UTU, BNSF agree on new safety culture

CLEVELAND, Ohio – UTU negotiators have reached agreement with the Burlington Northern Santa Fe Railway (BNSF) on new safety rules and policies aimed at preventing workplace injuries through alternatives to punitive discipline.

“This agreement challenges and changes traditional employee/management relationships by substituting training and counseling for punitive discipline in most cases of rules violations,” said UTU International President Byron A. Boyd, Jr., who set the negotiations in motion last year following a safety summit with BNSF President and Chief Executive Officer Matthew K. Rose. “This process worked because of a team effort involving BNSF’s top officers and UTU general chairpersons who were determined to introduce a new safety culture.”

The Brotherhood of Locomotive Engineers (BLE) is expected to approve a separate agreement based upon the UTU’s leadership.

“This agreement is unique in that it assures the new procedures are implemented and interpreted uniformly as intended by negotiators,” said UTU Vice President Rick Marceau. Local safety forums will seek to correct safety hazards promptly rather than through the previous reporting, cataloguing and investigating process. Work-place coaching, counseling and retraining are intended to replace the existing discipline process for non-repetitive and non-serious rules violations. “It is intended that imposing discipline on injured employees be severely restricted,” Marceau said.

Local union/management safety committees, with union members chosen by UTU locals, will monitor work practices and seek to correct safety hazards promptly rather than through the archaic reporting, cataloguing and investigative process. Also, UTU general committees and state legislative directors will choose a full-time safety coordinator for each BNSF operating division. Safety coordinators may not be called to testify or otherwise furnish evidence of any kind in any formal investigation.

“The customary roles of a manager and employee in the railroad industry were defined more than a century ago and remain basically adversarial in nature, and required modification,” Marceau said. “We have agreed to recognize first safety, productivity and quality of life on the job are inexorably intertwined and that staffing, training, work/rest scheduling, attendance

Boyd testifies to save Amtrak

WASHINGTON, D.C. – The United Transportation Union has taken the leadership position among rail labor groups in pressing Congress to preserve and expand a national intercity rail passenger network.

UTU International President Byron A. Boyd, Jr., last month spent two weeks in Washington testifying before Congress, visiting with individual lawmakers and their senior staff members, briefing federal officials and sitting for interviews with major news organizations.

In the midst of Boyd’s visit, Amtrak President George Warrington – on whom Boyd has blamed many of Amtrak’s problems – resigned. The Amtrak board of directors has not yet named a successor.

The UTU message is that America’s national intercity rail passenger network cannot survive if

UTU solves KCS pay problems

CLEVELAND, Ohio – In response to United Transportation Union demands to improve the accuracy of its time keeping and payroll records affecting all train and engine service employees, Kansas City Southern (KCS) Railway has established a telephone hotline for operating employees to ask questions and further promised that certain documented pay shortages will be researched and corrected within a day of their submission.

KCS also promised to implement a new computerized time-payment system within nine months. The changes affect train and engine service employees on the KCS as well as Mid-South, South Rail and Tenn-Rail.

Pay problems developed after the railroad scrapped an efficient procedure whereby conductors would collect and submit to the payroll office, via air-express, time slips for all train and engine
Local 48, Norfolk, Va.

The local’s monthly meeting of Norfolk Southern employees on January 14 served as a surprise retirement party for Local President Frederick B. Gallup, said Secretary and Treasurer Larry D. Thacker. Brother Gallup was presented a plaque to commemorate his 40 years on the road.

Local 227, Huntington, Ind.

Though the local no longer has a charter because of mergers, some of its members gathered recently to help hold a retirement party for President James F. Ley, who marked 42 years of rail service. Among those who attended were S.E. Nevius, K.N. Buzzard, W.F. Winkelman, J.E. Flaherty and R.E. Lawrence.

Local 240, Los Angeles, Cal.

Members are mourning the sudden passing of retired Union Pacific Conductor Roger H. Greene, who succumbed to a heart attack on February 16, just two days after retirement after 38 years of service, said Secretary and Treasurer Dave Martin.

Local 295, MT Urill, Neb.

The Second Annual Powder River Railroaders Informational Seminar will be held April 11, from 9 a.m. to 5 p.m., at the Gering Civic Center, said Secretary and Treasurer Dave Martin. A continental breakfast will be served at 8:30 a.m., a deli lunch at noon and a buffet dinner at 6 p.m. Representatives from government agencies and health care providers will participate, as well as State Legislative Director Ray Lineweber and members of the Wyoming State Legislative Board. Thanks go to Designated Legal Counsel John Boice for supporting the seminar, said Martin, who should be called at (308) 635-7522 by those who intend to share the dinner.

Local 329, Omaha, Neb.

On March 1, retired member Charlie Nowles, 86, passed away, said Secretary and Treasurer Joe Brown and President Dennis Timmerman. In a touching tribute to Brother Nowles, Brown referred to him as “the ultimate union man.”

Local 469, Madison, Ill.

Retiree Glover Harris was recently presented a brass lantern, a lapel pin and a letter of congratulations from UTU International President Byron A. Boyd, Jr., by General Chairperson Steve Coffey, Delegate-Ignor Linaweaver, Legislative Representative Sheila Brown, Alternate Delegate Edith Stumbras, Trustee Barb Gehris, (back row, from left) Trustee-Media Gary Roll, Local President John Crossan, Jr., and (LCA) Secretary Kathleen Stongia, LCA Vice Chairperson George Hill and Trustee Florence McGreow.

The 53rd Annual Fish Fry and Old Timers’ Parade held May 8, just two days after entering retirement, will be held May 14 at 6:30 p.m. at the Sheraton Four Points, 4650 Veterans Blvd., Metairie, La.; the second will be on May 15 at 10 a.m. at the same location, and the third will be held May 15 at 6:30 p.m. at the Holiday Inn, Seigian Lane, in Baton Rouge, La. Members’ spouses are invited.

