

# UTU News

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The Official Publication of the United Transportation Union

## THE VOICE OF TRANSPORTATION LABOR

“Your UTU is dedicated to making rock-solid decisions designed for the single purpose of protecting your earning power, your family and your future. Our railroad, transit, commuter, bus and airline employee members and their families enjoy wage levels, fringe benefits and job protections that are the envy of North America.”

— UTU International President Byron A. Boyd, Jr.

### News & Notes

#### Members ratify D&H pact

ALBANY, N.Y. — Conductors, trainmen and yardmen employed by the Canadian Pacific/Delaware & Hudson Railroad (CP/D&H) have ratified a new contract with the carrier.

About 200 UTU-represented workers on the railroad were eligible to vote.

The new four-year contract will eliminate entry rates and establish trip rates in place of mileage rates, provisions similar to the national contract being put out for ratification soon, according to UTU International Vice President Pete L. Patsouras.

The contract also includes a signing bonus, grievance procedure amendments, and a provision for computing vacation days based on anniversary dates. In addition, cost-of-living adjustments are provided for at the end of the contract.

Patsouras praised the negotiating team, New York State Legislative Director Sam Nasca, General Chairpersons Mike Maloof and Carmine Mastropietro, acting chairperson for conductors Sean Keating, and Local 211, Binghamton, N.Y., conductors' chairperson James M. Hawley for their hard work on behalf of the members.

#### Rock trains to keep rolling

MIAMI, Fla. — Railroad jobs in Florida are more secure with news that the Army Corps of Engineers will issue permits to 10 mining companies to continue mining limestone in a 5,400-acre strip of land between the Everglades and the Florida Turnpike. The companies will blast the rock out of the ground, crush it into different sizes and forms, and ship it by rail and road for use in highways, buildings, cement and more.

“Our Florida UTU board has been working in South Florida for years to keep rock mining alive,” State Director Carl Cochran said. “In some states you have your coal trains, but in Florida, it’s rock trains. Rock mining is 14,000 jobs, with an annual payroll of \$500 million, and the future of CSXT and the Florida East Coast railroads.

“Had the corps not issued the permits, these miners would run out of limestone in three to five years,” Cochran said.

FOR THE LATEST INFORMATION  
ON CONTRACT RATIFICATION  
AND REPRESENTATION VOTES ON  
THE KCS AND TEX-MEX,  
VISIT THE UTU WEBSITE:  
**WWW.UTU.ORG**

## UTU: “The labor union for the 21st Century”

RENO, Nev. — “We are the labor union for the 21st Century,” said UTU International President Byron A. Boyd, Jr., in describing the state of the UTU June 10 before more than 750 UTU members and their families here at the first of three UTU Regional Meetings.

“Your UTU is dedicated to making rock-solid decisions designed for the single purpose of protecting your earning power, your family and your future,” Boyd said. “Our railroad, transit, commuter, bus and airline employee members and their families enjoy wage levels, fringe benefits and job protections that are the envy of North America.

“Your UTU is the union that provided the demonstrated leadership to secure improvements in Railroad Retirement benefits,” Boyd said. “Your UTU is the union that provided the demonstrated leadership to force changes at Amtrak. And, your UTU is the union that last month secured from the railroads an unprecedented job-protection package.

“Your UTU national officers and negotiating committees have broken free of a failed tradition among other organizations that simply react to

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## National rail contract update

CLEVELAND, Ohio — UTU members eligible to vote on the proposed new national agreement with most of the nation’s major railroads will be receiving ballots by mid-July and a vote tally is expected by August 2. For the latest news on the proposed agreement, see the UTU’s website on the Internet at <http://www.utu.org>. A special issue of the *UTU News* devoted to the proposed agreement was mailed to eligible voters in early July.

## UTU promotes Amtrak, safety

WASHINGTON, D.C. — Amtrak, which almost shutdown over the Independence Day holiday because it was running out of cash, will continue rolling because of an emergency \$100-million loan provided by the Federal Railroad Administration (FRA).

UTU International President Byron A. Boyd Jr. invested two weeks lobbying on Capitol Hill in Washington, D.C., convincing the Bush Administration and members of Congress how essential Amtrak is to the nation’s economy and defense.

On June 27, Department of Transportation (DOT) Secretary Norman Mineta summoned Boyd to DOT headquarters and told Boyd Amtrak had been saved from a July shutdown by a \$100-million loan that would be provided by the FRA. FRA Administrator Allan Rutter then briefed Boyd on the loan package.

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## Two members killed on BNSF

CLARENDON, Tex. — Two UTU members working on the Burlington Northern Santa Fe (BNSF) were killed recently in separate incidents.



Shelby

UTU member Galyn D. Shelby, 61, a member of Local 9 in Slaton, Tex., was killed May 28, 2002, when two BNSF freight trains collided head-on.

Two others injured in the accident, a conductor and another engineer, were hospitalized in stable condition, the Associated Press reported, and another conductor was treated and released.

Jason Oliver Thomas, a member of UTU Local 1420 in Memphis, Tenn., was killed in a work-related accident July 16, 2002, in the BNSF’s Tennessee Yard in Memphis, according to reports

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# Around the UTU

## News from around the U.S. and Canada

### Local 27, Cleveland, Ohio

Between 30 and 40 members from this local and Local 1661 (Cleveland, Ohio) were expected to go back to work on the Cleveland Works Rail Operations (CWRO) at the former LTV Steel, now called International Steel Group, in the wake of LTV's bankruptcy late last year, said General Chairperson **Dennis Schuler**, who is also UTU alternate vice president-east. The CWRO replaces the two former supporting rail operations, River Terminal Railway and the Cuyahoga Valley Railway.

### Local 343, Hamilton, Ont.

Canadian Auto Workers (CAW) Local 504 President Rick Cyrenne expressed his thanks to this UTU local and Local 107 (Hamilton, Ont.) for honoring a CAW picket line during a recent three-week strike, said Local Vice President **Scott Montani**. Canadian National (CN) management tried running switching operations, but were stopped by CN police wanting to avoid a conflict. Heading back to the yard, management allegedly exceeded the rules and jeopardized public safety, nearly striking a minivan at a crossing.

### Local 369, St. Thomas, Ont.

UTU members, their spouses and friends are invited to participate in a golf outing and steak dinner on August 17 at Greenwood Golf Course in Sarnia, said Local President **Ron Cleary**. Tickets are \$55 (\$35 U.S.). For more information, write him at 525 Chantel CRT, Sarnia, ON N7S 6H7, call him at (519) 336-0628, or send e-mail to clear@ebtech.net.

### Local 445, Niota, Ill.

Local Chairperson **John Edwards** last month went with his father, a retired conductor, to a retired railroaders' picnic in Chillicothe, Ill., which he said was attended by more than 100 who enjoyed the event.

### Local 471, Eugene, Ore.

The Sixth Annual J.C. Anderson Memorial Golf and BBQ Tour will be held August 5 at Diamond Woods Golf Course in Monroe, Ore., said Legislative Representative **Greg Boam**. For more information or to contribute to the fund supporting the event, write to Boam at 4742 Thunderbird Dr., Eugene, OR 97404, call him at (541) 461-5407, or send e-mail to boamerzrf@televar.com.

### Local 473, La Grande, Ore.

Members, retirees and their families are invited to attend the local's annual picnic, to be held August 7, with a business meeting preceding it at noon, said Legislative Representative **Delmer Hanson**. For information, contact Local Chairperson, Secretary/Treasurer and Delegate **Larry J. Romine** at (541) 963-5241.

### Local 492, Sacramento, Cal.

Plans are coming together for the Ninth Annual Pascual "Tito" Martinez Memorial Foundation Picnic, to be held September 7 in Truckee, Cal. Secretary/Treasurer **Daryl Stinchfield** urged members to mark their calendars in anticipation of the release of further details.

### Local 581, Green Bay, Wis.

Members raised \$100 in May for the Cystic Fibrosis Foundation's Great Strides fundraiser when they learned Brother **Reuben Anderson's** one-and-a-half-year-old granddaughter, **Trinity**, was diagnosed with the disease, according to Secretary/Treasurer **Patrick S. Benson**.



Vice Local Chairperson Kenneth L. Rogers of Local 492, Sacramento, Cal., displays the paperwork marking his induction into the Phi Beta Kappa Society.

## Conductor gains key 30 years after school

Union Pacific conductor **Kenneth L. Rogers**, vice local chairperson of Local 492 in Sacramento, Cal., already boasted an impressive background that included graduating Magna Cum Laude from the University of California-Davis (UC-D) in 1972 with a B.S. in Zoology and an overall grade point average of 3.53. He can now add the phrase "Phi Beta Kappa" to his résumé.

