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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“We have filed more complaints regarding fatigue at state and federal levels than all other safety complaints combined.”

—UTU National Legislative Director J.M. Brunkenhoefer

News & Notes

Amendment deadline set

CLEVELAND, Ohio – As provided for in Article 13 of the UTU Constitution, proposed amendments to the Constitution may be submitted by any subordinate body or International officer prior to 120 days before the convention begins.

The cut-off date for accepting proposed amendments is March 31, 2003.

All proposed amendments shall be submitted in writing to the General Secretary and Treasurer to be referred to the Constitution Committee.

Each proposal shall be submitted separately, typewritten on standard paper, be properly identified, with a clear and concise explanation given of the article to be amended.

Amtrak tickets on eBay

PHILADELPHIA – Add Amtrak tickets to the long list of travel-related goods and services you can bid for on eBay, according to the *Philadelphia Inquirer*. The railroad announced last month that it would make a limited number of tickets available on the online auction site as part of a three-month trial. Adult coach-class round-trip and one-way tickets are being offered between a variety of cities. Each posting notes the train route, dates available (usually a range), links to schedules, and the latest bid. Payment is by credit card. The site for bidding is <http://www.stores.ebay.com/amtrakauctions>.

Maglev train idea fades

BALTIMORE – Support for building a high-speed floating train that would carry passengers between Baltimore and Washington in 20 minutes appears to be dwindling in the face of a budget crisis and the loss of the region's Olympic bid, according to the Associated Press. Maryland is competing with Pittsburgh to win \$950 million in federal money to build the nation's first maglev line. The Federal Railroad Administration plans to pick a winner by next fall, and the futuristic train could be in service by the end of the decade. The \$4.4 billion magnetic levitation train is being edged off the list of Maryland's transportation priorities, officials say.

FOR THE LATEST INFORMATION
ON AMTRAK FUNDING
AND CONTINUING NEGOTIATIONS,
VISIT THE UTU WEBSITE:
WWW.UTU.ORG

UTU fights to preserve locomotive inspections

WASHINGTON, D.C. – Your United Transportation Union has begun a fight on behalf of rail labor to prevent rail carriers from scrapping a daily locomotive inspection requirement. The UTU acted after the Association of American Railroads (AAR) petitioned the Federal Railroad Administration (FRA) for permission to substitute so-called performance standards for existing FRA-mandated locomotive inspection requirements.

AAR officials once described FRA safety inspectors as mere “meter-maids.” Now, AAR wants to scrap the requirement for daily, detailed and signed written inspection reports. AAR also wants FRA to end the requirement for periodic (not to exceed 92 days) testing of gauges, electrical devices, visible insulation, clean cable connections and event recorders.

UTU International President Byron A. Boyd Jr. warned the AAR against taking “any action” on safety before negotiating with the UTU. In fact, the AAR petition ignores a plea from House Transportation and Infrastructure Committee

Chairman Cong. Don Young (R-Alaska) that railroads “strive for as much common ground as possible (with their unions) so that we can make our transportation network stronger, healthier and safer.”

The reason given by the carriers for wanting to scrap safety tests is to “reduce costs significantly.” The AAR estimates some \$400 million more could flow to carrier bottom lines if they were not required to inspect their locomotives for safety defects.

Performance standards as requested by the carriers would scrap locomotive safety inspections in favor of a requirement that railroads keep FRA-reportable accidents and injuries involving locomotives below a specified threshold. The AAR wants that threshold set as “the maximum number of accidents and injuries a railroad would be expected to have based upon the 10-year trend for all Class I railroads.” Railroads failing to meet that target would be required to develop unspecified “remedial action

Railroads seek to halt safety checks

to inspect their locomotives for safety defects.

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Rail workers choose UTU

CLEVELAND, Ohio – Train and engine service employees on both the York Railway Company (YRC) and the Fort Worth & Western Railroad (FW&W) have chosen the United Transportation Union (UTU) as their collective bargaining representative.

The York Railway representation election stemmed from a purchase that created a single rail system from two separate systems. The 40-mile YRC was created as the result of the recent merger of the former Maryland & Pennsylvania Railroad (known as the “Ma & Pa”) with Yorkrail, Inc., following Ma & Pa's purchase by the Genesee & Wyoming.

Train and engine service employees on the former Maryland & Pennsylvania Railroad were represented by UTU Local 1722 in York, Pa.,

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Roads opened to Mexican buses

WASHINGTON, D.C. – President Bush gave the go-ahead last month for Mexican buses and trucks to travel U.S. roads beyond commercial border zones where they had been restricted.

Environmental, labor, and trucking industry groups, however, have asked a federal court for an emergency stay to prevent Mexican buses and trucks from transporting people and goods throughout the U.S.

The petitioners, including Public Citizen and the Environmental Law Foundation, asked the Ninth Circuit Court of Appeals in San Francisco to stop the U.S. government from processing applications from Mexican-based trucking firms to operate beyond the 20-mile commercial borders zones where they must now transfer their cargo to U.S. trucks. The groups allege that the

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Around the UTU

News from around the U.S. and Canada

Local 23, Santa Cruz, Calif.