Local 503, Marysville, Kan.

Five recently retired members were presented brass lanterns by Local President Donald C. Jenkins, Local Chairperson Wayne T. Price and Secretary and Treasurer Nile E. Dragoo to mark the 38 years of union membership they have served the UTU. Brothers were Norman D. Burkehead, James B. Chaulky, Terry H. Hughes and Ray C. McCall, Dragoo said. Thomas M. Malotte, a member of Local 707, also in Marysville, was also honored at the ceremony.

Local 548, Upper Darby, Pa.

Congratulations go to Brian Caldwell, who was recently elected treasurer, and Waverly Harris, who was elected vice chairperson, said Chairperson and President Ron Koran.

Local 670, Laredo, Tex.

Members working for the Laredo Metro improved a new three-year pact, effective May 21, 2001, through May 20, 2004, that delivers a 14.5% boost in wages, General Chairperson Bill Kochen said. Besides including improved language throughout, the agreement increases holidays and sick days, and establishes a defined-benefit pension plan. “Brother Kochen, along with Vice Chairpersons Juan Morales and Victor Jasso, did an exceptional job of securing an outstanding contract,” said International Vice President and Director of the Bus Department Percy Palmer.

Local 1501, Baton Rouge, La.

Three informational conferences are being held in May, thanks to the support of Designated Legal Counsel Burga & Wettermark, said Secretary and Treasurer M.E. Corrine, Jr. The first will be held May 14 at 6:30 p.m. at the Sheraton Four Points, 4650 Veterans Blvd., Metairie, La.; the second will be on May 15 at 10 a.m. at the same location, and the third will be held May 15 at 6:30 p.m. at the Holiday Inn, Seigian Lane, in Baton Rouge, La. Members’ spouses are invited.

Local 1503, Marysville, Kan.

Four recently retired members were presented brass lanterns by Local President Donald C. Jenkins, Local Chairperson Wayne T. Price and Secretary and Treasurer Nile E. Dragoo to mark the 38 years of union membership they have served the UTU. Brothers were Norman D. Burkehead, James B. Chaulky, Terry H. Hughes and Ray C. McCall, Dragoo said. Thomas M. Malotte, a member of Local 707, also in Marysville, was also honored at the ceremony.

Local 1526, Michigan City, Ind.

Members working for the Northern Indiana Commuter Transportation District, who served Section 6 notices in January, began negotiations with the help of the National Mediation Board on March 15, said International Vice President Tony Iannone. Participating in the talks are General Chairperson Tony Yonakowski, Vice General Chairperson Darwin P. Oakes and Local President Dennis A. Burke.

Local 1670, Laredo, Tex.

Members working for the Laredo Metro improved a new three-year pact, effective May 21, 2001, through May 20, 2004, that delivers a 14.5% boost in wages, General Chairperson Bill Kochen said. Besides including improved language throughout, the agreement increases holidays and sick days, and establishes a defined-benefit pension plan. “Brother Kochen, along with Vice Chairpersons Juan Morales and Victor Jasso, did an exceptional job of securing an outstanding contract,” said International Vice President and Director of the Bus Department Percy Palmer.

Local 1947, Lake Charles, La.

A February 15 dinner honored past and new retirees, said G.D. Gibson, who serves as local chairperson, and R.W. Crossan, Jr., said General Chairperson of GO-577. The oldest attending was 96-year-old Harry LeBlanc, who retired in 1970. UTU watches were presented to the most recent retirees, said J.L. Dunham, C.D. Lofton and L.J. Robin.
Bus Department

By Percy Palmer

Fatigue a crucial issue for drivers

One definition of fatigue is, “A condition in which the body falls into a state of drowsiness.”

There is hardly an industry where fatigue is as crucial, and prevalent, as in the bus industry. In the bus industry, fatigue is difficult to understand, other than through the eyes of a bus driver. No one can imagine how scary it is when a bus driver realizes he/she has just woken from a split-second nap with the bus moving and filled with passengers. The bus driver, especially in urban transit, has a schedule to keep and cannot pull over and take a nap. If a condition of drowsiness is reported to the employer, the driver can be disciplined. The employer will tell the driver that it is his/her responsibility to stay in proper mental and physical condition to be able to perform the job in a safe manner at all times.

Employers have failed to take into consideration that there are a number of factors which affect drowsiness, such as: long working hours, varying work shifts, straight runs without a break, no time to eat, climatic conditions, stress brought on by varying factors, all of which can contribute to fatigue while behind the wheel of a bus.

The railroads have taken various countermeasures to combat fatigue. Not enough is being done in the bus industry. It is not good enough to comply with the law, which states that one must rest if there is an accident. True, I suggest that our UTU representatives get together with the management of their companies to promote training programs on ways to get better rest and be more prepared for the job. These programs should also include the families of drivers.

With unions and management working together, a safer working environment can be achieved to the benefit of all.

Yardmasters

By Don Carver

Members rally in time of tragedy

The Cumby family suffered a tragic loss March 15, 2002. Charles and Betty Cumby had a serious automobile accident in which Betty was pronounced dead at the scene and Charles was critically injured.

Charles was a retired member of UTU Local 1477 in Newark, N.J., and two of his three sons are members of UTU Local 1962 in Toledo, Ohio.

James is a UTU International officer and the assistant director of the UTU Yardmaster Department; David is a yardmaster in the Detroit, Mich., shared-area of the former Consolidated Rail Corporation (Conrail); Joseph, the youngest son, is a computer-program designer.

At the time of the accident, Charles and Betty were traveling to Detroit to celebrate their 50th wedding anniversary with their sons and their families.