In the academic world, the Phi Beta Kappa Society is regarded as the oldest and most respected undergraduate honors organization in the U.S. Founded Dec. 5, 1776, at the College of William and Mary, the society is considered the nation's leading advocate for the liberal arts and sciences at the undergraduate level, electing more than 15,000 members a year from 262 chapters nationwide. Among others, members include Ralph Waldo Emerson, Nathaniel Hawthorne, President Theodore Roosevelt, Michael Crichton and Justice Ruth Bader Ginsburg.

Generally, society members are elected by "invitation" from a pool of graduating college seniors, and only 10% of those qualified in any university class may be offered membership. Rogers's entry into the society likely set a record, coming some 30 years after obtaining his degree.

"My oldest daughter, Kristen, is academically talented," said Rogers, who noted she was her high school's valedictorian and a recipient of the Union Pacific National Merit Scholarship, as well as the Schwab-Rosenhouse Scholarship. "My wife, MooLing, and I were doing research last summer to prepare her for college admission, when I came across a website link to the society's page. I thought I'd take a look to see if they offered any assistance or opportunities for her. That's when I discovered the society was interested in graduates it may have overlooked."

Brother Rogers submitted a certified copy of his undergraduate transcript. After careful review of the transcript, as well as the society's bylaws in effect in 1972, the nominations committee voted to offer Rogers a belated membership. He was inducted officially into the UC-D chapter on April 15, 2002.

### Local 584, Meridian, Miss.

Family and friends gathered on May 11 to mark the retirement of **Jack Snowden**, who enjoyed 36 years of injury-free service with the Kansas City Southern, 31 of them as a brakeman/conductor, according to **Herman Burnett**.

### Local 656, N. Little Rock, Ark.

Arkansas State Legislative Director **James T. Matthews** is saluting retiree **Tommie B. Carleton**, who, for the second time this year, has contributed \$1,000 to TPEL.

### Local 771, Needles, Cal.

Members send best wishes to recently retired conductor **Ron C. Schubert**, who pulled the pin after 41 years and five months of combined service with the Santa Fe and the BNSF railroads. Brother Schubert began his career as a fireman in July 1960, served with the U.S. Army in Vietnam, returned to the states and hired on as a brakeman in December 1966, said **Douglas R. Gordon**.

### Local 898, Boston, Mass.

Fourth-generation conductor **Joseph "Jay" Marsden** recently received a letter of commendation from Acting Secretary of Transportation and MBTA Chairman **James H. Scanlan** and MBTA General Manager **Michael H. Mulhern** recognizing his 33 years of outstanding public service, according to **G.F. Sheehan**.

### Local 953, Victoria, Tex.

**Trisha Sugarek**, daughter of member **Robert D. Sugarek**, last month received her associate's degree from Coastal Bend College two weeks before she received her diploma from Skidmore-Tynan High School, her proud father said. The accomplishment was made possible by dual-credit classes that allowed her to earn high school and college credits simultaneously. The ambitious student has begun classes at the University of Texas at San Antonio, and hopes to receive a bachelor's degree in public relations by age 19.

### Local 977, Pasco, Wash.

The annual intercraft family picnic will be held at the north end of Howard Amon Park in Richland, Wash., August 4, from noon to 6 p.m. Treats and activities for the children are planned, and a big turnout from retirees is expected, said Secretary/Treasurer **Mitch Newell**. No tickets or reservations are required. For information, call Newell at (509) 547-7408.

### Local 1252, Fresno, Cal.

Members are mourning the death of former Legislative Representative **Dennis Phelps**, 47, who returned to his former job as a Fresno County sheriff's deputy in 1999, said retired former Secretary/Treasurer **Don Heffernan**. Phelps was shot to death May 19 by a motorist he stopped for a traffic violation. His assailant robbed him, stole his police car and died in a gun battle after refusing to surrender and firing on pursuing police. Brother Phelps, who leaves behind a wife and two children, had been on solo duty just a week.

### Local 1614, St. Paul, Minn.

Legislative Representative **Dan Paradise** is reminding members that local meetings are now being held at Wells Lanes on Concord Avenue, across from the South St. Paul Yard office. Meetings continue to be held at 7:30 p.m. on the third Monday of each month.

### Local 1620, Elkhart, Ind.

The annual clambake last month was a great success, thanks in part to **Tom Kelly's** efforts behind the grill, said Secretary **G.G. Lawrence**, who noted those in attendance included International Vice President **P.D. Drennan**, UTUIA Field Supervisor **Sam Hale**, General Committee (GO-687) Secretary **Rich Ross, Sr.**, and General Chairperson (Indiana Harbor Belt) **Gary Babiarz**.

# State Watch *News from UTU State Legislative Boards*

## Wyoming

Terry L. Ungricht, legislative representative of UTU Local 951 at Sheridan, Wyo., acceded to the position of Wyoming state legislative director on May 15, following the retirement of George W. Bagby.

Ungricht, a Burlington Northern and Santa Fe Railway conductor who has been a UTU member since 1978, had served as the assistant state legislative director since 1999. He has also served his local as vice legislative representative and vice chairperson.



Ungricht

"Helping my co-workers led me to run for legislative representative of Local 951. I try to handle their safety concerns, answer their questions about our health care coverage and get them involved in voting," Ungricht said.

"Brother Bagby will be missed by the Wyoming board. He has taught the board members the intricacies of running legislation that will benefit the members of Wyoming," said Ungricht, who added that Bagby will run for the Wyoming Legislature in House District 15.

## Tennessee

Governor Don Sundquist, on May 14, signed the Passenger Contract Carrier Safety Act of 2002, a result of the UTU's efforts to halt tired van operators from transporting UTU members.

The legislation, which applies to drivers of contract vehicles carrying less than eight passengers, limits drivers to no more than 12 hours per day after eight consecutive hours off and no more than 70 hours in any eight-day period, reported Legislative Director Jerry Anderton. It also requires drivers to undergo pre-employment and random drug testing and to submit to periodic sight and hearing examinations.

"The fact that we were able to move this bill through the General Assembly during an intense budget debate is a tribute to our elected officials who responded to our need," said Anderton. "Many of these elected representatives would not be there except for our contributions to TPEL and our participation at the polls."

## Colorado

State Director Rick Johnson would like to thank International President Byron A. Boyd, Jr., UTU Vice President Arty Martin, and General Chairpersons Ken Mason, Dean Hazlett and Bud Davis for attending the special meeting of Local 202 in Denver, which he said was a great success.

More than 130 UTU members from Colorado and surrounding states attended the meeting, as did former Legislative Director Jack Shaver and past International President Al Chesser.

"This special meeting was a great educational experience and provided an opportunity for first-hand information," said Johnson, who also expressed appreciation for the barbecue lunch provided by the firm of Designated Legal Counsel David B. Kiker.

## District of Columbia

Legislative Director Steve Fritter is lauding the efforts of Local 1933 members Suzie Evans, Michael Thompson, Lee Reed, Steve Watson and Jarrett Alston for their participation at the Rally for Rail held in Washington, D.C., on May 8, calling for full funding for Amtrak. He also expressed appreciation for all UTU members in the district who regularly contribute to TPEL.

"The District of Columbia legislative board is proud to have so many members who not only voluntarily contribute their hard-earned money to TPEL, but who also take time from their busy schedule to attend politically important events. Your activism is an inspiration," Fritter wrote.

## North Carolina

The Tri-State Boosters Association of Virginia, North Carolina and South Carolina will hold their annual meeting at 3 p.m. on Sunday, July 28, at the Hyatt Regency on Capitol Hill, prior to the opening of the UTU's Regional Meeting, reported State Director Richard Westbrook.

Virginia Director Richard Jeskey reported that the deadline for applications for the Tri-State Boosters annual college scholarship drawing was July 1, 2002. Three continuing scholarships of \$500 per year are awarded to the child or grandchild of a UTU member who worked in the three states. For more information call (800) 305-4265.

## Endorsements

UTU legislative boards from the states listed below recommend the following candidates to UTU members in their respective state primaries and general elections:

### Arizona

Governor Janet Napolitano (D)  
 Secretary of State Chris Cumminsky (D)  
 Attorney General Terry Goddard (D)  
**House of Representatives**  
 1st Dist. Fred Duvall (D)  
 2d Dist. Liz Farley (D)  
 4th Dist. Ed Pastor (D)\*  
 5th Dist. Craig Columbus (D)  
 J.D. Hayworth (R)  
 7th Dist. Raul Grijalva (D)  
 8th Dist. Mary Judge Ryan (D)

### Minnesota

Governor Roger Moe (D)  
 Secretary of State Buck Humphrey (D)  
 Attorney General Mike Hatch (D)\*  
 State Auditor Greg Gray (D)  
 Senate Paul Wellstone (D)\*  
**House of Representatives**  
 1st Dist. Steve Andreason (D)  
 2d Dist. Janet Robert (D)  
 3d Dist. Jim Ramstad (R)\*  
 4th Dist. Betty McCollum (D)\*  
 5th Dist. Martin Olav Sabo (D)\*  
 6th Dist. Bill Luther (D)\*  
 7th Dist. Collin Peterson (D)\*  
 8th Dist. Jim Oberstar (D)\*

### Nevada

**House of Representatives**  
 1st Dist. Shelly Berkley (D)\*  
 2d Dist. Jim Gibbons (R)\*  
 3d Dist. Dario Herrera (D)

### Tennessee

Senate Bob Clement (D)  
**House of Representatives**  
 4th Dist. Lincoln Davis (D)  
 5th Dist. Jim Cooper (D)  
 6th Dist. Bart Gordon (D)\*  
 8th Dist. John S. Tanner (D)\*  
 9th Dist. Harold E. Ford, Jr. (D)\*

\* = Incumbent

## Bus Department

By Percy Palmer

### Organizing one key to success of UTU

Organizing is one of the key factors to the success of any labor organization. That's where the process begins. If there is a group of disgruntled employees on the job, they may have their individual concerns, but can do nothing about them. If they approach management individually, they would be disregarded. Most of us have experience regarding such reaction from management.

