The Official Publication of the United Transportation Union

September 2002

Vibration hits rail workers

NEW YORK CITY – A study published in the July/August issue of the AJHA Journal indicates U.S. rail engineers are significantly exposed to whole body vibration at work, regardless of the age of their locomotives. An occupational clinician’s report of back injuries prevalent among rail engineers prompted the research, which was conducted jointly by the Mt. Sinai School of Medicine (Albany, New York) and a German team. They noted that back problems among locomotive engineers prompted the research, which was conducted jointly by the Mt. Sinai School of Medicine (Albany, New York) and a German team. They noted that back problems among locomotive engineers are reported many years ago, yet there has been no major study of the problem. Long-term exposure to whole-body vibration is generally associated with low-back pain and back disorders.

Ratification vote by craft

CLEVELAND, Ohio – Following is how each UTU craft voted in ratifying the national agreement with most major railroads. The votes were certified by the American Arbitration Association:

<table>
<thead>
<tr>
<th>Craft</th>
<th>Total</th>
<th>For</th>
<th>Against</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer</td>
<td>80</td>
<td>65</td>
<td>15</td>
</tr>
<tr>
<td>Fireman/Hostler*</td>
<td>2,200</td>
<td>1,509</td>
<td>691</td>
</tr>
<tr>
<td>Conductor</td>
<td>4,399</td>
<td>7,020</td>
<td>2,379</td>
</tr>
<tr>
<td>Brakemen</td>
<td>1,557</td>
<td>1,224</td>
<td>333</td>
</tr>
<tr>
<td>Yardmen</td>
<td>4,192</td>
<td>3,309</td>
<td>883</td>
</tr>
<tr>
<td>Yardmasters</td>
<td>495</td>
<td>398</td>
<td>97</td>
</tr>
<tr>
<td>Total</td>
<td>17,923</td>
<td>13,525</td>
<td>4,398</td>
</tr>
</tbody>
</table>

*Consistent with the voting requirements of the UTU Constitution that a UTU member working as an engineer under a BLE agreement would vote as a fireman on any agreement involving firemen, those members voting as engineers on properties where the UTU does not hold the agreement jurisdiction are included with the fireman craft vote.

Elections in locals

In accordance with the UTU Constitution, elections for certain positions as designated in Article 57, lines 1-4 and 11-12, will be held during the month of November 2002. This election notice is to advise that nominations for local officers (president, vice president, secretary/treasurer, three-member board of trustees), local committee(s) of adjustment (chairperson, one or more vice chairpersons and secretary), delegate and alternate delegate, will be accepted at all October 2002 local meetings. Nominations may be filed by petition signed by at least five (5) eligible voters in the local, or may be made from the floor at the October 2002 meeting. Elections will be conducted by mail ballot or at the local’s November 2002 meeting, dependent upon local bylaws or procedures.

UTU signs remote control pact on UP; union jobs saved

CHICAGO – Include Alternate Vice President and Union Pacific (UP) General Chairperson John Babler among UTU officers who neither promoted nor wanted remote control locomotives, but recognized that new technology cannot be stopped. Now celebrate Babler for proving that UTU’s bold vision to accept ownership, control and operation of remote control technology will prevent railroads from contracting out the work. In fact, Babler has negotiated a new remote control technology agreement with the UP that will create more than two dozen UTU jobs at a new UP intermodal terminal near Chicago.

Five years ago, when UP began planning a massive new Global III intermodal terminal at Rochelle, Ill., some 50 miles from Chicago, the carrier intended to subcontract the road switching work to a non-union shoreline, as it may do for a new facility. UP designed the new terminal, which will handle some 500,000 containers and trailers annually, around remote control yard operations. After UP and other carriers signed a letter of intent last year offering remote control work to the UTU, Babler recognized an opportunity and began negotiating with UP to give the work to the UTU rather than a non-union shoreline. UTU’s ratification of the new contract sealed the deal.

“We didn’t give any wage concessions to get the work,” said Babler. “There is no race to the bottom in this agreement. In fact, the new jobs will pay around $235 a day just for showing up. There are no rules concessions and we won scheduled days off, protected by a guaranteed extra board,” Babler said. Jobs shall be advertised and awarded to the senior Eastern 1 seniority district applicants. Successful applicants will be trained on remote control and assigned, pending certification.

The UTU remote control agreement “gave us the competitive edge over a non-union shoreline,” Babler said. Three new jobs were created in early September, a total of 10 new jobs should be created for UTU members at Rochelle by next month and the number should grow to 25 new positions within three years, he said. “Contrary to statements coming from other organizations, remote control operations can and will produce new work opportunities for our members.”

“John Babler has shown what real leadership is about,” said International President Byron A. Boyd, Jr. “He has taken new technology and made it an ally of the members he represents. He has protected and created new jobs. I salute him for a job well done.”

UTU called tops in transport labor

NEW ORLEANS – The United Transportation Union “is the most effective labor union in North America,” said UTU International President Byron A. Boyd Jr., “because of responsible, dedicated and efficient officers at the local, regional and national level who perform on your behalf with enthusiasm and great skill.” Boyd made this observation to some 1,300 UTU members here attending the third of three 2002 regional meetings. (See photos, pages 6 and 7.)

Boyd praised the UTU rail-contract negotiating team’s efforts in “gaining an agreement that delivers wage increases, unprecedented job security and control over our future. This agreement puts us – and nobody else – in charge of our destiny. The overwhelming favorable vote within each craft is testament to their dedication to their craft. This is proof of the strength of our union.”

UTU member crushed to death

CLEVELAND, Ohio – H. Michael Loew, 53, a member of United Transportation Union Local 1661 in Cleveland, Ohio, and a rail worker on the former River Terminal Railway, lost his life in the early morning hours of August 8 when he was crushed between a rail car and a close-clearance point.