The Cumby family wishes to express their thanks and deepest gratitude to the UTU’s officers, the active and retired members, staff and friends for their prayers, sympathy, support and expressions of condolence in the form of flowers, cards and donations in behalf of their mother and father.

The family requests that donations be made in the name of Betty Lou Cumby to the Algood Methodist Church, 135 West Main St., Algood, TN 38506.

Cards or personal condolences may be sent to J.R. Cumby’s residence at 28686 Squire Dr., Chesterfield Township, MI 48047.

State Watch

News from UTU State Legislative Boards

Idaho

Despite the best efforts of the UTU, the state’s Congressional delegation and others, the Union Pacific closed its Pocatello hump yard on February 15, eliminating about 40 railroad jobs.

UTU Legislative Director George Millward on February 18 had presented a bill to the Idaho Legislature to attempt to stop or slow the UP’s efforts, but the state’s attorney general ruled that the state of Idaho had no authority to prevent the UP from proceeding with its plans.

U.S. Sens. Larry Craig and Mike Crapo and U.S. Cong. Mike Simpson had interceded with UP on behalf of the employees, shippers and the community to reconsider the plan, but UP did not listen. All efforts were in vain.

Richard Davidson urging UP “to thoroughly explore alternatives to this action…including the possibility to reconsider the plan, but UP did not listen. The state of Idaho had no authority to prevent the UP from proceeding with its plans.

The state’s attorney general ruled that efforts, but the state’s attorney general ruled that the state of Idaho had no authority to prevent the UP from proceeding with its plans.

Missouri

Retired member John Locke (770) and Assistant Director of Strategic Planning Mike Lewis (490) were two of the UTU members who visited with State Director W. Larry Turner aboard Membership 1, the UP’s mobile education and training center, on its recent swing through Kansas City, Mo. Also in attendance were Raymond Sharp (226) and Local Secretary/Treasurer Rich Daley (226). Above, Locke and Lewis (left photo) and Sharp and Daley (right photo) are pictured with the coach in Kansas City.

Montana

Members of the Glendale Coalition of Active and Retired Railroad Workers recently honored U.S. Sen. Max Baucus (D) for his support and lead-
New BNSF safety rules
the result of determination

There is no precise formula for success, but experience demonstrates certain ingredients must include teamwork, a transparent process and steadfast determination to reach agreement. When the three converge, consensus typically emerges, all participants buy into the result and fewer disputes arise during implementation.

Each of those ingredients as BTU negotiators worked with their BNSF management counterparts to craft new safety rules and policies aimed at preventing workplace injuries. Instead of traditional punitive discipline being imposed when rules infractions occur, BNSF has agreed to substitute training and counseling. As UTU International President Byron A. Boyd, Jr., observed of the BNSF agreement, it “challenges and changes traditional employee/management relationships.

“This process worked because of a team effort involving BNSF's top officers and UTU general chairpersons who were determined to introduce a new safety culture,” Boyd said. Participation by UTU general chairpersons also assures, in the words of UTU Vice President Rick Marceau, that “the new procedures are implemented and interpreted uniformly.”

The agreement allows UTU locals to designate members of safety committees, with responsibility to monitor work practices and seek to correct safety hazards promptly rather than through the archaic reporting, cataloguing and investigative process.

Teamwork, a transparent process and determination to reach agreement has delivered a long-awaited reform of discipline practices that treat UTU members as the loyal and skilled workers they are. UTU general chairpersons on BNSF deserve praise for their accomplishment.

Railroads part of my life
by Jack Quinn
Congressman
30th District, New York

Last year, I was named chairman of the Subcommittee on Railroads. This is especially important to me because railroads have always been a big part of my life. My father, John Francis Quinn, is a retired engineer off the South Buffalo Railroad, working on the line for 31 years. Because of this life-long experience, I bring a great deal of first-hand knowledge on issues that are important to the railroad industry.

With the re-creation of a subcommittee focused exclusively on railroads, there provides an excellent opportunity for some significant advances and improvements both in rail capital and rail labor.

One of these advances was passage of the Railroad Retirement Improvement and Survivors' Act of 2001. I worked tirelessly to ensure that this bill got the attention it deserved. Again last year, it overwhelmingly passed the House of Representatives. Unluckily, previous years, the Senate acted on the legislation and passed it as well. President Bush signed this bill into law on December 21, 2001.

As you know, the bill was critical to the hard-working men and women of the railroad industry. Growing up my father throughout my childhood, I have seen first-hand the amount of hard work and long hours that go into railroad work. This legislation is going to protect the rail employees' future, granting them the financial security necessary to live a well-deserved and much-needed retirement.

We have successfully protected the future of railroad careers after years of hard work. Our next major task is making sure that Amtrak remains a vital part of America's transportation infrastructure. To date, I have held two out of three hearings on Amtrak. The major problem I see with the national railroad service is that it is chronically underfunded. The administration's budget request for Amtrak funding this year is $521 million. The same budget includes nearly $24 billion for highway, road and bridge construction projects – which I completely support. But, it leads to one simple conclusion: you cannot expect Amtrak to offer a vital link to the other modes in our transportation network without providing it with a comparable level of investment.

Amtrak is a vital part of our travel industry. If Amtrak is dissolved, not only will Americans be denied a choice of how they wish to travel, but many jobs will be lost, as well. I will continue fighting for Amtrak and the interests of the United Transportation Union, especially in my capacity as chairman of the Railroads Subcommittee. I will make sure that the debate about the future of passenger rail service, and freight service, too, for that matter, stays alive and well.

Cong. Jack Quinn is chairman of the House Railroad Subcommittee, a fifth-term Republican congressman from Buffalo, Erie County, and a lifetime and consistent friend of the UTU.