Santa Cruz Metropolitan Transit District employees are donating their annual leave and sick leave to bus operator **Dave Dunlap**, who was hospitalized with a ruptured colon but is expected to return to work in about three months, said Local Chairperson **Bonnie Morr**. Meanwhile, members are working with State Legislative Director **J.P. Jones** to minimize the local effects of a \$1.8-billion state transportation budget cut.

Local 166, Salt Lake City, Utah

Members on Amtrak Zone 11 raised their average monthly TPEL contribution from \$2.45 to \$14.02 in 2002, with a third of the local's members now donating a dollar a day or more, said Legislative Representative **F. Jay Seegmiller**.

Local 168, Chicago, Ill.

Members in this Amtrak local have increased their TPEL contributions by an average of \$1.39 per member per month, said Secretary/Treasurer **Lee T.G. Channing**, thanks to the efforts of **Craig Jensen** and **Chris Burgess**.

Local 257, Morrill, Neb.

Dave Martin, who will become local chairperson in 2003 after serving as secretary/treasurer (S&T) since 1984, noted that Retiree Program member **Warren W. Roos** had previously served as S/T from 1960 to 1984.

Local 298, Garrett, Ind.

About 300 attended this CSXT local's Christmas party last month, said Secretary **Rick Mitchener**. Members and their families thanked the area merchants who donated door prizes, **R.L. Heimert** for his portrayal of Santa Claus, and Designated Legal Counsel **Hoey, Farina & Downes** for their support.

Local 394, Albany, N.Y.

Members last month held the first **James P. McMahon** Memorial Christmas Dinner in memory of a conductor who succumbed in November 2002 to injuries sustained while being transported in an off-track vehicle. McMahon had served as local vice president and vice local chairperson, said Local Chairperson **S. T. Cowles Jr.** Help McMahon's family by making checks payable to Mrs. **J.P. McMahon** and sending them to Treasurer **Thomas L. Aiello**, 26 Kinder Dr., Kinderhook, NY 12106.

Local 465, Gillette, Wyo.

Members of this BNSF local last month hosted an all-crafts Christmas party, where **Chuck Hardin** Awards, named in honor of a member who died in a van accident while on duty, were presented to **Bob Main** and **Ed Cynar**. The first recipient of the award, which recognizes union dedication, was **Daryl Dedman** in 2001, said Local President **Billy Montgomery**, who offered gratitude to Designated Legal Counsel **Hunegs, Stone, LeNeave, Kvas & Thornton** for supporting the event.

Local 498, Allentown, Pa.

The Lehigh Valley Railroad Retirees 20th Reunion last September drew 132 participants, said Retiree Program member **E. K. Schuler**. The program booklet for the event pictured 70 of the 250 stations that served the railroad in 1910, and 46 are still standing, said Schuler.

Local 622, Birmingham, Ala.

More than 100 active and retired members from this Norfolk Southern local attended the annual **Jimmy Lee Drough** Christmas Dinner



Officers of Local 422 in Vancouver, B.C., include (standing, from left) Vice President and Legislative Representative **Pete Norman**, President **Greg Armillotta**, Local Chairperson (R) **Ray Hnatiuk**, Local Chairperson (Y) **Jason Hnatiuk**, Vice Local Chairperson (Yardmasters) **Tom Flavell**, and (seated, from left) Vice Local Chairperson (R) and Webmaster **Roger Craik**, Secretary **Gerry Henri** and Treasurer **Mitch Hodge**.

Local 422's pride always on display

Those looking for a good example of a proud UTU local whose members are involved with their union and community need look no further than Local 422 in Vancouver, B.C.

Originally a Brotherhood of Railroad Trainmen lodge, the 100-year-old local includes more than 250 members and represents conductors, trainmen, yardmen and yardmasters on Canadian Pacific Railway's (CP) Vancouver Division, as well as employees serving the West Coast Express commuter rail operation.

And as Local Treasurer **Mitch Newell** pointed out, the local's members aren't just politically and socially active, they're resourceful, too.

"We did a joint venture with another one of the unions and went into the vending machine business," Newell said. "We purchased four machines, stocked them with candy and soft drinks, and use the income to support our ways-and-means fund. If a member gets hurt or sick, we can use the fund to help them out.

"Local 422 has a diverse team of executive and committee persons who are passionate about their work and their union," Newell said, "and who are committed to serving not only the local's members, but the entire labor movement. Interaction with organized workers outside the railway industry has proven beneficial to our members on many occasions."

Newell, a 53-year-old CP conductor who began his career in March 1970 and has been secretary since May 1990, said one of the local's officers belongs to a horse club that stages exhibitions. "We pay a fee to put up a sign at the functions. It's like advertising to let the public know we're here and that we contribute to the community," Newell said.

To learn more about Local 422, see their website at <http://members.shaw.ca/utu422/Welcome.html>.

last month at the Whistle Stop Cafe, the restaurant featured in the movie *Fried Green Tomatoes*, said Local President **James T. Cheeks Jr.** Special guests included general chairpersons, representatives from the UTUIA, the Railroad Retirement Board, the Federal Railroad Administration, and various state legislative directors. Everyone received door prizes, thanks to the support of Designated Legal Counsel **Joel F. Alexander III**. The event honors the memory of a conductor who passed away three years ago.

