>To learn about benefits under Plans D and F and to receive enrollment information, call United Healthcare at (800) 842-5252.</td>
</tr>
<tr>
<td>7</td>
<td>Eyer</td>
<td>Fort Worth, TX</td>
<td>To learn about benefits under Plans D and F and to receive enrollment information, call United Healthcare at (800) 842-5252.</td>
</tr>
<tr>
<td>8</td>
<td>Fearman</td>
<td>Westlake, OH</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>9</td>
<td>Fennell</td>
<td>Fort Myers, FL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>10</td>
<td>Fennell</td>
<td>Fort Myers, FL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>11</td>
<td>Fernlund</td>
<td>Fort Myers, FL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>12</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>13</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>14</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>15</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>16</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>17</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>18</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>19</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
<tr>
<td>20</td>
<td>Ferreira</td>
<td>S. Pekin, IL</td>
<td>New workshops for retirees at UTU Regional Meetings</td>
</tr>
</tbody>
</table>

Q’s and A’s outline RRB targets for implementation of new law
The following outlines the U.S. Railroad Retirement Board’s (RRB) tentative schedule for implementing the changes mandated by the recent passage of the Railroad Retirement and Survivors’ Improvement Act of 2001.
Q.) When will widow(er)s’ benefits be adjusted?
A.) Letters to all widow(er)s advising whether an increase is payable or not should have been completed and mailed to beneficiaries in January. By April, rate notices will be sent to those who will receive increases. In addition, payments will be issued for the increase that would have been due for February and March. By May 1, all those eligible for increases will see the change on their regular checks.
Q.) When can an application be made for 50-60/annuities?
A.) Employees and spouses could begin filing for annuities on January 1. Payments will be made at a temporary rate in February, and by June final annuity rates will be computed and payments issued for any accrued amounts due.
Q.) When does the five-year vesting requirement go into effect?
A.) The effective date of the five-year vesting requirement was January 1. Upon enactment, applicants could begin filing applications, with payment being made at a temporary rate in February and monthly payments made at their final rate by November.
Q.) When does the repeal of the Railroad Retirement maximum begin?
A.) Repeal of the Railroad Retirement maximum became effective January 1. Letters were to be sent to affected annuitants advising that the reduction was repealed in the same month. By May, rate notices are to be released to affected annuitants, and a separate payment for any increase due is to be issued. By June, monthly payments will be made at the increased rate.
For more information, check the RRB’s website at http://www.rrb.gov or contact the nearest RRB office.
Find the nearest office by calling the toll-free RRB help line at (800) 808-0772.

Retiree Program directors named
CLEVELAND, Ohio – The UTU Retiree Program has been placed under the direction of retired UTU Vice President Larry R. Davis and retired UTU Representative Bill Packer, who will serve as co-chairs.

“Larry and Bill, who fully understand UTU retiree needs, will be creating special programs, new workshops for retirees at UTU Regional Meetings and more exciting travel opportunities through the UTU Travelers Club,” said UTU International President Byron A. Boyd, Jr.
Davis and Packer encourage UTU retirees to suggest ways of improving the Retiree Program and its value to UTU retirees. Suggestions should be sent to them via e-mail at PR@utu.org or by the U.S. Postal Service to: UTU Retiree Program, United Transportation Union, 14600 Detroit Avenue, Cleveland, Ohio, 44107-4250.
Voices: How would you rate President Bush?

Billy Gilkey
L-785, Paducah, Ky.

“I am a conductor and engineer working for the Paducah & Louisville Railway. I also serve as local chairperson. I will have been railroading 12 years in April. I have got high regards for President Bush, for signing the Railroad Retirement Improvement and Survivors Act into law. I also think he is doing a fine job of handling the terrorism crisis. I did not know much about him before, but I have no complaints about him now. He has been okay for labor; he has helped us out so far. Not all Republican officials have been friends of labor, and hopefully he can work with labor to accomplish more for working persons.”

Dan Paradise
L-1614, St. Paul, Minn.