Previously an Erie Lackawanna/Conrail employee for nearly 30 years, Brother Loew served as local chairperson and legislative representative of UTU Local 155 in Youngstown, Ohio, for many years, according to retired member Norm Fitol of Local 1661.

Loew began his rail career as a fireman helper with Northeast Ohio Central, a non-union carrier intended to subcontract the road switching work to a non-union shortline, as it may do for a new facility. After UP and other carriers signed a letter of intent last year offering remote control work to the UTU, Babler recognized an opportunity and began negotiating with UP to give the work to the UTU rather than a non-union shoreline. UTU’s ratification of the new contract sealed the deal.

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UTU Alternate Vice President and UP General Chairperson John Babler

Continued on page 10

Continued on page 10
Local 27, Cleveland, Ohio
Former River Terminal employees will be gathering for a dinner on October 12, said Local Chairperson and President Dennis Schuler. To attend, call Schuler at (440) 333-0927 or Gary Beres at (216) 661-8655.

Local 48, Norfolk, Va.
Members working for Norfolk Southern recently honored W. J. Cannon, who retired July 1 after 39 years and four months of service. There will be a plaque for his years of service and membership, said Local Chairperson Tom Adams.

Local 298, Garrett, Ind.
About 100 members and their families attended the trolley car ride through the park on August 8 in Oak Park in Angola, Ind., said Secretary Rick Mitchell, who thanked UTU Designated Legal Counsel Harrison, Thompson, Acker & Harrington for their support. Mitchell, who also thanked UTU Auxiliary International President Edythe Walter for attending and getting the local’s new Auxiliary underway, added to Local 313, Grand Rapids, Mich.

Local 313, Grand Rapids, Mich.
The local’s Auxiliary unit held its first family picnic in July with the assistance of UTU Designated Legal Counsel Hoey, Farina & Downes. The event featured food, face painting and plenty of fun for the children, said Molly Ferguson.

Local 385, Croton-on-Hudson, N.Y.
Local Chairperson Bob Goldsberry and members employed by CSXT with a well-deserved retirement to conductor John Dougherty, who retired August 1 after 42 years of service. “He is a hell of a guy and I learned a lot from him over the years,” Goldsberry said.

Local 473, La Grande, Ore.
Oregon State Legislative Director and Local Legislative Representative Delmer Hanson was honored by the Columbia Basin Chapter of the Democratic Party in August as their 2002 Citizen of the Year, said Secretary/Treasurer Larry J. Romine. Council members presented Hanson with a plaque in the shape of the state and praised his efforts for rail safety, the United Way and numerous community projects, and his role as a torch bearer for the Olympics.

Local 502, Moose Jaw, Sask.
Members are mourning the loss of 82-year-old Charles Chisholm “Chick” Cave, who passed away August 2, Brother Cave, an organizer and founding member of the UTU, began his career on the Canadian Pacific as an engine wiper, then became a fireman and joined Brotherhood of Locomotive Firemen and Enginemen Lodge 521 in October 1939. He also served as a Saskatchewan Federation of Labour vice president and was named a Labour Relations Board employee representative, a position he held for 20 years. He is survived by his wife, a daughter, a son, four grandchildren and two great-grandchildren.

Local 577, Northlake, Ill.
Alternate Legislative Representative Stanley Burchette, working with Legislative Representative Mike Sheridan, said he is leading a drive to increase the average TPEL donation per member per month at this 279-member Union Pacific local. The two will be distributing TPEL literature on the train in the shop area, and change points throughout the area to inform members of the importance of TPEL. For information, contact Burchette at (773) 802-7208 or at burchette01@aol.com.

Candidate harbors high hopes for Nov. 3

Metr conductor Eddie Washington puts his mouth to where his mouth is, and UTU Illinois State Legislative Director Joe C. Stabo couldn’t be happier.

Brother Washington, a member of Local 1285 in Elgin, Ill., is the Democratic candidate in the 60th Illinois House District. Because it’s a newly created district where some 70% of the voters are estimated to be Democrats, both Washington and Stabo expect to celebrate a victory in the wake of the November 5 election.

“We need guys to be more active, in the union and outside the union,” said Washington, who recently received the UTU’s endorsement, as well as the endorsements of the Illinois AFL-CIO, the American Federation of State, County and Municipal Employees, and a number of other labor organizations.

“I’m excited about seeing one of our own in the state legislature,” Stabo said.

Washington is no stranger to elective positions. “I’ve been very active in the Democratic Party for years,” Washington said. “I was director of the Urban League in Lake County, I’m a past Democratic chairman in Waukegan, and currently I’m a trustee for the North Shore Sanitation District. I won a three-way primary last March 19, and I face a Republican challenger in November.”

Married and the father of seven children, Washington is running a family-oriented campaign. “Everyone in the family is excited and has been knocking on doors with me, helping me campaign,” he said. “People know my credibility, and it all came together.”

Describing himself as “a stand-up type guy, a go-get-em guy,” Washington has shown himself to be a fighter on more than one occasion. “I started working for Metra in 1995, training as a conductor,” he said. “I was accused of stealing. In fact, we have 18 employees who were accused on Metra. I had excellent representation from the union, but it couldn’t override a company with a pattern of power abuse. I fought them tooth and nail, and was returned to the job by arbitration.”

If elected, Washington vows to remember his roots. “I hope to help strengthen the UTU and help it attain its goals and objectives,” he said. “We need to strengthen rank-and-file labor. I can help do that by becoming a member of the state labor committee.”

Also at the top of Washington’s agenda is education and economic development. “Particularly in my district, these are important issues. I’m running for office because we can have things more fair and equitable for everyone.”