Local 655, Bluefield, W.Va.

The Railroad Retirement Board sent congratulations to retired member **Joseph Justice**, who marked his 100th birthday on Sept. 6, 2002. Brother Justice was last employed as a conductor on the Norfolk & Western and has been retired since June 1968.

Local 770, Heavener, Okla.

More than 110, including members and their families, last month attended the Sixth Annual Christmas Party hosted by this Kansas City Southern local, said **John "Sarge" Locke**, who noted prizes donated by area banks and businesses were awarded through a raffle. Special thanks goes to **Mr. & Mrs. Joe S. Stacy**, **Mr. & Mrs. Tommy Robertson**, and **Mr. & Mrs. Ken Holzhammer** for arranging the event, as well as to **Mr. & Mrs. Johnnie Huff** for their efforts throughout the year.

Local 942, Florence, S.C.

Members send their love and best wishes to CSX conductor and Local Chairperson **Ronald Bailey**, who was recently diagnosed with cancer. A local chairperson since 1983, he has collected more than a million dollars in time claims for fellow members of the local. Cards may be sent to him and his wife **Linda** at 848 Smith Dr., Florence, SC 29501, said General Chairperson **John Hancock**.

Local 1608, Chatsworth, Calif.

Los Angeles MTA bus operator **Richard Brady**, a 19-year veteran, while on duty early last month heroically assisted at the scene of a fatal traffic accident, extinguishing a car fire and aiding the injured until paramedics arrived, according to Local Chairperson **Vic Buffoni**.

Local 1697, Lubbock, Tex.

Local Chairperson **Roy Arnold** said the over-the-road bus operators employed by Texas, New Mexico and Oklahoma Coaches are bracing themselves for the effects of the new law allowing unrestricted travel of buses and trucks from Mexico on U.S. roads.

Local 1778, N. Vancouver, B.C.

The winter issue of *Meeting Point*, the newsletter for BC Rail Locals 1778 and 1923, is now available on the locals' joint website, said Secretary/Treasurer **David Moorhouse** (L-1778). Visit their website at <http://www.utubc.com/>.

Local 1846, W. Colton, Calif.

Brother **Danny E. Hook**, loving husband, father, grandfather, friend, vice local chairperson and dedicated leader, passed away Nov. 21, 2002, following a short battle with cancer, said Secretary/Treasurer **Terry Kelly**. "His honesty and integrity will truly be missed," Kelly said.

Local 1895, Chicago, Ill.

Members of this Norfolk Southern local voted at their October 2002 meeting to forego their Christmas party and instead donated the \$4,000 budgeted for that purpose to Brother **Rick Moore**, who lost his right leg in a Calumet Yard switching accident, said Local Chairperson (E) **Rich Ross**.

Local 1933, Washington, D.C.

Amtrak employees from this local were joined by those from **Local 1470** (Edmonston, Md.) and **Local 1522** (Washington, D.C.) at an all-crafts Christmas party last month attended by representatives from the UTU's Washington, D.C., office. More than 800 attended the event, said Local Chairperson **Ray Cunningham**, who also serves as the union's human rights coordinator.

State Watch *News from UTU State Legislative Boards*

Illinois

UTU Illinois Legislative Director **Joseph C. Szabo** has been named co-chairperson of the Freight Railroad Subcommittee of Governor-elect Rod Blagojevich's Transportation Transition Team.

Serving with Szabo as co-chairperson will be Paul Nowicki, assistant vice president for government and policy with Burlington Northern Santa Fe Railway. Both will report to Cong. William O. Lipinski (D-Ill.), who will chair the Transportation Transition Team for Gov.-elect Blagojevich.

Szabo will be providing advice on safety practices of railroads, rail-highway grade crossing safety and the thorny issue of passenger trains operating over freight railroad tracks.

In other news, the Federal Railroad Administration (FRA) has found that the Norfolk Southern Railroad failed to perform required monthly maintenance on a device used to test employees' blood-alcohol levels after acting on a complaint filed by the Illinois Legislative Board.

The FRA further found that the device had been out of calibration since last February when it was used to test a UTU member employed by NS.

In a November 1 letter to Szabo, FRA Regional Administrator Laurence H. Hasvold said, "FRA will submit violations against the Norfolk Southern Railroad for improperly using an Evidential Breath Test (EBT) machine while it was 'out of calibration' for the confirmation test and for not performing the required external calibration test every thirty (30) days as required by the operations manual on both EBTs used in this test in question."

Violations of FRA rules typically result in fines.

"The penalty Norfolk Southern pays is not really the issue here," Szabo said. "The real point is that when employees alert the union to possible misconduct by a railroad, the union can follow up and get results if the allegation is documented."

Szabo called employee activism a "sleeping giant" that can be very powerful when used constructively.

Congratulations

Following last month's issue of the *UTU News* that listed two UTU members who were elected to state office, the International has received reports of other UTU members who were elected at the state and local levels.