“I am employed as a switchman for the Union Pacific and have been railroading for 27 years. I serve the members as legislative representative. I think George Bush is doing okay with the war, but I think there are some other areas, especially Enron, that concern me a bit. Other than that, he’s doing a fair job. He approved the Railroad Retirement improvements, but I don’t think he’s a friend of labor, at this point, but that could change. It’s yet to be seen whether the steel industry can recover, and we know Bush can help, but I’m not sure if he will. He’s saying the right things anyway; that part of him I like.”

Alan Grossweiler
L-1581, Bakersfield, Cal.

“I was a switchman for the BNSF out of Bakersfield for 30 years and 11 months until I retired. Now I serve my local as local chairperson, probably the only retired member serving as local chairperson in the state. As far as the war effort goes, it has been pretty good. As far as the working man goes, I don’t think he’s for the working man. I am worried about the job losses in this country. I don’t feel the unions have got his full support, like some of the others leaders we have had. I don’t like seeing the work leaving the United States, I think he has a bigger influence than he’s been doing. Overall, I’d give him a C+.”

Ron Tokach
L-1344, Mandan, N.D.

“I work for the Burlington Northern as a conductor, and have been railroading for 27 years. In 1996 I became a full-time field supervisor for the UTUIA, covering many western states. How does President Bush rate? I think he gets a C, maybe a C-. I rate him as average, just like the grades he got in school. He is basically of average intelligence. They say most presidents have 200 issues on their minds at any one time, and that has got to make it tough for him. I guess he has got enough advisors to help him out, including his dad. I think any president would have handled the September 11 situation the same way anyway.”

Conrail police officers vote to affiliate with UTU

PHILADELPHIA, Pa. – Police officers employed on Conrail Shared Assets properties have voted overwhelmingly to be represented by the UTU. They formerly were associated with the Fraternal Order of Police.

The 60 officers work on Conrail properties in New Jersey, Detroit and Philadelphia, protecting yards and other facilities. The group turned to the UTU for support in the face of efforts by carriers to lessen protections. “When Conrail was broken up, these Conrail police officers were the only ones who were unionized; NS and CSX officers were non-union,” explained Vice President Tony Iannone. “Burrn Boyd agreed they needed our help. The UTU is serious about backing these guys up and proving to the carriers, and to the communities where they work, the value of the service they provide.” Iannone praised Boyd and Amtrak General Chairperson Al Suozzo for their help in convincing the officers to stay unionized.

“If the UTU had not come in and supported us, we’d be in big trouble,” General Chairperson Al Compitello said. “I would like to see all railroad police officers belong to one union, the UTU. With its knowledge of rail-labor laws, the UTU is the union best suited to accommodate police officers.”

UAW honors UTU member for heroism at worksite

CLEVELAND, Ohio – Tom Priebe, a railroad conductor with the Norfolk Southern and 38-year member of Local 792 at Cleveland, Ohio, recently won praise from the United Auto Workers (UAW) and others for his concern for his fellow union brothers.

Last winter, Priebe, who works servicing the giant Ford Motor Company engine plant in Brook Park, Ohio, noticed that water had begun to accumulate near the rail car entrance to the plant. At first he didn’t think anything of it because sloppy conditions exist at that time of year.

One night Priebe was working with UAW Car Placer Morris “Sonny” Sturgis. “We were going in to check the cars before moving them, walking through standing water about an inch deep. I got a strange feeling that there was something missing, that something was different. I looked down at the water and saw something I didn’t like.”

What Priebe had sensed was that an access cover plate to an underground sluiceway had been removed, but you could not tell, because it was under water. The underground sluiceway is about three feet wide and 10 feet deep. It carries hot water that is used to cool six blast furnaces.

Priebe also noticed that Sturgis was about to walk right over the hole. Priebe quickly grabbed Sturgis and stopped him. While Sturgis went for help, Priebe stood guard over the exposed access. “They had pulled the cover off because there was a blockage and they never put the yellow caution tape up,” Priebe said. “If he (Sturgis) would have fallen in, the water would have sucked him in to this big underground collection area and he might have gone through these tremendous pumps.”

The plate was off, he saw it was unsafe and he grabbed me. I would have ended up in the mill pond,” some distance away, Sturgis said.