Local 600, Cumberland, Md.
Local President Jeff Foreman chaperoned three Little League teams and their coaches on a local-sponsored bus trip in June to a major league baseball game, where they saw the Baltimore Orioles play the Philadelphia Phillies. The game was designated “Union Night @ Camden Yards” by team owner Peter Angelos, a supporter of labor, who offered tickets to unionists for just $5 per seat.

Local 807, Tucson, Ariz.
Members are mourning the loss of 55-year-old conductor Daniel Howard Harris, who passed away August 3. A native of Slippery Rock, Pa., Harris was a former trainman, a trustee and a peer support volunteer, Brother Harris will be missed for his friendship, humor and dedication, said Secretary Dan Hicks.

Local 931, Greenville, S.C.
Norfolk Southern engineer, Local Chairperson and Legislative Representative Thomas L. Allen succumbed to pancreatic cancer July 26, said State Legislative Director Jack Ramsey. Allen also served as South Carolina Legislative Board secretary. He is survived by his wife, Deborah, sons Lee, Steve and Joe and daughter Jessica.

Local 934, Alliance, Neb.
Nebraska State Legislative Director Ray Linneweber and UTU Field Supervisor Dan McLelly were among some 240 people who attended a picnic marking the local’s 100th birthday, according to Local Chairperson R.V. Lloyd. The local’s “Fund for the Lodge” charter was issued October 30, 1902, and its Order of Railway Conductors and Brakemen charter was issued January 1, 1903. Upon unification in 1969, the lodge became Locals 934 and 962, Lloyd added.

Local 982, Syracuse, N.Y.
On August 23, New York Gov. George Pataki opened the state fair and dedicated a memorial with an eternal flame in remembrance of the victims of the Sept. 11, 2001, terrorist attack. The memorial includes a steel beam bearing the names and logos of organizations that participated in the remembrance, including Local 982, said Local President Michael Byrne.

Local 1293, Altoona, Wisc.
Active and retired Union Pacific workers and their families are invited to the annual picnic, to be held September 8 from 11:30 a.m. to 3 p.m. at Lake Altoona Country Park. Food, beverages and game prizes will be supplied. For more information, contact Al Fohrman at (715) 834-9729.

Local 1390, Trenton, N.J.
Local President George Bishop has returned to work following surgery to remove bladder cancer, said Secretary and Treasurer Jack Ramsey. Bishop, a trustee and a peer support volunteer, plans to return to full-time duties at the end of September. All of Bishop’s fellow Conrail employees wish him a continued and speedy recovery.

Local 1526, Michigan City, Ind.
The local is sponsoring a golf tournament for charity at the Michigan City Municipal Golf Course (North) at 4000 E. Michigan Blvd., on Sunday, September 22, at 9:30 a.m. For information, call Local President Tony Wojtasinski at (219) 977-9215.

Local 1558, Bergenfield, N.J.
Member Dan Paladino recently retired after 37 years of service with Rockland Coaches, now a division of Coach USA, said Secretary and Treasurer Ray D’Angelo. “We will all miss his sense of humor, and we wish him well,” Byrne said.

UTU Auxiliary Lodge 835

Members of the Valley Heat Lodge recently adopted Operation Lifesaver as their project for the year, said Lodge President Darlene Wells. The lodge, now holding a membership drive, plans to stage fundraisers in the near future. For information, contact Wells at (559) 747-2702, send e-mail to president@valleyheat835.org, or visit their website at http://www.valleyheat835.org.
State Watch

News from UTU State Legislative Boards

Maryland
Members of the Maryland State Legislative Board recently met with 2nd Congressional District Candidate C.A. “Dutch” Ruppersberger (D) and endorsed him in the 2002 primary and general elections, Legislative Director Larry Kasecamp reports.

“Mr. Ruppersberger has a keen knowledge of the transportation needs of the state, especially the Baltimore area, and is a big supporter of commuter service, passenger rail and bus service for the state. We are looking forward to working with Dutch in Congress,” Kasecamp said.

Maryland congressional races are being closely monitored by political pundits around the nation as the Democrat Party has a good chance of picking up two House seats there in the upcoming election. The other race being closely watched involves UTU-endorsed candidate Mark Shriver in District 8.

Washington
Legislative Director Tom Retterath reports that the state has approved a new section under its “rules for private rail yards and plants” that requires shippers and other industries to construct and maintain walkways for employee safety. The rules go into effect this month.

“These rules will compliment the railroad walkways rules which we passed several years ago. Shippers will have two years to bring their walkways up to standard,” Retterath said. The UTU’s legislative board participated in the hearing process and its testimony was entered into the final rule.

Colorado
State senator and candidate for Lt. Governor Bill Thibaut, a proud union member and special friend of the UTU in Colorado, was made an honorary member of UTU Local 204 at Pueblo at a recent retirees’ event held for Local Treasurer Ray Cid (L-49) and former Assistant Legislative Director Pete Mayo (L-204), reported Legislative Director Rick Johnson. Both retirees were presented UTU brass lanterns, plaques and UTU jackets for their service to the union.

New York
The New York Senate and Assembly have passed A 11680 and S 7602, the New York State Rail Infrastructure Investment Act of 2002, which amends the real property tax laws in relation to railroads real property tax assessments, reported Legislative Director Sam Nasca.

The legislation reduces the railroads’ real property tax assessments in equal steps over eight years, compensates localities for the loss of reduced real property assessments and exempts railroads from any increases in assessments for improvements, expansion or other new projects for a 10-year period.

“In her tenure, she not only presented the checks to these children but also fostered them through college as if they were her kids,” Jekesy said.