Amtrak’s problems are labor’s problems, too

I guess the nicest thing that anyone can say about Amtrak is that it is a total mess. But, one thing is for sure: none of Amtrak’s problems are due to labor. The Amtrak situation here in Washington continues to evolve. Some want to slap a few Band-Aids on the old railroad and shove it back out the door. Some believe that you just screw the workers, amputate a few routes and call a press conference telling the public that these were the sacrifices that had to be made to save the patients.

The UTU is one of the few organizations that believes a national intercity rail passenger network not only can be saved, but actually improved and expanded. That will require a new attitude, not just in Congress, but especially among Amtrak's top management team, which needs to regain credibility.

That management team was not screaming for help a few months ago when they were incorrectly telling all who would listen that they were on a glide path to self-sufficiency. The most disappointing thing is that they actually had some people believing it. I have known ever since I got to Washington that Amtrak needed more than a continued supply of Band-Aids. It needed a consistent and reliable transusion of cash.

During the Clinton years, Amtrak at least had a White House that would have been sympathetic to the problem if only Amtrak management had told the truth. The current White House has been making noises about coming out with a plan to save passenger service in America, but we’ve seen nothing. And, quite frankly, I’m not in a hurry to see what that plan is because I fear it will not be a plan for expansion.

As you know, President Boyd has been working hard to try to get all the parties to come together and develop the best plan for preserving and expanding a national intercity rail passenger network. This makes a lot more sense than all of the interested parties competing with each other as to who has the best plan and running in numerous, self-serving directions.

No matter what happens, we have a fight in front of us. It is not just a fight to save a national intercity rail passenger network. It is also a fight to save the Railroad Retirement System for our present and future retirees, whether they are in passenger service or freight service.

Remember the passage of the Railroad Retirement Improvement legislation last year? That legislation was based on certain employment assumptions which neglected the reality that Amtrak employment is a big part of those assumptions as Amtrak has some 25,000 employees.

If an ax is taken to Amtrak and the employment level shrinks dramatically, then the freight railroads' Railroad Retirement tax will have to soar. And, when the freight railroads’ cost increases, you know how they respond: by cutting jobs and doubling up on train length.

It is important, then, to recognize that Amtrak’s problems are not just Amtrak’s problems; they are problems for all railroaders and all railroaders’ families.

I hope that you will stay informed on this issue and react favorably when called upon to help. Ultimately, the decisions are going to be made on Capitol Hill in Washington, D.C., and UTU’s success in the past – and the future – is directly tied to our Transportation Political Education League, or TPEL. So please remember how much we need contributions to TPEL to be able to win this battle.
The following is the statement of Byron A. Boyd, Jr., International President, United Transportation Union, before the Subcommittee on Railroads, House Transportation and Infrastructure Committee, U.S. House of Representatives, on “The Successes and Failures of Amtrak and of the Amtrak Reform and Accountability Act of 1997.” This testimony was presented March 6, 2002.

Mr. Chairman, the 125,000 members of the United Transportation Union are beholden to you for this opportunity to participate in a rescue of America’s national rail passenger network. The UTU represents the largest of rail unions, representing some 3,000 dedicated, highly skilled Amtrak employees, plus some 65,000 freight railroad employees including brakemen, conductors, engineers and yardmasters. We also represent employees in the airline, commuter and transit industries.

Mr. Chairman, Novelist F. Scott Fitzgerald wrote, “There are no second acts in American lives.” The story of intercity passenger railroading in America has proven him to be wrong.

The first act was freight railroads running our intercity passenger trains and doing so with considerable pride and at a profit. As is well documented, highway and airline subsidies ended that act.

The second act is the federally owned Amtrak, intended to relieve privately owned railroads of the monetary losses associated with the passenger-train business. However, we knew three decades ago when Amtrak was formed—and we have been taught again by the Department of Transportation’s inspector general, the Amtrak Reform Council and now, belatedly, by Amtrak’s own management—that passenger railroading cannot be an entirely profitable undertaking if it is to be operated in the public interest.

Indeed, if America is to have a national intercity rail passenger network—and American voters overwhelmingly support such a network—then a third act must be written. That third act must be written to prepare and perpetuate a national intercity rail passenger network operated seamlessly, efficiently, safely, coast to coast, border to border and for the benefit of a population unable or unwilling to travel by highway or air. USA Today reported last year that 70% of Americans do not travel by air.

Understanding the value to the most advanced, wealthy and mobile nation in the history of civilization of an efficient, national intercity rail passenger system seems almost impossible to be obvious. How disappointing that the nation with the world’s most efficient rail-freight network has a third-world equivalent rail passenger system. A national intercity rail passenger network was essential to the economic, political and social fabric of this nation before Sept. 11. Its indispensability is that much greater today.

Mr. Chairman, the United Transportation Union does not pretend to know exactly how the third act should be written. But, we know the third act must be written without economic or political failings.

That result, Mr. Chairman, is best achieved as all consequential endeavors are achieved, with the help of those entrusted with the stewardship of a national intercity rail passenger network, including the management of the railroad and rail-union officials who work to establish consistent and reliable world-class service.

The following is the statement of Byron A. Boyd, Jr., International President, United Transportation Union, before the Subcommittee on Railroads, House Transportation and Infrastructure Committee, U.S. House of Representatives, on “The Successes and Failures of Amtrak and of the Amtrak Reform and Accountability Act of 1997.” This testimony was presented March 6, 2002.

The United Transportation Union recommends a national intercity rail passenger summit whose delegates would include chief executives of the freight railroads, rail-labor chiefs, federal, state and local officials with demonstrated transportation expertise, congressional staff members with intercity transportation responsibility and congressional leaders.