"I am very proud to hear about UTU members who have been elected to their state legislative bodies and other local offices," said UTU International President Byron A. Boyd Jr. "I applaud not only their involvement in the political process, but their efforts in service to their communities."

Newly elected UTU members include:

Arizona

James Critchley (807) Precinct and State Committeeman

David Shearer (807) Precinct and State Committeeman

James Woloshin (807) Precinct Committeeman

Colorado

Buffy McFadyen, *spouse of Paul Ray* (202), state representative

Illinois

Eddie Johnson (1258) state representative

Montana

Bill Wilson (730) state representative

Brennan Ryan (730) state representative

Nebraska

Gary Goodell (934) Alliance city council

Kevin Dahlstedt (934) Alliance city council

Wyoming

George Bagby (866) state representative

P. Wayne Reese (28) state representative

Texas

State Legislative Director **Connie English** was one of five directors appointed to the new Bexar County Rural Rail Transportation District last month by the Commissioners Court.

The appointments, said Economic Development Foundation President Mario Hernandez, will serve notice to the Union Pacific Railroad that Bexar County is well on the way to rounding up the financing for laying new tracks to the site for a proposed Toyota manufacturing plant in

San Antonio.

Toyota requires prospective manufacturing sites to have competing rail service, but the proposed site is served only by Union Pacific, which is refusing to negotiate dual-tracking rights with Burlington Northern Santa Fe Railroad. BNSF is the only other national carrier serving the city.

"These board members were carefully chosen," said Hernandez. "To move this project forward, you have to have people who can influence policy in Washington...influence the movement of money in both Austin and Washington. These people also bring the technical expertise of building a railroad to the table."

"I am honored to serve on this district," English said. "I was kind of startled to find UTU had that much clout, more than some city officials."

Also serving on the district are former San Antonio Mayor and Clinton Administration Housing Secretary Henry Cisneros, and RailTex, Inc., founder Bruce Flohr.

Oregon

State Legislative Director **Delmer Hanson** would like to remind all UTU members living in Oregon that state law allows a tax credit for all political contributions, including those to TPEL, the UTU's political action committee (PAC).

"Your state tax credit is your contribution, limited to \$100 on a joint return or \$50 on a single or separate return," Hanson said.

TPEL contributions help candidates that support UTU positions secure and retain elected office.

The legislative assembly will convene on Jan. 13, 2003, and Hanson said that the UTU's pre-election efforts will make a difference in the upcoming session.

"Even though we have a Republican-controlled House and the Senate is split, the Oregon Legislative Board has developed a working relationship across the board. I (also) feel that Governor-elect Kulongoski will be sympathetic to our needs," Hanson said. "I would like to thank the (local) legislative representatives for all their hard work and also thank our members who have continually volunteered to make TPEL contributions, along with those who have recently made this commitment."

Bus Department

By Percy Palmer

New regulations affect bus drivers

There are new laws and regulations that went into effect in the past year which will affect the bus industry. Prior to September of last year, traffic violations, in most states, committed in your private vehicle would not affect your commercial drivers license. The Federal Motor Carrier Safety Administration (FMCSA) now says that if you are convicted of driving passenger cars under the influence of drugs or alcohol, or lose your regular license because of traffic violations, your commercial drivers license will also be taken away. Complete information is available via the following link: <http://www.fmcsa.dot.gov/aboutus/aboutus.htm>.

The FMCSA is requiring states to enforce this law within three years or they could lose their federal highway funds and be stripped of their power to issue licenses.

We, as bus operators, must also be aware of new sensitivities: A bus driver was on a trip from New Jersey to New York and ran into traffic problems. He went off route in a seemingly good-faith effort to get his passengers where they were going on schedule. According to the report, some passengers began making fun of the driver, yelling things like, "Do you know what you are doing up there? Do you know where you are going?" It is alleged that the driver responded by saying, "I'm taking you to the Taliban." In a matter of minutes, 18 police cars surrounded the bus and officers, with guns drawn, ordered everyone off with their hands in the air. The driver was arrested for what seemed to be a joking response to some irate passengers' antagonistic verbal chastisement.

Keep up the good work and stay alert.



Yardmasters

By Don Carver

GTW yardmasters vote new contract

Grand Truck Western (GTW) and its yardmasters have initialed a tentative three-year contract. Interest-based bargaining has proven its value as a negotiating process in the GTW negotiations. General Chairperson Lenny Forchione led the yardmaster committee negotiating team in this round. Through diligence and determination, many difficult issues were resolved. The proposed agreement addresses the issues of increased wages, entry rates, matching 401(k) payments and numerous work-rule improvements. The ratification ballots will be tallied January 15, 2003. Following ratification, the contract provisions will be more fully discussed.

On occasion, crew consist violations create problems for yardmasters. Most, if not all, crew consist agreements contain language that bars the supplanting of a crewmember. Some of our yardmaster members grant a request to watch a track being shoved or, in some instances, take it on their own to watch shoves. Every year yardmasters receive varying degrees of discipline as a result of these actions. Permanent dismissal has been assessed against yardmasters who have relieved the crews of their responsibility of watching a shove, only to become distracted which resulted in a shove out and derailment. The Federal Railroad Administration has deemed the yardmaster who watches a shove to be attached to the crew. We should not be violating crew consist agreements. More importantly, we should not be putting our jobs in jeopardy when the carrier has agreed not to supplant a crewmember.