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

Maryland
House of Representatives
1st Dist. Siry Tamlyn (D)
2d Dist. C.A. Ruppersberger (D)*
3d Dist. Benjamin L. Cardin (D)*
4th Dist. Albert B. Wynn (D)*
5th Dist. Steny H. Hoyer (D)*
6th Dist. Donald M. DeAmmon (D)
7th Dist. Elijah E. Cummings (D)*
8th Dist. Mark K. Shriver (D)

Florida
House of Representatives
1st Dist. Jeff Miller (R)*
2d Dist. Allen Boyd (D)*
3d Dist. Corrine Brown (D)*
4th Dist. Matt Cawthorn (R)*
5th Dist. Karen Thurman (D)*
6th Dist. Cliff Stearns (R)*
7th Dist. John Mica (R)*
8th Dist. Ric Keller (R)*
9th Dist. Michael Bilirakis (R)*
10th Dist. Bill Young (R)*
11th Dist. Jim Davis (D)*
12th Dist. Adam Putnam (R)*
13th Dist. Katherine Harris (R)
14th Dist. Porter Goss (R)*
15th Dist. Dave Weldon (R)*
16th Dist. Mark Foley (R)*
17th Dist. Kendrick Meek (D)
18th Dist. Ileana Ros-Lehtinen (R)*
19th Dist. Robert Wexler (R)*
20th Dist. Peter Deutsch (D)*
21st Dist. Lincoln Diaz-Balart (R)*
22nd Dist. Carlos Curbelo (R)*
23rd Dist. Alcee Hastings (D)*
24th Dist. Tom Feeney (R)
25th Dist. Mario Diaz-Balart (R)

South Dakota
Governor
Jim Abbott (D)
Senate
Tim Johnson (D)*
House of Representatives
AL Stephanie Herseth (D)*
* Incumbent

Bus Department
By Percy Palmer

Rights you enjoy earned by others

As employees of the bus industry you have rights on and off the job. These rights were not easily obtained and, therefore, they must be used and protected. Years ago employees were intimidated by the government, as well as their employers, about any concerted union activities.

Unions had to survive by forming lodges. Members used secret handshakes, passwords, had to take an oath and do an initiation ritual. Employees now have a right to a form, join and participate in union activities of their own choosing. They also have a right to elect representatives of their own choosing to represent them in matters concerning wages, hours and other terms and conditions of employment.

It is still a struggle to survive as the same forces are still out there trying to eradicate unions. Companies still hire union busters, or so-called “labor consultants,” to intimidate employees.

Most recently we saw legislation being introduced to keep Department of Homeland Security employees from unionizing. Also, in the state of Oregon, there is an initiative on the November ballot to restrict the use of payroll deductions for union political purposes without the employee’s annual authorization. This will place a special burden on the UTU to get our TPEL members to sign each year re-authorizing their voluntary contribution deduction from payroll. They currently have the right to stop such deductions anytime they wish. Why? then, should there be any state intervention?

Remember: You have a right to vote so please do not hesitate to use it.

Yardmasters
By Don Carver

National contract really delivered

The UTU national contract has been signed, sealed and delivered.

This is the first successful membership ratification of a national contract in the history of the organization.

The National Negotiating Committee led by International President Byron A. Boyd, Jr., was able to achieve accord with the National Carriers’ Conference Committee without the need to petition the National Mediation Board for the assistance of a mediator.

The interest-based bargaining process does indeed lead to successful conclusions.

The National Negotiating Committee found themselves at a future-altering crossroad with the issues of trip rates and remote control. They made all the right decisions and the membership approved.

Three issues important to yardmasters were resolved in this round of negotiations. They are turnover time, supplemental sickness rate and vacation pay computed using the 1525 formula.

I am confident that historian will determine this contract to be the most important national contract that the UTU has negotiated, or will negotiate in the future.
Voting is more than a right: it is an obligation

I have had the good fortune to travel the world. Many people would like to have our opportunity to participate in the democratic process and vote for leaders of their choice.

Unfortunately, many in our own country treat this cherished democratic opportunity too lightly. Voting is more than just a right – it’s an obligation in a democratic society.

Do you recognize these names? James Chaney, age 21; Andrew Goodman, age 20; and Michael Schwerner, age 20? During the 1960s, these three brave young men were murdered simply for helping others in the U.S. register to vote!

Election Day is almost upon us. If you may be away from home Tuesday, November 5, you can obtain an absentee ballot. As most UTU members work irregular days and hours, and have no idea where they will be Election Day, you should contact your board of elections today to determine how you might obtain an absentee ballot in time to cast a ballot by mail.

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John Locke named UTUIA volunteer of year

The United Transportation Union Insurance Association has awarded John T. “Sarge” Locke, a 30-year member of the UTU, its annual Volunteer of the Year Award for 2002.

Locke, a member of Local 770 at Heavener, Okla., who was nominated by three different individuals, was presented with an engraved plaque and a $1,000 U.S. Savings Bond July 31 at the UTU’s Washington, D.C., Regional Meeting.

In his nomination letter, Louisiana Legislative Board Secretary Hetchler Christian, wrote: “Sarge is a member of the Kiwanis, Poteau Quarterback Club, Poteau Dogout Club and Kansas City Southern Historical Society. He supports school programs such as 4-H, Future Farmers of America, sporting events, and attends school board meetings. He is a judge for the Northwest District of Family, Career and Community Leaders of America in Springdale, Ark., for high school-age children on parliamentary rules of order. Sarge helps with Special Olympics fundraisers in his area, working on track and field events. He discourages teenagers from drinking and driving by helping with after school programs.”

“He is a deacon in the First Christian Church and was on the building committee when the new church was built after the old one was destroyed by fire.”

Local 770 member Joseph Stacy summed up Locke’s ability to interact with others, writing: “John is a big man with a heart of gold. Standing well over six feet tall, he stands out in every crowd. His stature is not what makes him stand out, though. It is his strength, gentleness, knowledge and the way he works with people.