An example of partnering to assure future access to the UTU’s willingness to enter into pilot projects to study the economic value and safety consequences of remote control locomotives. Carrier/labor partnerships, however, must be continual and not sought by carriers solely during periods of crisis. Another observation is that Mr. Davidson wrote recently that “rail management and rail labor were able to come together to develop Railroad Retirement reform and that “in an effort to achieve a similar outcome on passenger rail, Union Pacific would be very willing to work with you to determine if there are common themes and ideas we can develop collectively.”

Burlington Northern Santa Fe Chief Executive Officer Matt Rose wrote the UTU that its proposal “could lead to a meaningful solution for America and bring a level of efficiency to rail passenger service that all citizens can be proud of.”

Mr. Chairman, I stated earlier that the UTU does not pretend by itself to know exactly how best to preserve a national intercity rail passenger network. I would, however, like to share some observations that I would raise at a summit.

Foremost among them—and this was well articulated recently by Amtrak’s new board chairman, Mayor John Robert Smith—is that a national intercity rail passenger network cannot be starved for funds. It is regrettable that after Congress authorized almost $1 billion in federal aid annually for five years for Amtrak beginning in fiscal year 1998, Amtrak agreed each year to an appropriation only about 85% of that to last addiction funding—that Amtrak very likely would have secured had it abandoned its folly of becoming financially self-sufficient—could have prevented the near financial collapse in which Amtrak now finds itself.

A national intercity rail passenger network will require a predictable and reliable source of funds, Mr. Chairman. A century and a half of railroad history teaches that it is not cheap to run a railroad, unless one runs the railroad into the ground.

For this reason, those entrusted with the stewardship of a national intercity rail passenger network reach out with sincerity to their employees and unions for assistance in operating the system in the most efficient, safe and passenger-friendly manner.

Management need not engage in a popularity contest, but neither should it alienate its employees and unions. I assure this committee that the UTU is committed to working with operators of a national intercity rail passenger network to establish consistent and reliable world-class service.

In this regard, I respectfully direct this subcommittee’s attention to the manner in which Chicago’s Metra commuter rail system is operated. Unlike Amtrak, Chicago’s Metra has no legislative guarantee of access to the freight tracks over which it operates. Yet its 700 daily commuter trains share space with some 500 freight trains daily and still maintain an on-time record of near 97%.

Metra’s executive director, Philip Pagano, was quoted recently as saying that “reasonably priced public transportation is capable of making reasonable decisions—and that the reasonable people must be those who understand rail operations. Mr. Pagano said, “You can’t legislate people to come to the table because, if you do, then each side is going to put their feet deeper into more cement.” Metra reaches out to all of its stakeholders—freight railroads, labor, communities and its actual and potential customers—to include them in problem solving and decision making.

It is essential, Mr. Chairman, that Amtrak board members and senior officers possess a working knowledge of intercity railroading operations and how to route freight railroads compete with each other and with trucks. In fact, I respectfully recommend that this subcommittee hear from Mr. Pagano on how he manages relationships at a future hearing, and I truly hope Mr. Pagano would be part of a summit on the future of a national rail passenger network.
“Remembering our Roots” is the theme of this year’s Regional Meetings

“Remembering our Roots,” the heritage of the transportation-labor movement, is the theme of this year’s UTU/UTUIA Regional Meetings. That theme will be reflected in the keynote addresses, the focus of workshops, spoken and social events planned for the meetings.

Each meeting will open formally with a gavel striking the morning of the day before the official start of the meeting. Details of those gavels are printed on Page 11. Gavels will depart by bus early in the morning from the host hotel. Registration for arriving participants will take place from 10 a.m. – 4 p.m. in the hotel lobby. That evening, a reception, with light hors d’oeuvres, will be held.

First Day

The schedule for the three Regional Meetings will be similar; the schedule for the Reno meeting is printed below. Registration for arriving participants will continue from 7 a.m. – 4 p.m.

The first day of the meeting begins at 8:30 a.m. with UTU International President Byron A. Boyd, Jr., and Alternate U.S. National Legislative Director James A. Stem, Jr., speaking on the era of DLC representation for you and your family. Question and answer session to follow.

10:45 a.m. – Noon “Age Has Its Privileges”

Discussion of issues affecting retired UTU members, ranging from health care and pension benefits to the benefit of membership in the UTU Retiree Program. Retired members will be able to ask questions regarding the information presented or get answers from representatives of the companies that administer them. (See below)

1:30 p.m. – 3 p.m. “Leaving Technology”

The many myths and facts of the UTU’s research database and the components used in the search engine to aid in finding information. See what search operators and techniques you can use for an effective search.

1:30 p.m. – 3 p.m. “For Your Own Health and Retirement”

An overview of the respective health plans as well as Railroad Retirement benefits will be presented by representatives of the UTU health and welfare provider and a Railroad Retirement Board representative.

7 a.m. – 4 p.m. Registration continues

8:30 a.m. – 5 p.m. Legislative Board Meetings

5 p.m. – 6 p.m. Cocktail Reception

6 p.m. – 7 p.m. Legislative Board Meetings

7 p.m. – 11 p.m. Reception

Second Day

7 a.m. – 4 p.m. Registration continues

8:30 a.m. – 10:30 a.m. “Investigation: Rules”

Specifically, the consensus of first division and public law based on various aspects of investigations, including the duty to protect that a union officer has in his or her role as a representative; what the burden of proof really means; the steps to assist new members in the process.

3:30 p.m. – 5:30 p.m. “Your Paycheck and Politics”

A realistic examination of how your union is addressing legislative and political issues that affect your family’s future. Included will be an explanation of changes in current regulations and their impact on our transportation industry and transportation employees.

6:30 p.m. – 9:30 p.m. Reception

Regional Meetings feature program for UTU retirees

At this year’s Regional Meetings, the UTU and UTUIA will present programs and activities to benefit retired railroad employees.