The strong-willed employees will then decide "let's get together as a group and present our problems and concerns to management." More often than not they would be terminated to show others that they should not think about any concerted activities. Usually when our union is contacted, we show them how to stay together as a group, how to organize and mobilize and inform them of their rights under the law. We show them how to let their voices be heard in the workplace and how to have job security, how to increase their wages and benefits and, above all, how to have more peace of mind.

The employers do not roll over and play dead once the news that employees are organizing is brought to their attention. They will hire high-paid labor-busting consultants to intimidate employees into backing down. They will spread propaganda that unions are bad. They will say to employees, "We are like a family; we don't need an outsider." They will threaten to terminate and sometimes even follow through with termination, just to prove their point.

Workers who stay organized and stick together usually prevail. The employees have shown management how powerful they can be as an organized group.



## Yardmasters

By Don Carver

### Members should ratify agreement

Rollout of the proposed national agreement during the International Regional Meeting held in Reno, Nev., was well received by those in attendance.

Hundreds of UTU members representing all rail crafts (yardmasters, conductors, engineers, trainmen, foremen and switchmen) covered by the proposal were in attendance and gave their overwhelming support for ratification.

General committees and locals are holding town hall meetings throughout the nation to explain the proposal and answer questions.

Negotiating committee members and International officers are attending these meetings.

Check the UTU web page for meeting times and locations. Make every effort to attend one of these meetings in your area.

Every member covered by the proposed contract should cast his or her ratification ballot. I believe this is, without question, the most important ratification ballot that most of the members will cast during their careers.

Support ratification and get the vote out.

Progress made in the CSXT negotiations during the June sessions was encouraging. The committees believe that in the very near future a contract will be finalized and presented to the membership for ratification.



**UTU News**  
www.utuia.org www.utu.org  
**Byron A. Boyd, Jr., International President**  
**Paul C. Thompson, Assistant President**  
**Daniel E. Johnson, Secretary/Treasurer**  
**James M. Brunkenhoefer, Nat. Legislative Dir.**

**Contact the UTU:**  
**via telephone at (216) 228-9400**  
**via fax at (216) 228-5755**  
**via e-mail at utunews@utu.org**  
**via the Internet at http://www.utu.org**

## Time for carriers to walk the talk on safety

Frank Mulvey is the senior Democratic adviser to the U.S. House of Representatives Railroad Subcommittee. After listening to UTU International President Byron A. Boyd, Jr., discuss railroad safety at the National Press Club in Washington, D.C., in June, Mulvey raised his hand and enquired what Boyd thought it would take for Congress to pass legislation guaranteeing rail operating employees predictable and uninterrupted rest periods.

"Cooperation among the carriers, labor and the federal government," Boyd responded. Mulvey shook his head in agreement.

Mulvey's boss is Cong. Jim Oberstar of Minnesota, the ranking Democrat on the House Transportation and Infrastructure Committee. For many years, Oberstar has advocated adequate rest for airline pilots, truck drivers and railroad operating crews.

Bipartisan agreement resulted in new laws limiting on-duty time for pilots and truck drivers, but advances in rail safety remain in limbo.

As Boyd pointed out in recent congressional testimony (see story on page 5), at the UTU Regional Meeting in Reno, Nev., and again at the National Press Club before an audience of congressional staff, journalists and railroad lobbyists, the impediment is the carriers.

Labor organizations certainly understand the danger of fatigue. So does the National Transportation Safety Board and the Federal Railroad Administration.

Medical science does, also, with one noted sleep scientist observing that "coming to work sleep deprived is like coming to work drunk."

In Congress there is agreement among Democrats and Republicans that a fundamental obligation of our

government is to protect Americans from harm. "I cannot imagine a single member of this Congress disagreeing that every American has a right to return home to their families from their job in one piece," Boyd said.

Yet, while carriers acknowledge a need for guaranteed and uninterrupted rest periods, they frequently demand crews remain available for work for up to 30 consecutive days. Carrier actions speak much more loudly than their words.

Carriers are renegeing in fighting fatigue among train and engine service employees because carrier managers are under extreme pressure to protect a company's stock price.

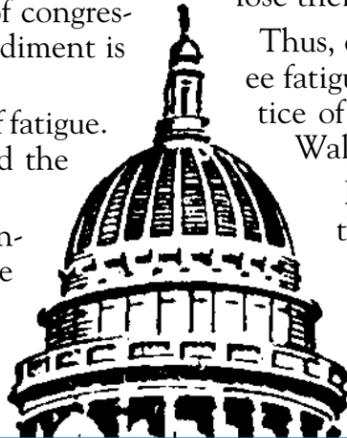
So, during periods of business downturns, railroads typically lay off large numbers of operating employees and then demand that remaining employees work additional hours and additional shifts.

Financial analysts and investors demand that railroad managers put profits ahead of safety. Managers translate these demands to mean that if they do not improve profits, they will lose their own jobs.

Thus, only a blanket federal law aimed at eliminating employee fatigue and affecting every railroad will halt the carrier practice of putting profits ahead of safety in order to satisfy their Wall Street masters.

It is time for carriers to walk their talk and stop counting their dollar profits on the lifeless bodies of dedicated employees. If the carriers won't act responsibly, then Congress must halt such inexcusable behavior.

That's the job of government and Congress should do so, and quickly.



### WASHINGTON WATCH

By James Brunkenhoefer

## TPEL donation an investment in your future

Your UTU has been praised for its leadership on legislative and regulatory issues in Washington, D.C. Although we don't accomplish everything our members deserve, we do, however, accomplish more than any other railroad union. Moreover, we are an emerging force before Congress on bus and airline issues.



We haven't made these accomplishments because we're the nicest or best dressed on Capitol Hill. We made these accomplishments because we've made more investments in our legislative and political operations than our competition. That is where UTU's Transportation Political Education League (TPEL) comes in.

Federal law prohibits the direct contribution of union dues money to national political candidates. If a union wants to make a contribution to a candidate for federal office, it is required by law to form a political action committee, or PAC. The union asks members for voluntary contributions to the PAC.

Your UTU formed one of the very first federal PACs, which is TPEL. Your contributions to TPEL have made it the top PAC, by far, among rail labor unions. In fact, TPEL contributes twice as much money to political candidates as the next four railroad unions combined.

TPEL also contributes more to candidates for national office than either of the two rival bus unions. TPEL also contributes more money than pilot and flight-attendants unions combined.

TPEL is not just a leader among transportation unions. TPEL is consistently rated in the top ten among all unions. And, among all political action committees, including those of indus-

try, TPEL is consistently rated among the top 25 in the U.S.

This is all because of your involvement in TPEL and the involvement of your predecessors. Thanks to you, we have more legislative tools to accomplish your goals.

These tools made possible passage of Railroad Retirement reform and appointment of UTU-friendly individuals to federal agencies whose decisions affect your job security.

UTU has received more special provisions in Surface Transportation Board decisions than all of the other rail unions combined.

UTU also is a consistent winner at the National Mediation Board and has made steady progress in gaining tougher safety regulations from the Federal Railroad Administration.

Still, we have not accomplished all you deserve. But, because of your contributions and involvement in the political process, we have gained more than other labor unions.

Because of our success, TPEL cannot rest. Railroad Retirement reform, for example, allowed for early retirement of many loyal UTU members and TPEL supporters. TPEL must now look to active members for more help.

If you are not a TPEL contributor, please become one now. If you are a contributor, please give strong consideration to raising your contribution.

It feels great being a leader and it's even better to reap the rewards of leadership. I know that you always want to remain number one. Being a TPEL member is how.

# UTU advises Congress on rail safety

WASHINGTON, D.C. – Observing that “the most fundamental obligation” of government is “to protect Americans from harm,” UTU International President Byron A. Boyd, Jr., asked Congress June 6 for a law restricting the railroads’ ability to deny train and engine service employees adequate rest. “I cannot imagine a single member of this Congress disagreeing that every American has a right to return home to their families from the job in one piece,” Boyd said in testimony delivered before the House Rail Subcommittee, which was holding an oversight hearing on railroad safety.