On the railroad, in the community, or working for a cause, John is a leader.”

Locke has held many UTU offices over the years including local chairperson, secretary/treasurer, delegate and vice general chairperson and continues to work tirelessly on behalf of UTU members. He is active in legislative matters and was recently asked to run for state representative of his district.

Although he declared the nomination, he was deeply honored that so many people considered him a worthy candidate for the position.

Locke, a resident of Poteau, Okla., was hired by the Kansas City Southern Railway in 1973. He retired from active service on a disability in October 1999. He and his wife of 27 years, Vickie, have two children.

UTU, BNSF join forces to promote diversity

SILSBEE, Tex. – The UTU and Burlington Northern Santa Fe for the first time joined forces to address diversity in the workplace when four workshops were presented over a two-day period for the benefit of members of Local 1957 in Silsbee, Tex.

UTU Human Rights Director Ray Cunningham said the workshops, held August 6 and 7 in Silsbee, initially were arranged in response to a call from General Chairperson P.W. Tibbit (GO-393), who felt that members of Local 1957 would react positively to a visit from members of the UTU Human Rights Department.

Cunningham said he contacted BNSF Human Resources Director Terry Morgan, explained his plans for a workshop, and was pleased when the company responded enthusiastically to an invitation to participate.

“BNSF Gulf Division General Manager Dave Freeman showed his support by allowing on-duty switch crews to attend during their workday, and by compensating those who chose to attend on their own time,” Cunningham said. “Mr. Freeman also addressed our members concerning the importance of, and the need for, diversity workshops.”

Besides holding the workshops, the UTU and BNSF representatives visited the BNSF property to meet with members going on duty who didn’t have the opportunity to attend one of the workshops, Cunningham said.

“Due to the success of this joint venture,” Cunningham said, “it is the hope of General Chairperson Tibbit that the UTU and BNSF will come to a mutual approach on this shared vision.”

Cunningham said the message delivered by the UTU and BNSF at the workshops was remarkably similar.

“Showing common courtesy and respect to each other can go a long way toward eliminating, or at least reducing, many of the diversity tensions that we face,” said BNSF’s Morgan. “Unfortunately, when diversity tensions continue and are not addressed, they may turn into issues of harassment or discrimination.”

Cunningham said a summary of his message should sound familiar to most members. “I tell our members not to be afraid to speak out for what is right,” Cunningham said. “I ask them to practice the Golden Rule and to respect one another, and remind them that it’s everyone’s responsibility to assist in eliminating inappropriate behavior in the workplace.”

Arty Martin homer in baseball, unionism

It is funny how baseball imitates life. Successful teams and organizations thrive on teamwork, pride and execution. One reason for UTU’s demonstrat- ed success is a former catcher, Arty Martin, who almost came within bragging rights of a major league career.

Martin is a fourth-generation railroader. His great grandfather ran turn-of-the-century steam engines on the New York Central. His grandfather and father were Union Pacific (UP) Carmen. His mother was a UP clerk in Pocatello, Idaho.

Railroading may have been in his blood, but Martin’s tree-stump physique had baseball catcher written all over it.

As a seven-year-old batboy for the Pocatello minor league team, Martin got his first taste of professional baseball “listening to a slinger, a dark-haired foul-mouthed coach,” and now Hall of Fame manager Tommy Lasorda.

At his first Little League tryout, the coaches said Martin was too short. Yan- kee manager Casey Stengel mistakenly said that of Hall-of-Famer Phil Rizzu- to. Refusing to yield, Martin became the only eight-year-old on a team of mostly 10-, 11- and 12-year-olds.

The Philadelphia Phillies invited Martin to a tryout in Ogden, Utah, giving him just enough money for gasoline. “I spent nights in a sleeping bag in the outfield,” said Martin. “All I wanted was to play baseball.” The following year it was a Cleveland Indians tryout and another sleeping bag.

By age 19 in 1965, Martin was studying at Idaho State University and behind the plate during a short summer in the Alaskan League. He recalls “a skinny outfielder” – Hall of Famer Dave Winfield.

A draft notice caused Martin to join the Air Force. Marriage and the birth of a son sealed his fate. It was time to settle down and earn a steady living on Union Pacific while completing require- ments for his degree in business. Turning down a management job, he chose a fireman slot and affiliation with UTU predecessor the Brother- hood of Locomotive Firemen and Enginemen. As an engineer, Martin stayed with the UTU.

“The first and utmost thing in sports is team play,” said Martin. “It applies as much on the job as in a union.” A young UTU official named Byron A. Boyd, Jr., showed up one day in 1977 and the two got to talking. “Byron explained to me how important and rewarding it is to represent people and do the best for everyone,” said Martin. Soon, Martin was elected vice local chairperson, where he applied what he calls “the most important lesson” taught him by Boyd:

“Allways get the best agreement you can for the youngest person on the roster and do the best for everyone.”

Locke said that outstanding atonement lesson” taught him by Boyd:

“Allways get the best agreement you can for the youngest person on the roster and the oldest automatically will be taken care of because the oldest get every- thing the younger person gets.”

Lasorda also had an impact on Martin. “I bleed Dodger blue and, when I die, I’m going to the big Dodger in the sky,” Lasorda said. Martin sees himself bleaching UTU red and blue, where every day he helps his union brothers and sisters improve their lives and return home in one piece. Now that’s also a big league career and maybe a lot more rewarding.
New Orleans Regional Meeting Photos

Enjoying a laugh after the President’s Banquet are, from left, General Secretary/Treasurer Dan Johnson, Assistant President Paul C. Thompson, former President Al H. Chesser and International President Byron A. Boyd, Jr.