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>

America's railroads rolling dice on safety

If you are looking for the oldest, established dice game in America, visit railroad tracks.

Every hour, railroads are rolling the dice on safety. Crews operating trains carrying deadly chemicals are being pushed beyond the ability to remain alert.

Railroads are ignoring warnings from the National Transportation Safety Board, the Department of Transportation and America's leading sleep scientists.

Fatigue in the cab is as common as dew and frost on the windshield this time of year. It's a crying shame. Too often it is a deadly shame.

And, one of these moments, it could become so horrific a shame that every newspaper, television station, radio station and lawmaker will be questioning how such a terrible public tragedy could have been allowed to happen.

"There are days my husband is so exhausted he literally does not know what day it is," writes one wife in a letter produced elsewhere in this issue. "He comes in at midnight and is called out by 5 a.m." She fears her husband's dream of becoming a railroader will become her nightmare.

On pages 6 and 7, UTU general chairpersons report on the problem and describe pilot projects that show promise. Much more good faith effort is needed from the carriers.

Until they get serious about solving the problem, those dice continue to be rolled – and one of these moments they will roll snake eyes.



WASHINGTON WATCH

By James Brunkenhoefer

Rail-worker fatigue is a family matter

Most North Americans awake, have breakfast and commute to work, and return to their families in the evening. They attend their children's ball games and dance recitals, participate in meetings with teachers, attend religious events and occasionally enjoy concerts and other recreational events with family members and friends.



This is a life most UTU members may only dream about. Their lifestyle is different, whether they operate buses or freight trains. They work around the clock and, too often, without days off or sufficient hours off to permit adequate rest.

Too often, their family lives are a mess. Too often, the lives of their loved ones suffer because of their irregular work schedules. Far too often, railroad families have been broken apart by divorce due to the stresses inflicted on all family members by unpredictable and unreliable work schedules, absences and fatigue.

The fact is that most UTU members have no idea when they will go to work. When they go to work, they have no reasonable expectation of how long they will work. Forget about what time they will get home; too often they don't know what day they will get home!

When they do get home, they don't have the foggiest idea of how long they will be there. All they know is that, at the ring of the phone, they are expected to be back on the job. They literally are prisoners to the telephone, the cell phone or the pager.

You are reason for success

By Byron A. Boyd Jr.
International President

The Association of American Railroads has been sending a little book to the media, financial analysts and lawmakers. It's a little red book and it tells a very interesting story about productivity, or how much more valuable work is being done by every employee. It's called, "Railroad Facts: 2002 Edition," and says railroads "improved their productivity substantially" last year and, as a result, "achieved solid financial results."

No company – not even railroads – can improve productivity. Only people can do that. And the people who have improved productivity and profits for railroads are the people reading these words – you!

Here is what the Association of American Railroads is saying about you:

- The high-quality service you helped provide allowed railroads to increase annual freight revenue by almost half a billion dollars.

- Your efforts helped railroads improve their profits (operating revenue minus operating expenses) by almost 5%.

- Railroad shareholders enjoyed an improved return on their invested capital that reached almost 8%, which is quite better than most investors did with stocks, bonds or savings accounts.

- Railroads increased their share of intercity freight ton-miles by almost a full percentage point at the expense of trucks and barges.

The amount of freight hauled per

employee has almost doubled since 1990, while freight hauled per employee hour since 1990 has increased by 85%.

That, brothers and sisters, is a success story and you are the success.

The AAR's little red book has some sad numbers in it also, however.

- Accidents per million train miles have been increasing steadily since 1997.

- Injuries and illnesses per 100 full-time employees, which had been decreasing until 1996, have shown no improvement since 1997.



Boyd

These are two areas that concern us all and these numbers should be seen as warnings that the carriers, the Federal Railroad Administration and the National Transportation Safety Board should take seriously. In meetings with general chairpersons this month and next, I shall be discussing these and other safety problems and seeking suggestions as to how your UTU might be the catalyst of change to improve these safety numbers.

Given the weakness of our economy, the serious economic ills facing airlines, numerous corporate bankruptcies and the devastation of unemployment and loss of health care and pension benefits faced by so many Americans, UTU members are entering 2003 with unprecedented job security and solid economic gains.

Should we be satisfied? No, and you can be certain we are working everyday to improve future wages, benefits and working conditions.

The immediate task is protection of your health care benefit, solving the fatigue problem and jump-starting safety improvements on every railroad.

Special meetings inform, boost unity

CLEVELAND, Ohio – UTU members from all levels of the organization recently attended three events designed to share information and boost unity, including a meeting of general chairpersons' associations and a mini-regional meeting – both in Tucson, Ariz. – as well as a special "Union Day" event put together by Local 243 in Fort Worth, Tex.