“Railroading is one of the most dangerous occupations in America,” Boyd said. “Although other industries may have higher accident rates, accidents in the railroad industry do not typically result in strains, sprains and soreness. Rather, accidents in the railroad industry frequently result in loss of limb and loss of life. Rail workers in recent years have been beheaded, impaled and crushed to death in accidents. Railroaders work in an around-the-clock and any-weather environment of heavy and dangerous equipment, which requires constant and vigilant attention to their surroundings, to their own actions and to the actions of others.

“But, railroad employees who are fatigued cannot pay constant and vigilant attention to their surroundings, to their own actions and to the actions of others,” Boyd said. He cited reports by the National Transportation Safety Board (NTSB), the Federal Railroad Administration and even the carriers about problems of fatigue.

“Research indicates a relationship between fatigue and human operational factors in everyday workplace situations,” Boyd said. “A consequence of fatigue is change in brain function. Fatigue may cause an individual, under normal operating conditions, to fail to react to information, such as a yellow or red signal. The fatigued individual may do nothing or something completely inappropriate to the situation, such as increase the throttle setting or release the brakes.

“Joint management/labor efforts to address the problem have identified solutions, such as guaranteed and uninterrupted rest periods and permission to nap on the job,” Boyd said. “But, those solutions are rarely implemented. The solutions have not been implemented because the pressures imposed on railroad

managers to protect a company’s stock price cause those managers too often to roll the dice when it comes to safety.” Boyd explained how, during periods of business downturns, railroads typically lay off large numbers of operating employees and then demand that the remaining employees work additional hours and additional shifts.

“The same financial pressures that incite senior management in other industries to violate accounting rules and shred documents similarly exist when a manager’s choice is choosing between employee safety and cost savings,” Boyd testified. “The UTU can document railroad policies where employees who operate trains have been threatened with suspension or firing if they don’t make themselves available for 12-hour shifts up to 30 days each month. Railroads have ordered operating crews to be available for work in excess of 75% of each month. By contrast, the average American, with a 40-hour work week, is available for work 22% of each month.”

Boyd reminded the lawmakers that they had addressed fatigue on the airline flight deck and in the trucking industry and that “it is now time to address fatigue in the railroad industry. Although a commercial airline pilot is permitted to fly only 100 hours per month, and a truck driver may be on duty no more than 260 hours per month, railroad operating crews can, and do, operate trains up to 432 hours per month,” Boyd said, citing data from the NTSB.

“So long as financial analysts and investors place untoward profitability demands upon railroads, the incentive to improve profits is going to exceed the incentive to protect the safety of employees,” Boyd said. “Only a blanket federal law aimed at eliminating employee fatigue and affecting every railroad will stop the role of the dice when it comes to railroad safety.” Boyd shared with the subcommittee a quote from Stanford University sleep scientist William Dement that, “Coming to work sleep deprived is like coming to work drunk.”

“The United Transportation Union, the largest railroad union in North America, calls upon this subcommittee to craft and support legislation to ensure that sleep science be used to combat fatigue in the railroad industry,” Boyd said. “The UTU stands ready to work with this subcommittee, the FRA and rail management toward that end.”

## UTUIA announces 50 scholarship winners

Following are the names of the 50 winners of college scholarships offered by the United Transportation Union Insurance Association. These names were randomly drawn from all applicants. Each will receive a continuing \$500 annual scholarship. Congratulations to the winners.

### District 1

*Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont*

Alison L. Giambruno, daughter of Joseph P. Giambruno of Local 1831, Babylon, N.Y.; Joseph C. Wagner, son of Ronald C. Wagner of Local 1951, Albany, N.Y.; William J. Bialecki, grandson of Stephen J. Fuchylo, Jr., of Local 1491, Port Jervis, N.Y.; Wendy Ouellette, daughter of Kenneth C. Ouellette of Local 856, Houlton, Maine; Tressa M. White, daughter of Harold E. White, Jr., of Local 212, Albany, N.Y.

### District 2

*Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania*

Jennifer L. Gillis, daughter of Terry A. Horner of Local 600, Cumberland, Md.; Mary C. Kennedy, granddaughter of Vernon W. Kennedy of Local 1522, Washington, D.C.; Melissa M. Drost, granddaughter of Richard T. Seng of Local 60, Newark, N.J.; Samuel C. Petko, grandson of Philip Elko of Local 1006, Brownsville, Pa.; Gregory J. Dooley, son of John J. Dooley of Local 60, Newark, N.J.

### District 3

*Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Vir-*

*ginia, West Virginia*

Megan R. Everett, daughter of Rick D. Everett of Local 339, Jackson, Tenn.; Larry L. Mathis, granddaughter of Fred G. Maples of Local 1301, Knoxville, Tenn.; Shae A. Carney, granddaughter of Billie L. Carney of Local 1912, Mobile, Ala.; Pamela T. Tanner, daughter of Thomas T. Tanner of Local 1011, Hamlet, N.C.; Jared M. Sands, son of John D. Sands of Local 622, Birmingham, Ala.; Kami R. Childress, daughter of Danny R. Childress of Local 783, Spencer, N.C.; Casey L. Trawick, son of Carey L. Trawick of Local 847, Birmingham, Ala.; Christie L. Galbreath, daughter of Howard H. Galbreath of Local 573, Danville, Ky.

### District 4

*Indiana, Michigan, Ohio*

Robert J. Lather III, grandson of Robert J. Lather of Local 6, Indianapolis, Ind.; David R. Giordano, son of Frank D. Giordano of Local 496, Portsmouth, Ohio; Seth J. Reichert, grandson of Paul F. Reichert of Local 298, Garrett, Ind.; Marc H. Shroyer, son of Mark E. Shroyer of Local 404, Newark, Ohio; Kelley R. Smith, daughter of Michael E. Smith of Local 1948, Youngstown, Ohio; Karissa L. Reeves, granddaughter of Malcolm M. Reeves of Local 1518, Indianapolis, Ind.

### District 5

*Illinois, Wisconsin*

Brandie L. Leaster, daughter of Dena M. Leaster of Local 168, Chicago, Ill.; Kelly A. Stearns, granddaughter of James F. Stearns of Local 528, Chicago, Ill.; Jazqueline F. DeYoung, granddaughter of Calvin H. DeYoung of Local 1290, Chicago, Ill.; Greta R. Wasson, daughter of John C. Wasson of Local 577, Northlake, Ill.

### District 6

*Arkansas, Louisiana, Oklahoma, Texas*

Jennifer L. Massey, granddaughter of Elton L. Walcott, Jr., of Local 1313, Amarillo, Tex.; Stephen W. Frames, son of Charles W. Frames of Local 656, North Little Rock, Ark.; Cody P. Bann, son of Stephen P. Bann of Local 965, Dallas, Tex.; Jessica L. Mikes, granddaughter of William H. Sheppard of Local 331, Temple, Tex.; Deidre R. Woodruff, daughter of Orby L. Woodruff, Jr., of Local 243, Fort Worth, Tex.

### District 7

*Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota*

Kelly C. Cofer, daughter of Jerry Foster of Local 1823, St. Louis, Mo.; Beth A. Bergman, daughter of Kenneth L. Bergman of Local 1405, St. Louis, Mo.; Christopher A. Schulze, grandson of Nelson R. Brooks of Local 933, Jefferson City, Mo.; Aubrey A. Thonvold, daughter of Gary W. Thonvold of

Local 1177, Willmar, Minn.; Nicholas V. Engel, grandson of Thomas J. Shriver of Local 650, Minneapolis, Minn.; Samuel J. Harlan, grandson of Sam Harlan of Local 464, Arkansas City, Kan.

### District 8

*Arizona, California, Colorado, Nevada, New Mexico, Utah*

Deidre R. Campbell, granddaughter of Donald G. Campbell of Local 1674, Los Angeles, Cal.; Mayra Cuevas, daughter of Alfredo Cuevas of Local 1608, Chatsworth, Cal.; Necole N. Phillips, daughter of Ramona P. Phillips of Local 811, San Bernardino, Cal.; Amy L. Rogers, daughter of Wayne A. Rogers of Local 1800, Tucson, Ariz.; Cindy R. Hale, granddaughter of Donald C. Welch of Local 1770, Los Angeles, Cal.; Monique M. Arredondo, daughter of George M. Arredondo of Local 84, Los Angeles, Cal.; Kelli G. Baker, daughter of Randal L. Baker of Local 204, Pueblo, Colo.; Orbie E. Ottey, Jr., son of Orbie E. Ottey II of Local 1117, Las Vegas, Nev.