Priebe was praised in the local UAW newspaper for his efforts. “Tom Priebe’s quick thinking and quick response to the dangers facing Brother Sturgis are to be commended,” the paper stated. “Working together, helping each other out, taking care of those in need, that is what the labor movement and, for that matter, what America is all about.”
that all citizens can be proud of,” Rose wrote. "Amtrak's model for a national rail passenger system is vastly superior to the alternative, which is to do nothing. If nothing is done, it will be too late to reach for that goal."

Boyd said that preserving, expanding and improving intercity rail passenger service is also important to our national well-being. In fact, understanding the value to the most advanced, wealthy and mobile nation in the history of civilization of an efficient, national rail passenger network, is important, he said.

"How disappointing that the nation with the world’s most efficient rail-freight network has a third-world-equivalent rail passenger system," Boyd said. "It is imperative that those possessing extensive railroad experience and knowledge now become involved in assuring America access to a world-class national rail passenger network."

A summit involving the nation's freight-rail chief executives, the leaders of those railroads' unions and political leaders is an appropriate and effective means to determine, through informed consensus, what is needed to assure the preservation, expansion and improvement of America's national rail passenger network."

Remote control projects set
Continued from page 1
employees represented by the UTU.

The National Wage and Rules Panel was established in 1996 to permit railroads and the UTU to discuss simple issues in a non-confrontational manner. Parties expressively envisioned pilot projects such as this.

"There are a number of issues to be worked out before either side enters into a definitive agreement on remote control," UTU International President Byron A. Boyd, Jr., said. "Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology continually employs train conductors. He celebrated his 60th anniversary on the job last July and is assigned as the Canadian Regional Meeting.

Meeting day
Continued from page 1
days in advance of travel, while discounts of 5% are available if booked within 60 days of travel. All discount flights are through Continental Air

Remote control projects set
Continued from page 1

The National Wage and Rules Panel was established in 1996 to permit railroads and the UTU to discuss complex issues in a non-confrontational manner. Parties expressively envisioned pilot projects such as this.

"There are a number of issues to be worked out before either side enters into a definitive agreement on remote control," UTU International President Byron A. Boyd, Jr., said. "Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology continually employs train conductors. He celebrated his 60th anniversary on the job last July and is assigned as the Canadian Regional Meeting.

Meeting day
Continued from page 1
days in advance of travel, while discounts of 5% are available if booked within 60 days of travel. All discount flights are through Continental Air

Remote control projects set
Continued from page 1

The National Wage and Rules Panel was established in 1996 to permit railroads and the UTU to discuss complex issues in a non-confrontational manner. Parties expressively envisioned pilot projects such as this.

"There are a number of issues to be worked out before either side enters into a definitive agreement on remote control," UTU International President Byron A. Boyd, Jr., said. "Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology continually employs train conductors. He celebrated his 60th anniversary on the job last July and is assigned as the Canadian Regional Meeting.

Meeting day
Continued from page 1

UTU members help carry the Olympic torch

CLEVELAND, Ohio – The Olympic flame will be burning brightly in Salt Lake City this month thanks to UTU members who had the opportunity to carry the Olympic torch.

Some 70 Union Pacific (UP) employees, including 11 UTU members, were selected to carry the torch, which was lit by magnified sunlight in a ceremony in Greece on Nov. 19, 2001. The relay began December 4 in Atlanta, Ga., the last place the Olympic flame burned in the U.S. Beginning December 9, the torch was picked up by UP train and carried through Texas and Arkansas. After transferring to other modes of transportation, the flame was again picked up by UP January 10 in Omaha, Neb., and carried through Kansas, Oklahoma, New Mexico, Arizona, California, Nevada and Oregon.

At each stop, a local union would ignite the torch from a special cauldron car’s flame. Participants pass the flame from runner torch to runner torch and eventually back to the cauldron car.

The first two UP workers to carry the torch, Jerald Howell and Robert Strzelczyk, both carried it December 11, 2001, in San Antonio, Tex. Howell is a member of Local 756 at San Antonio. Tex.; Strzelczyk is local chairperson of Local 489, San Antonio, Tex.