In the spring and fall of each year, the **Western General Chairperson's Committee** (formerly the Southwestern General Chairperson's Committee) and the **Union Pacific General Chairperson's Association** join for a round-table meeting. Those attending discuss current issues, compare worksite developments, share problem-solving insights and skills, and learn the latest information from various guest speakers and presenters.

Most recently, the general chairpersons' meeting was held in Tucson, Ariz., in conjunction with an annual mini-regional meeting hosted by the members of two Tucson-based Union Pacific locals, Local 807 and Local 1800, and coordinated by Local 807 Legislative Representative Thomas F. Moore Jr.

The general chairpersons met November 21 and 22 at the Doubletree Hotel at Reid Park, with the mini-regional at the same location on November 23.

At the general chairpersons' meeting, UTU International President Byron A. Boyd Jr., Assistant President Paul C. Thompson and General Secretary and Treasurer Daniel E. Johnson addressed the group, and a presentation was delivered by Webb Rousse, a representative of the Quick Internet company, who talked about ways to build and maintain databases and make information

available via the Internet.

Meanwhile, at the **mini-regional meeting**, nearly 200 members and their families enjoyed a social event offering a wealth of information and an opportunity for attendees to talk with President Boyd, Assistant President Thompson and General Secretary and Treasurer Johnson.

Also at the mini-regional were various UTU general chairpersons and state legislative representatives, Railroad Retirement Board Representative Gale Bowman, UnitedHealthcare Representative Charlene Payne, UTU Insurance Association (UTUIA) representatives, and numerous union officers from all levels.

But Tucson wasn't the site of all the action. A month earlier, on October 22, the members of **Union Pacific Local 243 in Fort Worth, Tex., held their annual "Union Day" event** in Fort Worth.

Among the 80 members, guests and local and state representatives who attended the event and luncheon were various UTU International officers, said Local 243 Secretary Randy L. Reed.

Gift certificates to local restaurants and sporting goods stores, along with a UTU jacket and a knife made by a member of the local, were raffled off to raise funds for Local 243's L.E. Thompson, who was recently injured in an automobile accident, Reed said.

During the "Union Days" event, Local 243 sponsored a blood drive for members and their families.

RRB offers new online service

CHICAGO – The Railroad Retirement Board (RRB) has announced a new service that will allow Railroad Retirement annuitants to view their service months and compensation at any time via the Internet.

With the use of a personal computer equipped with an Internet connection, railroad workers will be able to view and print their record of railroad service months and compensation 24 hours a day, seven days a week.

This new Internet service is available on the RRB's web site at <http://www.rrb.gov>.

"This is a great on-line service," said UTU Retiree Program Coordinator Larry Davis. "Especially if there is no RRB regional office in your area or if calling the nearest office requires you to place a long-distance call."

To access the RRB's new online service, annuitants should first go to the RRB's website at the address provided above. Users should then click on "Mainline Services" at the top of the menu bar on the left-hand side of the page.

From the "Mainline Services" page, you can access your service and compensation history, request a replacement for your Medicare card, request a

proof of your monthly annuity rate, request a duplicate tax statement, and create or change your username (PIN) and password.

Currently, a PIN and password are only necessary to access the service and compensation history. The PIN and password will also be required for some additional Internet services that will be available on the RRB website in the future, the board said.

To create your online account and obtain your username (PIN) and password from the RRB, simply click on "Create" and follow the instructions. A username (PIN) and password will be sent to you within 10 days through the U.S. mail.

Once you have obtained your username (PIN) and password, return to the RRB homepage, click on "Mainline Services" and set up your account.

After you have established your account, you will be able to access your service and compensation history, the RRB said.

The RRB said it has taken all reasonable and appropriate measures to ensure the security of your identity and of any information that is shared with the board.

Member serves as Santa Claus



Retired member John Locke of Local 770 in Heavener, Okla., who was honored as the UTUIA Volunteer of the Year for 2002, recently served as Santa Claus for the "Kansas City Southern's Christmas Special." The specially equipped train featured a reproduction of a steam locomotive, a flat car hauling Santa's sleigh, and two decked-out cabooses, with fireplaces and Christmas trees, for Santa and his elves. "Santa" Locke visited with more than 1,500 children over two days. "There were some touching moments, I'll tell you what," Locke said. "Some of their stories would break your heart. They would hug you and tell you they loved you, and many didn't want anything but a little care and a hug." Locke said he was looking forward to serving as Santa Claus next year.



Railroad workers' fatigue is accident waiting to happen



Richard Karstetter
General Chairperson
Union Pacific

"Fatigue is a serious problem. The carrier's lack of interest in hiring people is the cause. The lack of employees is the basis of most all these problems. The carrier has been hiring, but it's too little too late. If they had been hiring all along we wouldn't be in the mess we are in. The carrier is promising to hire more people, but it is going to take a while to get enough.

"The carrier is calling people all the time during their off-duty hours, when they are at home or when the calls are not expected, trying to get them to work jobs they don't stand for. Our members are irate. It's the worst I can remember.

"People the railroads hire now won't accept the conditions being imposed. People want more time with their families. Our younger members were unhappy about entry rates, but we fixed that in the last contract and that has helped a lot.

"We had 21 work/rest agreements working fine, but they were wiped out about a year ago. That is when the unrest among the troops really started because employees now can't get undisturbed rest.