### District 9

*Alaska, Idaho, Montana, Oregon, Washington, Wyoming*

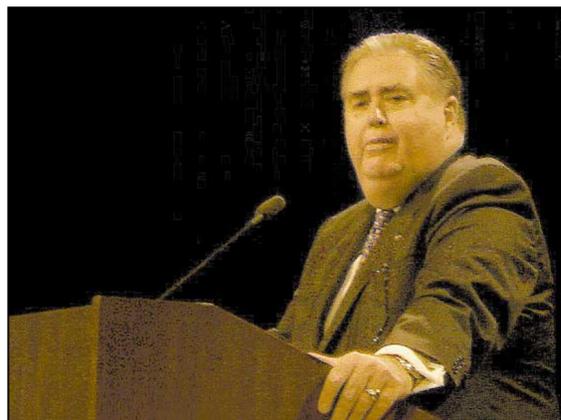
Boyd K. Statham, grandson of Oliver K. Hathaway of Local 265, Pocatello, Idaho; Chelsea D. Malone, daughter of Steven B. Malone of Local 473, LaGrande, Ore.; Michelle L. Wohlford, daughter of Bill A. Wohlford of Local 473, LaGrande, Ore.



# Reno Regional Meeting Scrapbook



Ten new members of the UTU Auxiliary took membership oaths at the Regional Meeting in Reno, Nev., last month. In the back row, from left, are Linda Bessom, Laura Chrisman, Karen Thomas, Carol Young, Julie Young and Jackie Hasse. In the front row, from left, are Virginia Olague, Laura Coffey, Evelyn Rodriguez and RaeJean Hathaway. Administering the oath is UTU Auxiliary International Vice President Mae Parker (District 8). All new members except Linda Bessom, who was initiated into Auxiliary Lodge 181 in Upland, Cal., live some 200 miles away from the lodge they joined, Auxiliary Lodge 181 in Upland, Cal.



UTU International President Byron A. Boyd, Jr., delivers the State of the United Transportation Union address at the Regional Meeting in Reno, Nev.



Taking advantage of the opportunities for family fun at the Regional Meeting in Reno, Nev., Alternate Legislative Representative Darnell Banks (left) of Local 240 in Los Angeles, Cal., accompanies his son, Darnell, Jr., and wife, Janice.



UTU International President Byron A. Boyd, Jr., takes the podium as the other members of the National Negotiating Committee prepare to field inquiries during a question-and-answer period dedicated to the proposed national rail contract.



Marty Lee and daughter Kristin Lee, wife and daughter respectively of K.D. Lee of Local 835 in Bakersfield, Cal., pose next to an ice sculpture during the welcoming reception held Sunday evening, June 9.



Idaho State Legislative Director George Millward (right), a member of Local 78 in Pocatello, Idaho, accepts a plaque from National Legislative Director James M. Brunkenhoefer recognizing Local 78 as the third-highest local contributor to TPEL in 2001.



With the spirit moving him, George H. Davis II of Local 811 in San Bernardino, Cal., joined the band Monday evening, June 10, for a stint as guest vocalist.



Colorado State Legislative Director Rick Johnson (left) describes the advantages of the various UTU products to David A. Kulb of Local 923 in Dalhart, Tex., and James Baker of Local 1292 in Proctor, Minn.



Standing, Treasurer Jabryan Donald (left) and General Chairperson Adhi S. Reddy, both of Local 1785 in Santa Monica, Cal., take a chance on winning a UTU wristwatch by purchasing TPEL raffle tickets from Robert "Doc" Norris of Local 1910 in Macon, Ga., and James McNealy of Local 105 in Las Vegas, Nev.



U.S. Railroad Retirement Board Representative Geri Clark (left) answers questions posed by John Hardy of Local 977 in Pasco, Wash.

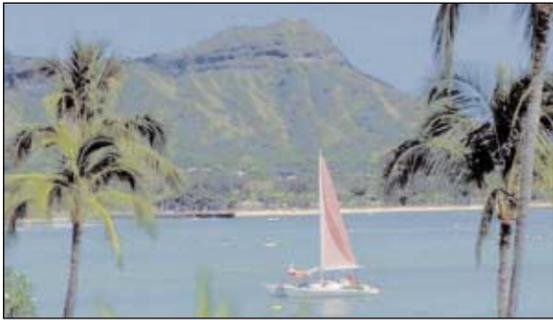


Members of the Local Regional Meeting Committee in Reno, Nev., included (back row, from left) Marty Banks (L-1117) and Jack Fetters (L-1117); (front row) Rod Nelms (L-1043), Jim McNealy (L-105) and Hugh Johnson (L-1117).



David H. Hayes of Local 1629 in Phoenix, Ariz., eyes the UTU shirts being sold at the Regional Meeting. Minding the store are Jo Ann Packer, wife of Retiree Program Coordinator Bill Packer of Local 454 in Baltimore, Md., and Thomas Pope of Local 30 in Jacksonville, Fla.

# Senior News



## UTU Travelers Club to cruise to Hawaii

The UTU Travelers Club invites you and your guests to see for yourself what it means to travel aboard the best while sailing from one fascinating destination to another in America's paradise!

The Hawaiian Island Cruise package aboard the princess Cruise Line's *Dawn Princess*, set for October 26 through November 5, 2002, includes a nine-day cruise that will long be remembered by even the most experienced travelers.

Whether it's the memories of sailing from one picture-perfect Hawaiian island to the next, the luxury and first-class amenities of a Princess cruise, or the spectacular rates that put this package well within reach, this is one cruise that's hard to resist.

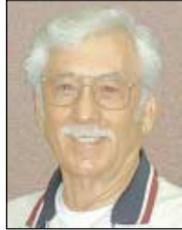
The package offered to UTU members and their guests includes airfare from Los Angeles or San Francisco; all transfers to and from the ship; cancellation insurance; \$100 per person ship-board credit (maximum of \$200 per cabin); an exclusive group cocktail party, and payment of all taxes and port charges. In addition, travelers will enjoy one night's pre-cruise hotel stay at the fabulous Hilton Hawaiian Village and a Pearl Harbor/U.S.S. Arizona Memorial Tour.

With prices starting at just \$2,130 per person (based on double occupancy), the only difficulty is finding a reason not to go! Compare and you'll see that no other tour offers all the extras of this complete package.

For information and a reservation form, write to **UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250**; or call Lakewood Travel Bureau toll free at **1-800-726-9294**. (From Canada, call **216-221-9294**.)

## Regional Meeting photo stirs minor controversy

It was the last thing that UTU Retiree Program member **Daniel W. Sanford** wanted when he strolled into the recent UTU/UTUIA Regional Meeting in Reno, Nev., but, through no fault of his own, he found himself in the middle of a controversy.



Dan Sanford

At the Regional Meeting, acquaintances began to alert him to the cover of the Regional Meeting's program booklet, insisting it carried a picture of him from years gone by – while others remain skeptical.

The picture, taken by an unknown photographer and found among little-used files at the UTU International, includes only the caption, "A freight train conductor checks over waybills at his desk in a Southern Pacific Railroad caboose."

Sanford, 76, a member of Local 1570 in Roseville, Cal., has been retired since 1989.

"I can't prove it's me, and I really don't want to stir up any controversy," said Sanford. "But, it sure looks like me. My brakeman, Clifford Burns, took a lot of pictures of me back in the summer of 1956, the only time I worked as a conductor."

Sanford began his career in Dunsuir, Cal., in 1950 as a brakeman and joined Brotherhood of

Railroad Trainmen (BRT) Lodge 264. He ended up transferring to the Modoc subdivision and BRT Lodge 1032, where he served as secretary and treasurer.

He was promoted in 1953, but in 1957 traded to switching so he could spend more time with his new wife.

Consequently, he joined Local 263 of the Switchman's Union of North America. In 1961, he was elected vice local chairperson, and eventually became local president, a position he held until retirement.

## Fifty-five and still alive, 746th ROB reunion set

The 746th Railway Operating Battalion of World War II will be holding its 55th reunion this autumn, and UTU Retiree Program member **Jim Dwyer** of Local 1007, Syracuse, N.Y., would like to hear from former members.

Brother Dwyer, a former member of Company C, served in the European Theater, went to work on the railroad after the war and retired from Conrail in 1982.

The reunion will be held at the Colonial Inn in Virginia Beach, Va., from October 3-5, 2002, said Dwyer. Those interested in attending should call him at **(919) 217-0403** or send e-mail to [Dyer-Privateeye@aol.com](mailto:Dyer-Privateeye@aol.com).

## Pennsylvania retirees ready for annual picnic

The annual picnic hosted by the Railroad Retiree Club of PA will be held July 17, 2002, at the Shellsville VFW Park in Shellsville, Pa., beginning at 11 a.m., according to club newsletter editor and UTU Retiree Program member **Bill Sutton** of Local 816 in Harrisburg, Pa.

Free bingo, games, prizes, and great food and fellowship will mark the day, with tickets just \$10 for members and their guests and \$12 for non-members. For information, contact Brother Sutton at **(717) 728-9881**.



Is this Dan Sanford in 1956? That was the belief of some who saw this photo on the cover of the Regional Meeting program booklet in Reno, Nev., while others harbor doubts.

## THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
60	Hudachek, Jr., Andrew J.	Scranton, Pa.	740	Young, W. H.	South Euclid, Ohio	1383	Peacock, Milton F.	Rensselaer, Ind.
94	Frownfelter, Floyd M.	Kansas City, Kan.	744	Adkins, W.	Lafayette, Ind.	1400	Davis, Jr., Clarence W.	Cape Elizabeth, Maine
202	Williams, Bud F.	Great Bend, Kan.	785	Ryan, James E.	Lake Placid, Fla.	1405	Legrand, Terry W.	Ofallon, Ill.
239	Lynn, Edward G.	Tracy, Cal.	823	Adams, Frank P.	Big Spring, Tex.	1409	Hillers, Ronald E.	Littleton, Colo.
278	Wyble, Vern O.	Jackson, Mich.	903	Dorsey, Robert M.	Jacksonville, Fla.	1433	Davis, Freddie	Chicago, Ill.
300	Steiner, Henry E.	Langhorne, Pa.	904	Poole, Edward T.	Utica, Ky.	1458	Niles, V. O.	Pasadena, Tex.
430	Bruno, Franklin J.	Rowlesburg, W. Va.	953	Pargac, Albert K.	Victoria, Tex.	1462	Calvaresi, Phillip	Port St. Lucie, Fla.
498	Whiteman, Thomas A.	Clearwater, Fla.	1011	Marion, Roy L.	Carthage, N.C.	1524	Patrick, Houston E.	Tyler, Tex.
528	McCraic, Edward	Peoria, Ariz.	1216	Haynes, Lonnie F.	St. Joseph, Mo.	1548	Dougherty, James A.	Monticello, Ind.
620	Sferas, Peter J.	Lombard, Ill.	1293	Hustad, Paul J.	Edmonds, Wash.	1565	Hooks, Gregory	Lakeview Terrace, Cal.
645	Parker, Clifford T.	Omaha, Neb.	1328	Polly, Gilbert	New Albany, Ind.	1813	Cochran, Harold Q.	Stevensville, Mont.
656	Remel, Robert	N. Little Rock, Ark.	1361	Raffile, Arthur C.	Boynton Beach, Fla.	1971	Meadows, Jr., Thomas M.	Asheville, N.C.

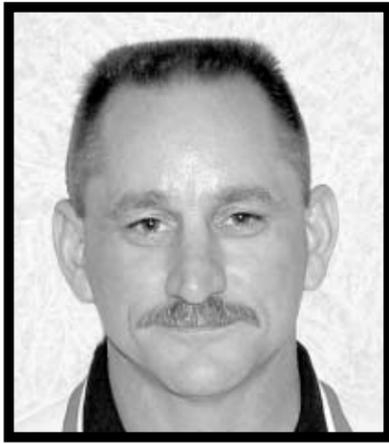
# Voices:

## Why are you attending a Regional Meeting?



**Franz VonKruger**  
L-1608, Chatsworth, Cal.

"I was an LACMTA bus operator for 23 and a half years. I'm retired, but I'm still the local treasurer. I've held the position since 1987. I think it's advisable for all treasurers to attend these meetings to update themselves on the accounting system, the tax laws and the tax forms, which are continually changing. You also see different treasurers and compare ideas with them, because their ideas could help you somewhere down the line. I brought my wife with me to Reno this year, and when I have a chance, I bring other family members along to these meetings because I want them to share the feeling of togetherness that I get from being here."



**Steven Price**  
L-44, Phillipsburg, Kan.

"This is my first Regional Meeting. I've been railroading more than 17 years, and I'm qualified as a conductor and an engineer on the Kyle Railroad, a shortline that recently was purchased by RailAmerica. Because the property has matured beyond being a mom-and-pop business, and RailAmerica's management style is a lot like that of a Class I, this meeting is an educational forum I can't afford to pass up. The experience has been inspirational, especially the state of the union address. Sometimes, we get bogged down in the process of carrying out our day-to-day duties, and this is a good chance to be refreshed, regain some perspective, and get the tools to do our jobs well."



**Jon Brady**  
L-421, Conneaut, Ohio

"I'm a Norfolk Southern engineer and a local chairperson. I've been railroading for 37 years, but this is the first year I've attended a Regional Meeting. I came mainly for the educational aspect. I'm also a third-generation railroader who's hoping to retire in the next three or four years. A lot of knowledge was passed along to me, and it's my turn to pass it along and turn it over to the younger generation. My local could never afford to send someone to a Regional Meeting, but General Chairperson Delbert Strunk is a great believer in the educational value of these meetings, and his committee (GO-687) made it possible for my local to send someone."



**Daryl Stinchfield**  
L-492, Sacramento, Cal.

"I'm a local freight brakeman on Union Pacific with 39 years in the industry, and I'm secretary/treasurer and legislative representative. There are several reasons to attend a Regional Meeting, but the primary reason is its educational nature. The local benefits from a better-educated, well-informed local officer. There are programs for the retirees and their spouses, and at most locations, even the kids can have a good time. Beyond education, it's the people that draw me to the meetings. I enjoy meeting people who share my concerns about the rail industry and the union. You can make contacts, learn from each others' experiences, and renew acquaintances."

## TPEL HONOR ROLL

Individuals who have begun contributing to TPEL or increased their donations to \$100 or more, per year, during the previous month

Name	Local	City	Name	Local	City
<b>PLATINUM CLUB (\$1,200 OR MORE PER YEAR)</b>					
Farris, Gregory N.	78	Pocatello, Idaho	*McDonough, Dennis L.	577	Northlake, Ill.
*Carleton, Tommie B.	656	N. Little Rock, Ark.	Jarchow, Michael E.	583	Fond du Lac, Wis.
King, Thomas A.	740	Joliet, Ill.	Mortenson, Richard L.	583	Fond du Lac, Wis.
<b>DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)</b>					
*Johnson, Carroll E.	283	Portland, Ore.	Peachy, Craig D.	583	Fond du Lac, Wis.
O'Connell, Daniel J.	800	Jersey City, N.J.	Mewshaw, Christopher N.	605	Grafton, W.Va.
*Potvin, Richard	1882	Minneapolis, Minn.	Cates, Jimmy R.	607	Thayer, Mo.
<b>DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)</b>					
Sampson, Dirk	117	Vancouver, Wash.	Washam, Kyle G.	607	Thayer, Mo.
Caldwell, Ronald G.	565	Centralia, Ill.	*Conlee, Donald W.	643	Fort Madison, Iowa
Brigman, Calvin E.	953	Victoria, Tex.	Fleming, Joseph S.	773	Galveston, Tex.
*Mechancho, Charles A.	1760	Detroit, Mich.	Quintanilla Jr., Jose R.	773	Galveston, Tex.
<b>DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)</b>					
Miller, Chad W.	200	North Platte, Neb.	Zepeds, Joseph	773	Galveston, Tex.
Smudrick, Kenneth R.	565	Centralia, Ill.	Tucker, Charles T.	781	Shreveport, La.
Swain, Larry D.	565	Centralia, Ill.	Whitcher, James P.	891	Whitefish, Mont.
Haynes, Arlette M.	1526	Michigan City, Ind.	Bentley, Stephen B.	947	Chaffee, Mo.
Norton, Goldy	1608	Chatsworth, Calif.	Biler, Johnny D.	947	Chaffee, Mo.
<b>DIAMOND CLUB (\$300 OR MORE PER YEAR)</b>					
Sickles, Ralph E.	145	Columbus, Ohio	Dudley, Jeffery G.	947	Chaffee, Mo.
*Johnson, Ronald R.	239	Oakland, Calif.	Hester, Robert A.	947	Chaffee, Mo.
*Layton, Harlan D.	305	Lincoln, Neb.	Settle, Eric R.	947	Chaffee, Mo.
Kimball, Paul W.	477	Newton, Kans.	Williams, Robert M.	947	Chaffee, Mo.
Carter, Curtis W.	581	Green Bay, Wis.	Austin, James J.	950	W. Memphis, Ark.
Smith, George E.	607	Thayer, Mo.	Evans, Steven R.	950	W. Memphis, Ark.
Smith, Robert E.	607	Thayer, Mo.	Printup Jr., Charles R.	950	W. Memphis, Ark.
Brown, Delmer E.	933	Jefferson City, Mo.	Rouse, Franklin E.	950	W. Memphis, Ark.
Cobb Jr., Kenneth K.	1545	Monroe, La.	Straub, Loren D.	950	W. Memphis, Ark.
<b>GOLD CLUB (\$100 OR MORE PER YEAR)</b>					
Bunch, Eric R.	5	Kansas City, Mo.	Taylor, Ronald W.	950	W. Memphis, Ark.
Bunich, P. M.	5	Kansas City, Mo.	Dow, Ronald G.	1016	Enid, Okla.
*Robinson, Wesley A.	5	Kansas City, Mo.	Cridle, Steven D.	1081	Glendale, Ariz.
Thalken, Ross W.	7	North Platte, Neb.	*Hunt, Haywood J.	1129	Raleigh, N.C.
Bazzini, Steven D.	117	Vancouver, Wash.	Anderson, Troy S.	1137	Fargo, N.D.
Bills, James A.	145	Columbus, Ohio	Fossen, Chad A.	1137	Fargo, N.D.
Fraser, Joseph N.	145	Columbus, Ohio	HansHanson, Dennis J.	1137	Fargo, N.D.
Wells, Larry G.	145	Columbus, Ohio	Mikkelsen, Michael L.	1137	Fargo, N.D.
Miller, Edward J.	171	Aurora, Ill.	Pearson, David J.	1137	Fargo, N.D.
Ray, E.S.	199	Creston, Iowa	Kendall, David E.	1168	Clovis, N.M.
*Fitzgerald, James E.	211	Binghamton, N.Y.	Williams, Benny R.	1168	Clovis, N.M.
Simmons, Stuart K.	200	North Platte, Neb.	Hall Jr., Ernest M.	1172	Mullens, W.Va.
Maxfield, Danny W.	202	Denver, Colo.	Vance, Richard E.	1172	Mullens, W.Va.
*Daniels, Walter A.	212	Albany, N.Y.	Cook, Peter H.	1216	Kansas City, Mo.
Fitzgerald, Denny	226	Moberly, Mo.	Dixon, Terry L.	1216	Kansas City, Mo.
Milet, Michael T.	239	Oakland, Calif.	Utterback, Allen C.	1216	Kansas City, Mo.
Wyatt, James H.	239	Oakland, Calif.	*Moblely, Roy	1221	Tampa, Fla.
Johnson, Daniel L.	286	North Platte, Neb.	*Pillow, Stanley E.	1308	Bruceton, Tenn.
Reichenecker, Kenneth B.	286	North Platte, Neb.	*Harmon, John M.	1328	Louisville, Ky.
*Morlan, Frank J.	298	Garrett, Ind.	Forgues, Robert J.	1403	Kansas City, Mo.
*Ray, Francis E.	320	Saginaw, Mich.	Melcher, William L.	1403	Kansas City, Mo.
Bourquin, Ronald C.	375	Edgemont, S.D.	Gurley, Anthony	1445	Elizabeth, N.J.
Kunce, Christopher E.	375	Edgemont, S.D.	*Wisniewski, Eugene E.	1494	Chicago, Ill.
*Pettycord, James R.	507	Van Buren, Ark.	*Schroeder, Robert	1532	Kansas City, Kan.
Gulley, Michael E.	528	Chicago, Ill.	*Hinko, Adam	1534	Chicago, Ill.
Mickle, Henry L.	528	Chicago, Ill.	Beverly, Percy W.	1545	Monroe, La.
Owings, Daniel S.	528	Chicago, Ill.	Porter, Harold G.	1545	Monroe, La.
Winston, Renown	528	Chicago, Ill.	Wallace, Ennis W.	1545	Monroe, La.
			*Seward Jr., F. W.	1571	El Paso, Tex.
			Morgan, Terry B.	1628	Pittsburgh, Pa.
			Balthazor, Loren	1629	Phoenix, Ariz.
			Henderson, Michael L.	1857	Green River, Wyo.
			Kindel, Danny J.	1857	Green River, Wyo.
			Mikesell, Jeffrey S.	1857	Green River, Wyo.
			*White, George A.	R	Dale, Ind.