Next, Hurston Cook, a member of Local 221 at N. Little Rock, Ark., carried the torch in Texarkana, Ark., December 13.

Fourth was Steve Slack. Slack, 51, is a conductor on the UP, working road jobs out of S. Pekin, Ill. He is a member of Local 577 at Northlake, Ill.

Slack has been running for years, averaging 15 miles per week. He carried the torch January 5, 2002, for two-tenths of a mile along Jackson Road in Glencoe, Ill., about 30 miles north of Chicago.

Philip Jewett was the next UP member to carry the Olympic flame. Jewett is a 48-year-old conductor and switch supervisor with the Union Pacific Railroad. He works servicing the General Motors assembly plant at Janesville, Wisc. He is a member of Local 322 at Milwaukee, Wisc. He carried the torch January 5 in Racine, Wisc.

“The leg for each runner is about once around a football field, about 400 yards,” Jewett said. “There are many people involved so you don’t have to go that far; not everyone participating is a distance runner.”

Jewett said the Olympic organizers are careful about the runners’ image. “Everybody gets an identical windbreaker suit, hat and gloves to keep. They are real strict about what you wear. They have the right to keep you from running if you have logos on you.”

Brian Lewis was next. He carried the torch January 18 in San Francisco. Lewis, 54, works as a switch foreman on the UP at Oakland, Cal. He serves his union as local chairperson for Local 239 at Oakland.

“I find it a big honor (to carry the torch),” Lewis said. “I also want to bring the UTU into this somehow. It is not only an honor for the UP but also for the UTU, a union that represents all these railroad workers. They said I could wear any type of footwear. Maybe I will put some UTU stickers on my shoes.”

Nace Miles III, a member of Local 31 at San Jose, Cal., carried the torch January 19 in Sacramento, Calif.

The next UTU torchbearer was Greg Boam. Boam, 49, is a UP conductor working out of Eugene, Ore. He is legislative representative for Local 471 at Eugene and also serves as assistant state legislative director. Boam also is very active with the Operation Lifesaver rail-safety campaign. Not much of a runner, Boam said he was going to walk, not run, when he carried his torch January 22 in Eugene. “If I run, it is going to be too quick,” Boam said. “I don’t want them to have to have an ambulance at the end of the 2/10 of the mile.”

Delmer Hanson, a member of Local 473 at GrandLedge, Ore., got the opportunity to carry the Olympic torch January 25 in Boise, Idaho. Next, Timothy Kenny, a member of Local 446 at Cheyenne, Wyo., carried the torch January 29 in Cheyenne.

Steve Coleb carried the torch January 30 in Loveland, Colo. Coleb, 36, works for the UP as a conductor out of Denver, Colo. He is a member of Local 202 at Denver. “After what happened in September, we need the pride of the Olympics. The Olympic emblem of interlocking rings lets you know we need to be together as much as possible. I am honored to be selected,” he said.

All the runners were given the opportunity to purchase their torches for $335 after the run. Slack said he would gladly pay the $335 for the torch he will carry. “I’m excited about participating and ready to go. It’s a real honor,” Boam said he appreciated the fact that he would get to keep his sweat suit, although “I don’t think I’m going to be doing too much sweating in that beauty. I don’t think I’m going to be doing any videos like ‘Sweating to the Torch.’”

The next UTU torchbearer was Nace Miles III, a member of Local 31 at San Jose, Cal., carried the torch January 22 in Eugene. “If I run, it is going to be too quick,” Boam said. “I don’t want them to have to have an ambulance at the end of the 2/10 of the mile.”

Delmer Hanson, a member of Local 473 at GrandLedge, Ore., got the opportunity to carry the Olympic torch January 25 in Boise, Idaho. Next, Timothy Kenny, a member of Local 446 at Cheyenne, Wyo., carried the torch January 29 in Cheyenne.

Steve Coleb carried the torch January 30 in Loveland, Colo. Coleb, 36, works for the UP as a conductor out of Denver, Colo. He is a member of Local 202 at Denver. “After what happened in September, we need the pride of the Olympics. The Olympic emblem of interlocking rings lets you know we need to be together as much as possible. I am honored to be selected,” he said.