Louisiana & Delta General Chairperson Chris Vermeersch (left) and Assistant General Chairperson Francis Poirier attend the New Orleans Regional Meeting to learn ways to better serve their members. The two, members of Local 1501, led organizing efforts on the small carrier, a Union Pacific spinoff.

UTU members twist and shout with members of The Moonlighters, who brought the crowd to its feet at the Thursday evening reception.

Enjoying the Mardi Gras-themed reception at the New Orleans Regional Meeting were, left to right, North Platte, Neb., Local 286 Local Chairperson and Delegate Paul Fitzpatrick, Deb Weitzel, Lavon Fitzpatrick and Local Chairperson Rod Weitzel.

UTU members socialize and cheer with members of The Moonlighters, who brought the crowd to its feet at the Thursday evening reception.

Vice Presidents and Director of the Bus Department Percy Palmer, standing at rear, gets ready to lead the bus workshop. Bus and transit officers and members traveled from all over the country to attend the Regional Meeting workshops.

From left, former Union Pacific General Chairperson Robert Carter, a member of Local 265 at Pocatello, Idaho, talks with UTU Washington, D.C., office Chief of Staff and Utah State Legislative Director Scott Belden and wife Charlie, along with Alternate Utah State Legislative Director F.J. Seegmiller, local chairperson and legislative representative of Local 166 at Salt Lake City.

UTU Special Representative Jeremy Ferguson, who also serves the members of Local 313, Grand Rapids, Mich., as local chairperson, legislative representative and alternate delegate, talks with Local 1895, Chicago, Ill., Local Chairperson, Legislative Representative and Delegate Richard Ross.

Brennen Dupre, 10, grandson of James Camardelle who serves as president of Local 1337, which represents Union Pacific employees at New Orleans, La., gets a chance to sit in on washboard with the La Fouche Patrick Cajun Band at the Friday evening buffet.

Los Angeles County Metropolitan Transportation Authority Local 1667 President and Local Chairperson Rick Ortega (left) and member Louella Houston (center) talk to a resolution in from of a crowd at the Regional Meeting workshops.

UTU members socialize and cheer with members of The Moonlighters, who brought the crowd to its feet at the Thursday evening reception.

From left, former Union Pacific General Chairperson Robert Carter, a member of Local 265 at Pocatello, Idaho, talks with UTU Washington, D.C., office Chief of Staff and Utah State Legislative Director Scott Belden and wife Charlie, along with Alternate Utah State Legislative Director F.J. Seegmiller, local chairperson and legislative representative of Local 166 at Salt Lake City.

Local 903, Jacksonville, Fla., member James Holland has his hands full with daughters one-and-a-half year old Caroline and four-year-old Elizabeth. Holland is an attorney with the designated legal counsel firm of Beery & Wettermark.

In the photo, left to right, are legislative representatives and members of Local 1501, Norfolk Southern Local 622 at Birmingham, Ala., sign up for the UTU’s new Discipline Income Protection Program with the help of UTUIA Field Supervisor Larry Chappell (right).

UTU members socialize and cheer with members of The Moonlighters, who brought the crowd to its feet at the Thursday evening reception.

From left, Assistant President Paul C. Thompson, former President Al H. Chesser and International President Byron A. Boyd, Jr.
Retiree Program News

Book preserves railroading legacy

L.M. “Mike” Hurley, a member of Local 477 in Newton, Kan., passed away last year in January at age 76, but thanks to his daughter’s efforts, he will be sharing his railroading knowledge and experience with generations to come.

In 1985, Brother Hurley self-published a book entitled, “Newton, Kansas, #1 Santa Fe Rail Hub, 1871-1971,” which included nearly 200 photographs spanning a hundred years of railroad history. Figuring it would only appeal to the local market, he had about 300 copies printed. But when rail fans discovered the book, demand soared, and Hurley ordered two more press runs. By 1985, the book had been reprinted several times, and by 1986, he had around 1,500 copies available.

“My dad was a by-the-rules guy who came up during a time when he considered the golden age of railroading,” his daughter said, “and he wasn’t always happy with the changes he saw. He was also a student of history, and decided to preserve his knowledge of railroading, as he knew it, before it vanished. I vowed to him that I would preserve his legacy.”

Gathering the galley proofs and augmenting the book for the first time with an index, his daughter promised she would make reprints available.

Hurley began his rail career while in high school as a baggageman and mail handler on the Santa Fe in 1942. After returning from the Army Air Corps in 1945, he became a brakeman, working passenger and freight trains. He joined Brotherhood of Railroad Trainmen at 217 in October 1947, and was promoted to conductor in November 1952. He retired in September 1986.

Copies of Hurley’s book are now available for $39.95, plus $5 for shipping and handling, from Kim Hurley Bosen, 1603 Morningside Rd., Newton, KS 67114.

Reduced funding imperils Railroad Retirement Board

WASHINGTON, D.C. – E-mails and telephone calls to members of Congress by UTU members and retirees ensured passage of Railroad Retirement reform. Now the agency that administers the law and makes benefit payments is in danger because Congress may slash the Railroad Retirement Board's (RRB) funding.

The Senate Appropriations Committee approved a $97.7-million budget for the RRB, but the agency said it needs at least $101 million for the upcoming fiscal year that begins October 1. The RRB said anything less than $101 million for the next fiscal year could force it to lay off employees, eliminate field offices, and reduce the level of service it provides to retirees and those soon to retire.

UTU members are asked to e-mail or telephone their congressional delegation and urge full funding for the RRB for fiscal 2003.

Congress will reach a consensus decision on the board's budget when they return after Labor Day.