\* = Retired Member

## Tex-Mex employees vote on representation

LAREDO, Tex. – Train and engine service employees on the Texas-Mexican Railway (Tex-Mex) are now voting on whether they wish to be represented by the United Transportation Union or the Brotherhood of Locomotive Engineers (BLE).

Ballots were mailed June 14 by the National Mediation Board (NMB). The ballot count will be held July 15. There are some 120 eligible voters. All Tex-Mex train and engine service employees currently are represented by the UTU. (Check the UTU website, [www.utu.org](http://www.utu.org), for results of the vote.)

In 1999, the BLE filed an application with the NMB to represent just locomotive engineers on the Tex-Mex, who already were represented by the UTU along with train service employees. The UTU responded that the appropriate craft on Tex-Mex was train and engine service employees. In March 2000, the NMB ruled in favor of the UTU and dismissed the BLE application for insufficient showing of interest as the BLE had no authorization cards from trainmen.

BLE's most recent filing this year was for train and engine service employees in light of the March 2000 NMB conclusion that the appropriate craft on the Tex-Mex is train and engine service employees. Thus, when the NMB ordered the Tex-Mex representation election May 31, it implicitly found again that a community of interest exists on the Tex-Mex.

Meanwhile, the UTU, which has asked the NMB to order a winner-take-all election on Kansas City Southern, is awaiting a decision in that case.

The BLE application to seek a representation election on the Tex-Mex for train and engine service employees is considered recognition by the BLE that any historical craft distinctions that may have existed between the crafts have been blurred. That, of course, is the UTU argument in seeking a representation election on the KCS.

On most railroads today, train service employees hired since 1985 are required to accept promotion to locomotive engineer. Conversely, surplus engineers may exercise seniority and bump back to train service positions. Thus, a post-'85 employee – and almost half of operating employees have been hired since 1985 – may be a conductor one day and an engineer the next, which is what has caused the historic craft distinctions to become blurred.

## UTU: The leader

Continued from page 1

events,” Boyd said. “Your UTU is shaping events by meeting challenges with vision, courage and leadership that are defining a new frontier in labor relations. All the officers of this great union are working together to write new chapters in the North American labor movement. Let others stand by and watch. Your UTU moves with purpose toward progress, prosperity and protection for its members and their families.

“Our objectives are as clear as the history of the labor movement,” Boyd said. “More, now. That means a combination of wages, health care, job safety, employment protections and retirement benefits. When viewed as a package, UTU contracts give us the peace of mind in knowing we have a secure future for ourselves, our spouses and our children.

“When Railroad Retirement reform was debated on Capitol Hill in Washington, D.C., last year, it was our national legislative director, Brokenrail, who coordinated the effort among rail labor unions and the carriers,” Boyd said. “Our committees of correspondence, through e-mails, letters and telephone calls – thousands upon

thousands of communications coordinated by the UTU – overcame opposition by conservative lawmakers. The power and leverage UTU unity provided to gain passage of the Railroad Retirement bill is the power and leverage that makes us the can-do union.”

As for Amtrak, Boyd said, “Your UTU has taken the torch and run with it. We have testified before Congress. We have met individually with congressional leaders. We have helped to coordinate rail labor union rallies supporting Amtrak. And, we provided guidance to environmental groups that also support preservation and expansion of a national intercity rail passenger network.

“Your UTU is committed to stopping dead in its tracks the effort to sell off portions of Amtrak to union-busting private operators,” Boyd said. “Your UTU also is committed to educating Congress that a national intercity rail passenger network is essential to the economic, political and social fabric of this nation. It was essential before 9/11 and its indispensability is that much greater today. And, your UTU is committed to assuring that Congress provide Amtrak with sufficient short-term funding. Make book on this: Your UTU will be there. Brokenrail will be there. I will be there. Paul Thompson will be there. And, Dan Johnson will be there. We will be there for you!

“Safety is another challenge we are meeting every day,” Boyd said, in reviewing his recent testimony before Congress. (For more on UTU efforts to improve safety, see other stories in this issue of *UTU News*.)

“Your UTU also has been busy in Washington, D.C., fighting for federal dollars for the bus and airline industries,” Boyd said. In May, the UTU won praise from the American Bus Association for helping to guide a bipartisan Bus Security Act. The bill will provide almost \$1 billion to the bus industry to improve security.

“The UTU also has been working on behalf of our Big Sky Airline members,” Boyd said. “Brokenrail and Montana Legislative Director Fran Marceau convinced Congress to boost federal funding for essential local air service. Those funds are crucial to job security for our Big Sky members.

“I think our UTU today is in better shape than ever,” said Boyd. “We have a unified union. We don’t have factions within the union fighting each other.

“My vision for the UTU is to have all our members moving forward as we celebrate our diversity, build a stronger organization, and gain improved wages, job security, training and adequate health care,” Boyd said.

## Amtrak, safety

Continued from page 1

Later that day, Boyd and General Secretary-Treasurer Dan Johnson met with House Railroad Subcommittee Chairman Jack Quinn (R-N.Y.) to discuss what Congress still must accomplish.

“Another \$100 million in loans, loan guarantees and/or grants is required for Amtrak this summer,” Boyd told Quinn. “That will allow uninterrupted service while a long-term strategy for preserving and expanding a world-class national intercity rail passenger network is formulated.”

Mineta agreed, promising that the Bush Administration is committed to a viable system of intercity passenger rail. “One thing remains

for sure,” Mineta said. “This crisis, temporarily resolved, will inevitably be repeated again and again, until we develop a lasting solution.”