Called “Age Has Its Privileges,” the program will be moderated by retired UTU Vice President Larry David, who now serves the union as an affiliate representative of the UTU Retiree Program. Among the topics to be discussed:

• The seminars will focus on what we do and what we can do to support the UTU, said Auxiliary International President Edythe Walter.

The seminars will open with greetings from International President Byron A. Boyd, Jr., and Assistant President Paul Thompson; U.S. National Legislative Director James Brunkenhoefer and Alternate U.S. National Legislative Director James A. Stem, Jr., and UTU designated legal counsel (DLC) representatives will present the importance of DLC representation for you and your family. Question and answer session to follow.

1:30 p.m. – 5 p.m. “For Your Own Health and Retirement”

An overview of the respective health plans as well as Railroad Retirement benefits will be presented by representatives of the UTU health and welfare provider and a Railroad Retirement Board representative.

6 p.m. – 7 p.m. Legislative Board Meetings

7 p.m. – 11 p.m. Reception

Cocktails and hors d’oeuvres, with entertainment

Third Day

7 a.m. – 1:30 p.m. Registration continues

8:45 a.m. – 10:30 a.m. “Ask the Switch”

Panel discussions, questions and answers to help members and their families better understand what members can do for railroad retirees.

8:30 a.m. – 5 p.m. “The Right Tools for the Job”

Local bookkeeping made simple through the use of the proven local security and/or management bookkeeping system, WinSTABS. Find out how this system can save you time. Get one-on-one instruction from the WinSTABS support team.

5 p.m. – 6 p.m. Cocktail Reception

6 p.m. – 7 p.m. Legislative Board Meetings

7 p.m. – 11 p.m. Reception

President’s Banquet

UTU Auxiliary to host Regional Meeting programs

The Auxiliary of the United Transportation Union will once again be hosting a program for the spouses and friends of UTU members attending the Regional Meetings.

“The seminars will focus on what we do and what we can do to support the UTU,” said Auxiliary International President Edythe Walter.

The UTU Auxiliary will also host a special event at each of this year’s meetings.

At the Reno Regional Meeting, the Auxiliary is sponsoring a tour of the famous Ponderosa Ranch, the home of TV’s “Bonanza” and the Cartwright family. Pre-registration is required to guarantee space on this tour.

10 a.m. – 4 p.m. UTU Auxiliary Tour of the Ponderosa

Tour of the famous Ponderosa ranch, home of television’s “Bonanza” show and the home of the Cartwrights, visit the Silver Dollar Saloon, shop and explore the old west town and movie set. Enjoy live country music, food and the atmosphere of the old west. Lunch and transportation is included. Buses leave at 10 a.m. Pre-registration is required to guarantee space on this tour.

10 a.m. – 4 p.m. “Youth Spot Defense”

UTU designated legal counsel (DLC) representatives will present the importance of DLC representation for you and your family. Question and answer session to follow.

1:30 p.m. – 5 p.m. “Remembering our Roots,” the heritage of the transportation-labor movement. Someone in the industry is affected by harassment every day.

11 a.m. – 1 p.m. “Why?”

Why is UTU at the negotiation table to negotiate and manage implementation of remote control locomotive technology in traditional railroad operations?

10 a.m. – 5 p.m. “Driving It Home”

For effective program oversight and management. Executive sessions for a winning case at arbitration.

5 p.m. – 6 p.m. Legislative Board Meetings

6 p.m. – 7 p.m. Cocktail Reception

7 p.m. – 11 p.m. Reception

President’s Banquet
Retiree helps stage 15th Santa Special

Fifteen years ago, retiree J.T. Black, then a Consolidated Rail Corporation trainman, had an idea for turning an annual event into an extravaganza. On December 15, 2001, he transformed the heartwarming tradition of the Santa Special into an extravaganza. On December 15, 2001, it became something more when the organizers dedicated the day to the victims of the September 11 terrorist attack on New York City, which claimed 35 victims from Black’s hometown of Middlesex, N.J.

Each year, in historic Jamesburg, N.J., Santa Claus comes to town aboard a fire truck. In 1986, it occurred to Brother Black, a member of Local 1390 in Trenton, N.J., that railroad tracks run through the center of town.

“My conductor, Tom LoPresti (L-1390), played Santa for the fire department,” Black said. “I wondered why we couldn’t run a special train at Christmas. I mentioned it to trainmaster Doug Watts, and we got the green light.”

Bad knees sidelined Brother LoPresti this year, but the event keeps growing bigger and better. “Thanks to all the volunteers, we gave gifts and Polaroids to well over 300 children, and handed out 600 bags of candy,” Black said.

“It takes some work,” said Black, who noted that his son-in-law, Dennis Keefe, has served as engineer. “It takes some work,” said Black, who noted that his son-in-law, Dennis Keefe, has served as engineer.

“In 1996, we had 400 kids,” Black said. “This year, it’s 600.”

“The adventure begins after an evening’s rest on the island of Oahu in Honolulu at the Hilton Hawaiian Village on the famed Waikiki Beach. Each year, in historic Jamesburg, N.J., Santa Claus comes to town aboard a fire truck. In 1986, it occurred to Brother Black, a member of Local 1390 in Trenton, N.J., that railroad tracks run through the center of town.

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“It takes some work,” said Black, who noted that his son-in-law, Dennis Keefe, has served as engineer for the past decade, “but it’s worth it when you see the excitement on the kids’ faces.”

Cleveland, Ohio – It is not too early to start making autumn travel plans, especially when the UTU Travelers Club is making available to retired and active members a cruise of Hawaiian Islands aboard the Princess Cruise Line’s dazzling Diamond Princess.