Retired former Gen. Chair. S.H. Saggus, 87, dies

DECATUR, Ga. – Samuel H. Saggus, 87, a retired former Atlanta & West Point Railroad (A&WP) general chairperson, passed away on August 4, 2002, according to CSX General Chairperson Randy Pullen (A&WP-Wry of AL).

Saggus served as general chairperson for UTU Local 762 in Montgomery, Ala., for 28 years until his retirement in 1983, Pullen said.

Saggus began his rail career as a flagman on the A&WP and joined Brotherhood of Railroad Trainmen Lodge 161 in February 1939.

Prior to his railroad employment, he played semi-professional baseball for a number of years, but because of the low salaries that prevailed at the time, decided against pursuing a professional baseball career.

He is survived by his wife, Anne, his son and daughter, and two grandchildren.

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.

The Final Call

UTU Auxiliary National Legislative Director Dorothy Arrington is seeking information about a set of Railroad Conductor badges she acquired. Arrington, wife of retired former Texas State Legislative Director Sam Arrington, received the badges some years ago from a friend whose father was a conductor. The eight red-ribbon badges, each with a different metal symbol, are marked “Alexandria Division, No. 158, ORC, Alexandria, Va.” Each is topped with a miniature steam engine with the letters “AFC.” The badges were made by the M.C. Lilley & Co., Columbus, Ohio, “manufacturer of military and society goods.” The symbols, left to right in the box, are two crossed gavels in a circle, two crossed gavels alone, two crossed swords, a crossed quill pen and key, two crossed scepters, a single cross and a single gavel.

Anyone interested to these items should contact the Arringtons at (983) 569-3677 or dotsam@lcii.net.
Has your world changed since Sept. 11, 2001?

**Wayne Ingersoll**
L-161, Seattle, Wash.

“I’ve been a motorcoach operator with Grey Line of Seattle for six years, and in the travel business more than 30 years. My work has become harder. Airport security has caused us a lot of headaches in our day-to-day jobs. We have the express franchise to the airport and hotels, and I have to be more mindful of my vehicle. I have to worry about it being tampered with or something around it. I think those who have learned to give up some of my personal freedoms for more security for me and my family.”

**Tom Adams**
L-48, Norfolk, Va.

“I’m a conductor working for Norfolk Southern, with about 22 years of experience. I think everyone’s lives have been changed. The trust factor of feeling safe is gone. On the job, when holidays approach, we get more bulletins telling us to be more alert and to report suspicious activity. I’m more aware of my surroundings. I notice it most when I’m flying. But our fellow countrymen have given us a way we can survive; that we’re strong-minded and strong-willed people. We put up our colors and never felt more American.”

**David Stimpson**
L-445, Niota, Ill.

“I’m a conductor and engineer on BNSF, and I’ve been railroad- ing almost eight years. The attack changed my views a lot. I live in a smaller city, but travel to Chicago and Kansas City, and you never know what might happen now. I felt good about the way President Bush handled the situation, but I’m not a supporter of his politics, and I don’t think my politics have changed. I believe we should be thinking about making things safe here at home before going off and starting a war somewhere else.”

**Steven Marcus**
L-23, Santa Cruz, Calif.

“I’m a bus operator, and I’ve been with the Santa Cruz Metropolitan Transit District for three years. I’m a lot more conscious of my surroundings, and more aware of who gets on my bus. Whenever I’m in a major city now, I’m more aware of my surroundings. I go to baseball games and find myself thinking, ‘This would be a good target.’ I’ve noticed that travel isn’t as free-flowing as it was. Security is much tighter. My political views have jumped to the right, and I’m not as compassionate as I used to be.”
National transport worker ID card in the works

WASHINGTON, D.C. – The Transportation Security Administration (TSA) is developing a mandatory identification card for every mass transit operator, trucker, dock worker and airport employee in the nation with access to secure corners of the country’s transportation network, according to a report by Raphael Lewis in the Boston Globe.

No date has been set to launch the Transportation Worker Identification Credential project, the result of a congressional mandate given to the agency created after September 11, 2001, to protect vulnerable mass transit systems, ports, tunnels, pipelines and roadways.

If implemented, it would be the first broad national identity-card system and could involve hundreds of thousands of people, including hundreds of UTU members.

The identification card would be required of transportation workers, in the private and public sectors, with access “to secure areas of the transportation system,” according to the agency. This could encompass a cross section of employees, everyone from port stevedores to subway-tunnel maintenance workers to the operators of airport catering trucks.

“This is our top issue, and we are going to make serious progress on it soon,” said Elaine Charney, branch chief of transportation infrastructure for the agency’s maritime and land security division. “We just have to iron out some details.”

But “we are certain it’s coming,” she said.

Contentious proposals floated after the September 11 terrorist attacks had called for the creation of a national identification card for all Americans or a national driver’s license.

Charney said that, while few defenses have emerged as the ID system is developed, it would appear at this point that only “higher-risk transportation workers” would be required to get the cards at first. Those workers, she said, would probably be those in security zones at airports, as well as any transportation employer who handles dangerous cargo.

Federal officials also appear committed to a form of biometric identification on the cards, such as that gleaned from the eyes, voice, palms, or fingerprints, Charney said. No technology has been chosen, she added.

Member killed

Continued from page 1

awarded the Purple Heart, as well as the Bronze Star, for valor in action.

Brother Loew was survived by two children, a granddaughter, his father, a brother, a sister, and three nieces.

Loew was among about 40 workers drawn from Local 21, Local 1661 and Local 1748, who went back to work recently on the former River Terminal Railway, now operating under temporary management as the Cleveland Works Rail Operations (CWRO). The railroad services the LTV Steel mill, which declared bankruptcy late last year.

The LTV Steel operations were resurrected this year under the name International Steel Group (ISG), which set up a temporary management company to run the CWRO.