Toward that lasting solution, Mineta and Rutter voiced support for a UTU proposal — made by Boyd in February and March when Boyd twice testified before Congress — for an Amtrak stakeholder summit involving government leaders, rail CEOs, rail-labor chiefs and Amtrak’s senior management.

“The UTU is anxious to participate and work constructively with the Administration, Congress, freight railroads, Amtrak and other labor organizations to identify predictable and sufficient funding for Amtrak,” Boyd told Quinn, Mineta and Rutter.

While in the nation’s capital, Boyd was invited to speak to journalists at a National Press Club

luncheon. He urged freight railroads to demonstrate greater support for a national rail passenger network and to stop opposing legislation guaranteeing adequate rest for train crews.

Boyd called for legislation scrapping availability policies that require operating crews be available for work 30 days each month. He said officials who accredit the nation’s teaching hospitals are seeking strict new limits on the number of hours worked by medical residents. The new rules on doctors are intended to reduce the risk of dangerous errors by sleep-deprived young doctors and would require at least 10 hours of uninterrupted rest between shifts.

“Railroad operating crews are responsible for trains carrying deadly chemicals through populated areas, and the public is equally at risk if train crews do not have adequate rest,” Boyd said.

## Members killed

Continued from page 1

received by the UTU.

Brother Thomas, age 20, apparently was working as a yard foreman at the time of the accident, according to reports. He had joined the UTU in June 2001.

He was working a cut of cars and in radio contact with the engineer, according to BNSF Associate General Chairperson S.F. Green. “His last radio contact was ‘That will do’ in a calm voice. They found him alive under the last boxcar, but he died at the hospital. Some of the ends don’t meet up. We are at a loss as to what happened.”

Though details remained sketchy, a source indicated that the Federal Railroad Administration had begun an investigation.

The Texas accident involved an eastbound coal train headed from Amarillo to Wichita Falls and a westbound freight train traveling from Childress to Clovis, N.M. The two collided at about 9 a.m., resulting in a fire, according to reports. Four locomotives and 25 rail cars derailed on a main rail link between Fort Worth, Amarillo and Denver.

BNSF spokesman Joseph Faust said Brother Shelby’s body was pinned beneath the burning wreckage for about five hours before it could be

recovered.

Brother Shelby began his rail career on the Atchison, Topeka and Santa Fe, joining Brotherhood of Locomotive Firemen and Enginemen Lodge 573 in July 1959. He had served as a UTU local chairperson in subsequent years, according to reports. He was married and had two grown children.

Clarendon Department of Public Safety spokesman Wayne Beighle said the death count would almost certainly have been higher, but bystanders and rescue personnel dug UTU member Bruce Patterson, 57, of Local 1313, Amarillo, Tex., out from beneath a burning coal car, according to the *Amarillo Globe-News*.

The two other men on the trains – Rodney Torres, the 34-year-old conductor of the freight train and also a member of UTU Local 1313, and Ronald Gordon, the 51-year-old engineer of the coal train – were hospitalized in stable condition, according to the *Globe-News*.

Beighle said it appeared the crews of both trains may have tried to jump off before the collision, the *Globe-News* reported.

The UTU’s Transportation Safety Team (TST) investigators traveled to the scene to assist National Transportation Safety Board investigators.

It probably will be months before investigators know how the two BNSF trains ended up on the

same track.

Recorders from each train were recovered and were expected to contain information on the trains’ throttle positions, brakes and whether their horns were used.

The fiery crash of the BNSF trains filled the air with smoke that could be seen for miles.

The *Clarendon Enterprise* reported that fire departments from surrounding towns rushed to the scene to assist local firefighters in containing the blaze.

Firemen kept the train engines doused with water in an effort to calm flames fed by diesel fuel. Chemical foam was brought in from Pampa, Canyon, and Abilene to help extinguish the fire.

Faust told the *Globe-News* the freight train, more precisely known as an intermodal train, weighed 5,546 tons, while the coal train weighed in at 15,843 tons.

The force of the impact crushed the leading locomotives on the two trains and tossed around the cars “like toys,” the *Globe-News* said.

One of the locomotives was ripped away from the chassis and pushed back from the wheels, while another was tossed on its side. It quickly ignited.

The derailed cars ripped up the tracks, pushing one 20-foot-long section up through a coal car, leaving the track sticking straight up into the air, according to the *Globe-News*.

# Register now for the Regional Meetings!

The 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 Washington, D.C., meeting 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 \$175.

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, 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 outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

## Auxiliary fun

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 Regional Meetings. The dates are Sunday, July 28, in Washington, D.C., and Wednesday, August 14, in New Orleans.

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.

Online registration available at <[www.utu.org](http://www.utu.org)>. Click on

### July 29-31, 2002, Washington, D.C.

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

Room reservation deadline: **HAS PASSED**

Parking: hourly rate; \$26/day maximum

### August 15-17, 2002, New Orleans, La.

The Fairmont New Orleans, 123 Baronne St., New Orleans, LA 70122

Hotel telephone: (504) 529-7111

**All rooms at the Fairmont held for the UTU have been reserved.**

The **Chateau Sonesta Hotel New Orleans** has been designated the overflow hotel. It is located one block from the Fairmont. The address is 800 Iberville St., New Orleans, LA 70112. The UTU room rate is \$99 per night plus tax, single or double. Mention the UTU when making reservations to receive this rate. The local telephone number is (504) 586-0800; toll free (800) SONESTA, or <http://www.chateausonesta.com>.

## 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?

Washington, D.C.       New Orleans

### Member Registration

Name \_\_\_\_\_ Local \_\_\_\_\_ Title (if any) \_\_\_\_\_

Street address \_\_\_\_\_ E-mail \_\_\_\_\_

City/State/ZIP \_\_\_\_\_ Daytime phone number ( ) \_\_\_\_\_

**Spouse Registration**       Washington, D.C.       New Orleans

Spouse name \_\_\_\_\_ Title (if any) \_\_\_\_\_

**Child Registration**       Washington, D.C.       New Orleans

Child name \_\_\_\_\_ Age \_\_\_\_\_ Child name \_\_\_\_\_ Age \_\_\_\_\_

Child name \_\_\_\_\_ Age \_\_\_\_\_ Child name \_\_\_\_\_ Age \_\_\_\_\_

**Guest Registration**       Washington, D.C.       New Orleans

Guest Name \_\_\_\_\_ Relationship to Member \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

**Golf Registration**       Washington, D.C.       New Orleans

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_

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 taken by **Robert B. Foster** of Local 257 at Morrill, Neb. This photo of a Union Pacific locomotive consist was taken in April 2002 at Henry, Neb., which is just inside of the Nebraska/Wyoming border.

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.

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 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 all 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.



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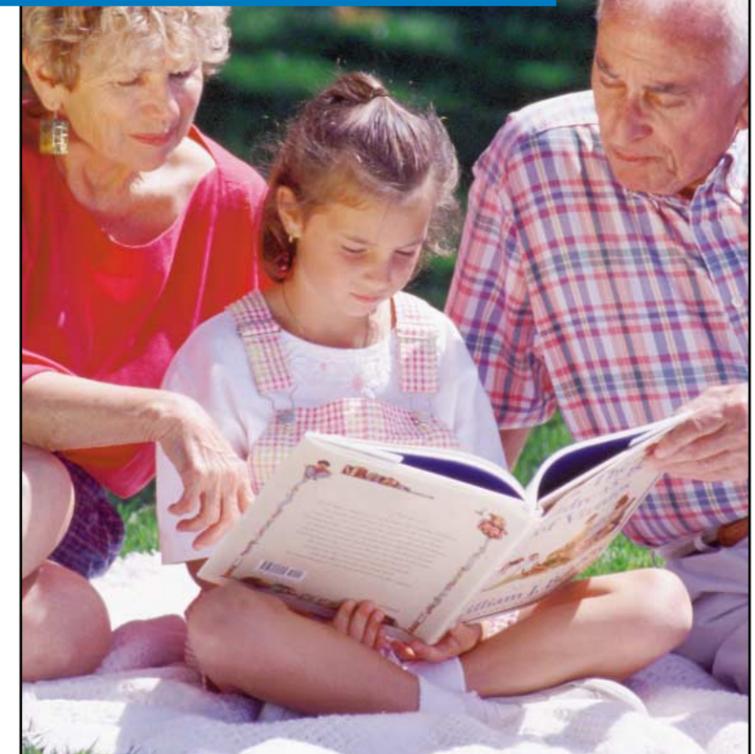
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## Information, Please



[www.utuia.org](http://www.utuia.org)

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Full Name \_\_\_\_\_ Sex \_\_\_\_\_ Date of birth \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone Number with Area Code \_\_\_\_\_ UTU Local Number \_\_\_\_\_

Please provide full name, sex, date of birth, and relationship of the person for whom the information is requested on the line below.

Full Name \_\_\_\_\_ Sex \_\_\_\_\_ Date of Birth \_\_\_\_\_ Relationship \_\_\_\_\_

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

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