For information and a reservation form, write to UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250; or call Lakewold Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)
What are your thoughts on locomotive remote control?

John Pierce III
L-1760, Detroit, Mich.

“I’m currently working for CSX as an engineer. I’ve been on the railroad for eight years, and I’m local chairperson for conducting switchmen. We absolutely expect to see remote operations here. I’m from the computer age, so I’m not afraid of technology, but as a chairperson, I’m concerned about jobs and compensation. We’re definitely sidestepping problems by being proactive on this and having pilot programs instead of fighting something after the fact. But you can’t stop technology. Radios and end-of-train devices are good examples of that, and we all know what happened there.”

Jack A. Martin, Jr.
L-1205, Kingsville, Tex.

“I’m a Union Pacific conductor and local chairperson, and I’ve been a rail worker for 25 years. We don’t have remote control operations here, but they’re talking about it. It’s coming, the wave of the future and I don’t think we can fight progress. I believe the UTU is on the right path by researching it with pilot programs and finding out how to handle it safely, rather than having it forced on us by the company. It could be a great tool if you don’t push it past its limits. Everything’s based on the absolute dollar, so if the company figures it can save by using remote controls, we’re going to see it.”

Montie Sims
L-331, Temple, Tex.

“I’m a crossed roller BNSF engineer/conductor. I was a conductor for 20 years and was transferred to engine service. I’m also local president, and most of the guys here don’t want to see remote control operations come in, but I think we know it’s coming. I don’t like it. I wish they’d put more thought to it and consider the men who might lose jobs on account of it, and hold off as long as they can. I think it’s going to have a trickle-down effect, where guys end up bumping each other, and someone won’t have a job. It’s coming, but I think it’s just another issue where the company is spending a lot of money to get rid of people.”

Jim Wyatt
L-239, Oakland, Cal.

“I hired out in 1972, just shy of 30 years ago, on the Southern Pacific. Now I’m a Union Pacific trainman working the conductor’s extra board out of Oakland. I think the UTU is way ahead on this and the CN/IC. Technology is part of our workplace, and we should be the people who control that technology. I think it will be in widespread but limited use because of liability issues. The UTU’s way out front with this, and I want to see them stay out front. I think we’ve done the right thing. I don’t see the coming of the remote as a doomsday scenario any more than the coming of the radio was; it’s just a change.”
Save Amtrak

Continued from page 1

it is broken up and operated on a piecemeal basis under contract. Also, it is time for Congress “to recruit the best and the brightest to conceive, design and implement an economically and politically realistic plan” for a national intercity rail passenger network, according to Boyd.

Boyd urged that a new Amtrak president have an interest in trains and a “compelling compassion to lobby Congress for the funds necessary to ensure world-class service.” Warrington rarely rode the rails to inspect Amtrak or meet with Amtrak employees and further failed to lobby Congress for sufficient dollars to ensure improved service.

In urging increased Amtrak funding, Boyd compared recent federal subsidies for Amtrak of under $600 million annually with some $24 billion for aviation. “A century and a half of railroad history teaches that it is not cheap to run a railroad – unless one runs the railroad into the ground,” Boyd said. (The full text of Boyd’s testimony is found on page 5.)

Boyd also met with federal transportation officials, including Federal Railroad Administrator William L. Transfield, and urged the DOT to “move forward” with the approach of increasing the passenger rail service levels of Amtrak to the levels enjoyed by European nations. In urging increased funding, Boyd again underscored the need to “recruit the best and the brightest to conceive, design and implement an economically and politically realistic plan” for a national intercity rail passenger network, according to Boyd.

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Rails honor UTU

When national railroad officers gathered in Washington, D.C., March 13, they clicked out the UTU as the most effective component of the two-year-long joint carrier/labor lobbying effort to have Railroad Retirement reform passed into law.

UTU National Legislative Director James M. Rinkenbacher accepted the award on behalf of the UTU. The carrier described the UTU’s efforts as among the most important legislative contributions to the railroad industry during 2001.

KCS pay problem

Continued from page 1

service employees. Instead, crews were instructed to submit time slips via telephone facsimile. In an increasing number of cases, the fax process resulted in lost time slips and underpayment. The problems were caused by non-functioning and malfunctioning fax machines as well as incorrect phone numbers being provided to train crews.

“After UTU general chairpersons brought the matter to the attention of senior KCS management, railroad officials acknowledged serious problems with the KCS timekeeping system and worked with UTU general chairpersons Jerry Batton, Curtis Roughton, Warner Biedenharn and Larry Davis to devise a means of eliminating the problem,” said UTU International President Byron A. Boyd, Jr. “KCS confirmed its promises in writing to our general chairpersons. The UTU demanded that engineers as well as trainmen be covered by the changes,” Boyd said.

“While the general chairpersons’ persistence should result in a significant reduction in payroll shortages and decrease the time it takes to correct these errors, the UTU will continue to monitor the problem and demand additional changes if the promised fixes do not fully solve the underpayments,” Boyd said.

Batton said that many engineers working under a Brotherhood of Locomotive Engineers contract also were being shorted and “we insisted that the engineers also be included in the fix.”

“KCS officials realized this was a big mess. Many Brotherhood of Locomotive Engineers members have come to me to get their payroll problems resolved also, and I am happy to help them. We are all in this together. I am trying to show how good the word of the UTU is,” Roughton said.

KCS pay problem

Continued from page 1

requirements, rules and operating practices all have a bearing on safety in general and human-factor failures specifically.”

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The upcoming UTU/UTUIA Regional Meetings are guaranteed to provide plenty of fraternalism, education and fun.

Each Regional Meeting lasts a full three days, with the President’s Banquet on the evening of the third day.