"I don't want government intervention. I would rather see something negotiated that the parties could live with. A negotiated agreement is better for everyone involved. However, if the carriers won't come to the negotiating table, it may be time for something to be done."

“ If railroads continue to refuse to sit down with the UTU to solve the fatigue problem mutually, then the UTU will find its own solution.”

—UTU International President Byron A. Boyd Jr.

“ We have filed more complaints regarding fatigue at state and federal levels than all other safety complaints combined.”

—UTU National Legislative Director J.M. Brunkenhoefer



Delbert Strunk
General Chairperson
Norfolk Southern

"Fatigue is absolutely a problem on Norfolk Southern. I have heard quite a few complaints. It is a problem because the carrier is critically short of employees. We are seeing instances of employees denied the right to mark off. Our road crews are very over-worked. They are working 300 to 400 hours a month, and some even more than that. They are working too much to have any quality of life.

"We have been trying to work with NS to formulate work/rest programs. We are trying to give assigned rest days to the extra boards, and assigned service for freight-pool employees with specific days off. We are trying to get to where pool crews can work so many days and then have specified days off.

"In the Chicago District, we have a program where road-pool crews have to be available for 14 days, then they get two days off; and Friday-Saturday-Sunday off after the third 14-day cycle. We are still at the trial-and-error stage with these projects.

"NS is taking the position that if it costs them anything, they are not going to do it. They are putting a monetary value on (quality of life). The railroads must make an honest effort to hire enough people so they can give time off when needed. About 60 percent of my members have been hired since 1985 and the turnover rate is around 50 percent. The younger guys won't put up with the way the employer is treating them.

"I'd like to keep away from any type of government intervention and a one-size-fits-all solution. I don't want the government coming in and saying when our guys can and can't work."

“ To combat fatigue-related accidents, “there are very basic things to control such as minimum rest, length of off-duty periods, fatigue recovery time, long-term work limits and time of day acknowledgment.”

— Former NASA sleep scientist Dr. Mark Rosekind

“ Coming to work sleep deprived is like coming to work drunk.”

—Stanford University sleep scientist Dr. William Dement

“ When it comes to fatigue, every person at every level of an organization...must personally be responsible.”

—U.S. Department of Transportation

“ **Mae Campbell**
Wife of a UTU member,
mother

"My hope is that a positive resolution on the fatigue issue takes place before some disastrous and tragic event occurs. Wives and families suffer, too, from this epidemic of exhausted and absent husbands and fathers.

"Having been a railroader's wife for seven years, I have learned that railroading is not family friendly. I know I'm not alone among wives whose husbands miss every holiday, every birthday and other important family events. When my own husband had what we thought was a serious medical problem, it took two months before he could finally make the necessary doctor appointment.

"There are days my husband is so exhausted he literally does not know what day it is. My niece thought I was joking, so she put him to the test. He was off by three days. I watch my husband's physical condition deteriorate right before my eyes.

"The eight-hour rest rule is a joke. My husband rarely gets to stay home for eight hours since he has to commute to and from his on-duty point. I fear that he will fall asleep at the wheel some night driving home. He comes in at midnight and is called out by 5 a.m. Or he is in at 5 a.m. and is called out by 10 a.m. This is cruel and inhumane.

"If he were involved in an accident, crew members would be drug tested and some excuse invented to blame them for unsafe practices. No one would bother to consider their schedules and see how many runs they've made or lack of sleep they had prior to the incident.

"When my husband got this job, he was so excited. He told me of his passion and fascination with the trains as a child. To get to run the trains was a boyhood dream come true. I now fear that his dream may well be my nightmare someday."

“ **Anonymous wife**
of a UTU member

"I am a wife of a 37-year railroad employee. Fatigue and harassment are working hand-in-hand to create unsafe conditions and destroy morale. Tired employees disgusted with working conditions are accidents waiting to happen. When my husband requires extra sleep because of colds or other illnesses, or time off with his family because of important family events or family medical emergencies, managers accuse him of being lazy, harass him with investigations and threaten him with loss of his job.

"Train operating crews are the backbone of the railroad, but they are treated like disposable items. Railroaders with responsibilities to move passenger trains and freight trains with deadly hazardous materials deserve better than to be treated this way. Safe railroads require rested, dedicated employees."



John Hancock
General Chairperson
CSX/Florida East Coast

"We have fatigue issues on both the Florida East Coast and CSX.

"The FEC issued a directive that all crews must be shown relieved of their duties at 11 hours and 55 minutes after they went on duty and then transported back to the terminal. The problem is they sit out on trains waiting to be picked up. The carrier is unable to properly relieve these crews. They may end up being compensated for 12 to 15 hours, but then the carrier expects them back at work eight hours later. This creates a problem. They can't get at least 10 hours of rest.