Because the former management company supplanted the former River Terminal, frustrated members who returned to their jobs, most of whom were within a few years of retirement, now work without union representation, protection or a contract, according to UTU Alternate Vice President-East Dennis Schuler, who is also Local 27’s president and local chairperson.

Schuler said the railroad workers earn only half of what they did when the CWRO held the River Terminal contract, and three-person crews were reduced to two-person crews.

Those who returned to work on the CWRO are routinely subjected to intimidation, according to Schuler, Fifol and Don Brewer, a disabled member of Local 1748 and former employee of the now-defunct Cuyahoga Valley Railway (which also serviced the LTV plant).

Schuler said the temporary status of the rail management company precludes the negotiation of a new contract on the property.

“How can you organize a temporary company?” Schuler said. “As soon as you do, they’ll change the organization, or they’ll decide to run the railroad through a department of the steel company instead of having a separate rail operation, and you lose your contract out the window.”

“He’s no permanent workers there right now. They’re all considered temporary. We have to wait and see what ISG is going to do.”

UTU called tops

Continued from page 1

and commitment.

“I’m not one to brag,” Boyd said. “But, brothers and sisters, it ain’t bragging when you deliver on a promise. And what you UTU has done is to deliver on a promise – a promise to increase take home pay; to simplify how pay is determined, which will reduce grievances; to control new technology without a single job being lost; and to put in the driver’s seat on health care.”

“This unprecedented new agreement was negotiated and ratified in the face of grim economic news that every day is slapping most American workers in the face,” Boyd said. “When you read a newspaper or watch a televised newscast, what you read, hear and see is about layoffs, about employee concessions, about loss of health care and about lost pension benefits.

“One of the most important elements of this new agreement is job security,” Boyd said. “Too often in the past we saw the results of new technology. It meant job losses and less control over the work we do. Not this time. Your UTU delivered. This is a new strategy of openness and boldness by which we take charge of new ideas and new technology rather than react to them. We chose to accept and embrace new technology. We chose to win in the long run, rather than give new technology to someone else and let them decide what to do with it.

“Make no mistake. Remote control operations are not something we promoted nor are they something we wanted,” Boyd said. “New technology never has been a friend of the people whose jobs it replaces. But, at the same time, history taught us we cannot fight new technology. So your UTU negotiating team found a way to manage new technology in a positive manner.

“We won ownership, control and operation of remote control technology that extends to engineeers where UTU holds the contract. We have changed the course of labor relations in the railroad industry. We have gained ownership over new technology that otherwise could have put many of us on the street.

“We still face another crucial battle and that is over health care,” Boyd said. “Controlling health-care costs and improving health-care quality is a challenge for employers, employees and their unions. Railroad employees have been especially fortunate in that nearly 100% of their premiums for health-care insurance traditionally have been paid by the carriers. But, with health care costs climbing aggressively – by more than 20% annually over the past three years – there is increased pressure for employees to share in the cost.

“Some 40 million American workers currently are without any form of health care and most workers with health-care insurance receive considerably fewer benefits than afforded by rail roads and at considerably more cost than are paid by railroad employees,” Boyd said.

“As we have, we will help other rail-labor organization agree to substantial health-care cost sharing. The carriers sought to impose that pattern on the UTU and the UTU broke the pattern.

“Instead, the carriers agreed to a UTU demand for a status quo pending a study to include plan redesign, cost containment, administrative changes and vendor review,” Boyd said. “For the first time, and only because of UTU insistence, the carriers agreed to audit the health-care plans to determine whether they are managed efficiently. The UTU successfully navigated a similar challenging path some years ago. By adding a Blue Cross/Blue Shield option that did not diminish health-care quality for members, the UTU found a way for carriers to save millions of dollars annually.

“Your UTU negotiating team will continue looking at health care needs through the eyes of our members and our medical consultant, who advises us on improvements from a doctor’s point of view, and not from an insurance company’s point of view,” Boyd said. “Clearly, your UTU remains in the driver’s seat on health care.”

www.utu.org
Sen. Landrieu backs Amtrak; praises UTU

NEW ORLEANS – “It is in America’s national security interest to have a reliable and safe passenger rail system,” Sen. Mary Landrieu, a Democrat from Louisiana, told members and guests at UTU’s Regional Meeting here. “I’m going to be a more aggressive, outspoken advocate for a border-to-border, coast-to-coast national intercity rail passenger service.”

Landrieu, who in November is seeking re-election to a second term with support from UTU’s Transportation Political Education League (TPEL), cited the inequity of federal financial aid to aviation and highways, yet a federal policy preventing Amtrak to turn a profit.

“Much of her understanding of railroad issues comes from UTU lobbying activity on Capitol Hill,” said Landrieu. “The UTU is a very progressive union that embraces technological advances in providing a viable and safe rail system,” Landrieu said. “It is important to have intelligent, accurate information from which to make decisions affecting our country.”

“When issues affecting the railroad system have been before us, the UTU – and, particularly, your President Byron Boyd – has worked tirelessly with us to develop effective legislation that will ensure not only a reliable rail network, but the safety and financial security of railroad workers,” Landrieu said.

Landrieu cited the Federal Employers’ Liability Act (FELA) and Railroad Retirement as “two examples of Congress” understanding that railroad employees need special attention to survive. President Boyd has always taken a strong stance in guaranteeing railroad employees in safety-sensitive positions be afforded reasonable periods of rest in order to work efficiently.”

“When I look at the record of the UTU, I see a model that corporate leaders would benefit from examining,” Landrieu said. “The leaders of the UTU, who work their way up through the ranks, understand the problems of their brothers and sisters and show us the dedication, sensitivity and understanding of the problems of every employee.”
With the stock market fluctuating in value, now is the time to ensure a positive return on your money.

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