The New Orleans Regional Meeting has been designated the joint U.S./Canadian Regional Meeting. Bus Department workshops will be offered at the Reno and Washington, D.C., meetings, only, not at the New Orleans Regional Meeting.

All those attending must be registered in order to attend any planned function. Children age 11 and under who are pre-registered are complimentary.

The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of $315.

The registration fee for the 2002 Regional Meetings is $125 per member, spouse or child over 11. You must make your own room reservations at one of the hotels listed below, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the Regional Meetings but can’t spare the time away from work or family. One-day registrations are $60.

You may cancel your Regional Meeting registration 10 days prior to the first day of the meeting or the golf outings without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 431-5755.

The fee, $80 per golfer, includes transportation from the host hotel, greens fees, a golf cart and lunch and much more. Register for the golf outings in the space provided on the registration form printed on this page. Be sure to include your golf fee with your registration fee and your true handicap. There is a limit of 144 golfers per outing.

**Auxiliary fun**

In Reno, the UTU Auxiliary will host a tour of the famous Ponderosa Ranch, which was the home of TV’s “Bonanza” and the Cartwright family. This tour will take place on Wednesday, June 12, 2002, from 10 a.m. to 4 p.m. All persons planning on taking this tour must pre-register; space is limited. (See registration form)

In Washington, D.C., Auxiliary meeting attendees will enjoy a presentation on floral design by Tom Powell, president of the Flower Gallery and coordinator of some of the floral industry’s biggest events. This will take place on Tuesday July 30, 2002, in the Hyatt Regency Hotel.

In New Orleans, Auxiliary meeting attendees will enjoy a cooking demonstration in the Fairmont Hotel’s renowned “Blue Room” by world-famous New Orleans chef Kevin Belton. This demonstration will take place on Friday, August 16, 2002, in the Fairmont Hotel.

**Golf outings set**

The UTU will hold golf outings the day before the start of the three Regional Meetings. The dates are Sunday, June 9, in Reno; Sunday, July 28, in Washington, D.C., and Wednesday, August 14, in New Orleans.

In Reno, golfers will play at the Northgate Golf Club. In Washington, D.C., golfers will enjoy the Marlborough Golf Club, and in New Orleans golfers will play the Bayou Oaks Golf Club.

The fee, $80 per golfer, includes transportation from the host hotel, greens fees, a golf cart for every two players, lunch and much more. Register for the golf outings in the space provided on the registration form printed on this page. Be sure to include your golf fee with your registration fee and your true handicap. There is a limit of 144 golfers per outing.

**Register now for the Regional Meetings!**


The Reno Hilton, 2500 E. Second St., Reno, NV 89595
Hotel reservations: (800) 648-5080 or (775) 789-2000
Reservation code: UTU-AC02, Room rate: $66 single/double
Reservation deadline: May 23, 2002
Parking: free

Hyatt Regency on Capitol Hill, 400 New Jersey Ave., N.W., Washington, DC 20001
Hotel reservations: (800) 233-1234 or (202) 737-1234
Reservation code: UTU1, Room rate: $109 single/double
Reservation deadline: June 27, 2002
Parking: hourly rate; $25/day maximum


The Fairmont New Orleans, 123 Baronne St., New Orleans, LA 70122
Hotel reservations: (800) 866-5577 or (504) 529-7111
Reservation code: UTU; Room rate: $99 single/double
Reservation deadline: July 13, 2002
Parking: $19 valet at hotel; $10 across the street

**UTU Regional Meeting Registration Form**

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Registration fees are $125 per person; children 11 years of age and under are complimentary. On-site registration will be $175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 10 days prior to the start of the Regional Meeting.

**Which Regional Meeting will you be attending?**

- [ ] Reno
- [ ] Washington, D.C.
- [ ] New Orleans

**Member Registration**

- [ ] Member name
- [ ] Local name
- [ ] Title (if any)
- [ ] Street address
- [ ] City/State/ZIP
- [ ] E-mail
- [ ] Daytime phone number

**Spouse Registration**

- [ ] Spouse name
- [ ] Title (if any)

**Child Registration**

- [ ] Child name
- [ ] Age
- [ ] Child name
- [ ] Age

**Guest Registration**

- [ ] Guest name
- [ ] Relationship to Member
- [ ] Home address
- [ ] City/State/ZIP

**Golf Registration**

- [ ] Name
- [ ] Handicap
- [ ] Name
- [ ] Handicap

Golf fees are $80 per golfer (include in total payment)

**Payment Options**

Check/Money Order (U.S. funds only) $ __________

Credit Card (please indicate type) ☐ VISA ☐ MasterCard

Card number
Expiration date
Total charged $ __________

**Signature**

Should additional space be needed, make copies of this form and attach to the original. This form and payment of $125 per person over the age of 11, plus golf registration fees of $80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 10 days prior to the Regional Meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the Regional Meeting but instead choose to register at the meeting site will be charged a $50 penalty fee.
This month’s winning photo:

This month’s winning photograph was submitted by former local chairperson James V. Allen of Local 1400 at South Portland, Maine. This photo, taken December 14, 2001, is of the first Amtrak passenger train to operate from Boston to Portland, Maine, since 1965, Allen said. The train is seen arriving at the Thompson Point station in Portland.

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

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

The UTU 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 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 all other pertinent information.

Information, please

I would like more information on UTUIA’s Ultimate Term and Ultimate Par policies.

(Please Print.)

Full Name

Date of birth

Sex

UTU Local Number

Telephone Number with Area Code

Address

City

State

ZIP

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

With UTUIA You Won’t Have to Worry About This!

If you or your spouse died, where would the money come from to replace the lost earnings caused by death? You may have a large mortgage, credit card debts, automobile loans, children to raise and other major expenses.

The answer is an insurance policy that provides the cash to pay off these debts while providing additional money for living expenses.

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