All the runners were given the opportunity to purchase their torches for $335 after the run. Slack said he would gladly pay the $335 for the torch he will carry. “I’m excited about participating and ready to go. It’s a real honor,” Boam said he appreciated the fact that he would get to keep his sweat suit, although “I don’t think I’m going to be doing too much sweating in that beauty. I don’t think I’m going to be doing any videos like ‘Sweating to the Torch.’”

The United Transportation Union Insurance Association is looking for a special person to honor or as its 2002 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you involved in some other activity that benefits those in your community? If so, we would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2002 Volunteer of the Year.

The individual selected as UTUIA Volunteer of the Year will receive a $1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA. Additionally, he or she will be honored at the 2002 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA). Also, 20 runners-up will be selected to receive certificates of appreciation for their volunteer efforts.

Deadline for submission of nominations is February 28, 2002.

The outstanding individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners-up as soon as possible.

Decision of UTUIA judges is final. Previous nominees may be nominated again; however, former Volunteers of the Year are ineligible to receive awards.

The Volunteer of the Year program is designed to accomplish many things, not the least of which is the opportunity for UTUIA to let its fraternal light shine. It also provides an opportunity for UTUIA to recognize its volunteers for their outstanding contributions to others.

The nomination form should be mailed to UTUIA Volunteer of the Year, Attn.: Sandra Kranchik, UTUIA/UTU Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44107-4250.

Don’t forget to include a separate sheet of paper describing your volunteer activities.
This month's winning photo:

This month’s winning photograph was submitted by Brian Black, a member of Local 240 at Los Angeles, Cal. The engine pictured is Union Pacific Challenger Class #3985, the largest operating steam locomotive in the world. It was taken at Cajon Pass, Cal., in May 1994, Black said.

The UTU Public Relations Department is awarding UTU gear to the union member who submits the best photograph during the previous month. Each month’s winning photo will be published in the UTU News.

Exceptional photographs will be included on the new UTU website later this year.

We would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250. High-resolution digital photographs should be in the JPEG format and e-mailed to “utunews@utu.org”. With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and any other pertinent information.

All photographs submitted become property of the UTU. Remember to review your employer’s policies regarding use of cameras on the property or during work hours.

CORRECTION: Last month’s photo was taken by Paul Anderson of Nashua, N.H., and submitted by J.C. Scappace, Jr.

The UTU News

FEBRUARY 2002

ISSN 0098-5937

Published monthly by the United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107-4250. Periodicals postage paid at Cleveland, Ohio, and additional mailing offices. Byron A. Boyd, Jr., International President; Daniel E. Johnson, General Secretary/Treasurer. This publication available on microfilm from UMI, 300 N. Zeeb Road, Ann Arbor, MI 48106. POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

Periodicals Postage
PAID at Cleveland, Ohio,
and additional mailing offices

The Best just got Better!

Watch your savings grow with UTUIA’s attractive 5% interest rate on Traditional IRAs, Roth IRAs and Flexible Premium Deferred Annuities. In addition, the first 50 individuals who contribute to a Flexible Premium Deferred Annuity; or who contribute the maximum* to a 2001 and 2002 new or existing Traditional or Roth IRA; or who directly transfer or roll over pension/IRA proceeds from another institution to UTUIA in an amount listed below, will earn a free gift. (The transfer of existing annuity funds from one UTUIA IRA/annuity to another does not qualify for this special offer.)

*The maximum allowable contribution to a contributory Traditional or Roth IRA for 2001 is $2,000 and the maximum allowable contribution for 2002 is $3,000 ($3,500 if over age 50).

Don’t delay! Start earning 5% on annuity contributions today and receive your free gift.

Give us a call toll-free at (800) 558-8842, or complete and return the coupon below to receive more information.

Information, Please

I would like more information on the following UTUIA Annuities:

☒ Traditional IRA ☐ Roth IRA ☐ Flexible Premium Deferred Annuity

Full Name of Member

UTU Local Number

Address

City State Zip

Telephone Number with Area Code

Are you currently employed? ☒ Yes ☐ No

Date of Birth

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250