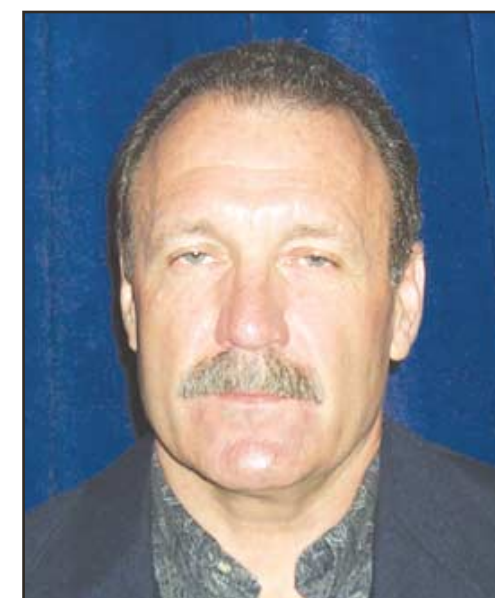
"On CSX we also are experiencing issues of crews left on trains an excessive amount of time. They may complete 12 hours on duty, but they are out there up to 16 hours before they are relieved of duty.

"Both of these problems would be best resolved by a scheduled railroad, where employees can prepare for uninterrupted rest. With the computers we have today, there is no reasonable excuse why the carrier cannot project calls for crews.

"The carrier is not hiring enough employees to allow for reasonable layoffs. They treat employees like pieces of equipment. They won't hire more and work the devil out of the ones they have.

"We are working with FEC to get halfway trains going — jobs where employees switch trains halfway through a job, so they end up back at their home terminals at the end of the day. The employees want a more defined meeting point so we don't have a situation where one crew works 12 to 14 hours, while the other works eight.

"On CSX, we have had a pilot project going between Richmond, Va., and Rocky Mount, N.C., for a few years. This pool has three scheduled days off per payroll period. They are on 10 days and off for three. They like it; they can look up to 14 months in advance, and see when their days off will be. We need to do more of this."



Dave Snyder
General Chairperson
Burlington Northern Santa Fe

"I represent about 450 switchmen on the former Great Northern (now part of Burlington Northern Santa Fe). Fatigue is always a problem. But about a year and a half ago, we came up with a solution for the guys who want it. Now, all those on extra boards have two consecutive days off like the regular guys. For five days they work or are on call. At the end of the five-day period, they have two days off. They work the same five days every week.

"About half the guys in my committee are taking advantage of it, and others are considering it. As the word spreads, I believe we will have it everywhere. Members vote to approve it location-by-location. The carrier likes it, too. It's a win for both sides. The extra-board guys do not lay off because they know they have two days-off coming. Before, the carrier worked the heck out of everybody they had, and without days off, it got pretty frantic. Fatigue was a real problem, until we came up with this project."

Retiree Program News

Old Timers' Club plans for the future

Back in 1979, Franklin D. Scott and a handful of others working on Atlantic Coast Line Railroad (ACL) had the idea that they might miss each other once they retired.



F. D. Scott

Today, Brother Scott, a member of Local 1105 in Wilmington, N.C., serves as president of the organization he helped create so he and fellow employees would be able keep in touch.

"There were six or eight of us who got the Wilmington Railroad Old Timers Club going before I retired," Scott said. "I'm about the last of the founders. The only eligibility requirement was that you had to have 25 years on the railroad."

At one time, the club counted some 300 members, mostly from the ACL. Though membership isn't quite so high, the club members are on track for a resurgence.

"We meet four times a year, but we're planning a regular monthly breakfast meeting. Retirees in the area should know they're welcome to join us."

The club's annual dues are just \$7 for couples and \$5 for singles, with the money used for a sunshine fund and social functions. The club also plays a role in supporting the Wilmington Railroad Museum. "We're restoring a steam locomotive, and were lucky enough to find someone from the old Southern Railroad shops to dismantle the engine."

After serving in the Army, Scott began his career on the Great Northern as a switchman in November 1953, joining the Switchmen's Union of North America in Fargo, N.D. "I got laid off, we visited my wife's family in Fayetteville, N.C., and that's when I started working on the ACL." A merger changed the railroad into the Seaboard Coast Line, and when Scott retired in December 1994, it was part of CSXT.

Along the way, Scott spent 15 years as a chairperson with Local 1105, and eight years as assistant state legislative director.

Contact Scott by writing to him at 3025 Rachel Place, Wilmington, NC 28409, calling him at (910) 792-9280 or by sending e-mail to him at wdnaxle@ec.rr.com.

Early retirement plan boosts lifetime maximum to \$84,100

CLEVELAND, Ohio – As of Jan. 1, 2003, the lifetime maximum benefit for each individual covered under the Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) increased from \$79,000 to \$84,100.

In general, the GA-46000 policy provides retirees health and welfare coverage from the time they retire until their 65th birthday or Medicare coverage begins.

The lifetime maximum is the total amount the policy will pay to an individual receiving coverage under the policy.

Those who retire and are eligible for GA-46000 can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum benefit of \$200,000.

Generally, those who benefit from the GA-46000 policy are retirees who, on the day before applying for their retirement annuity, were covered under the Railroad Employees National Health & Welfare Plan or the NRC/UTU Health and Welfare Plan. The policy also provides coverage to eligible dependents who are not covered under Medicare.

The lifetime maximum benefit is adjusted each year based on the medical cost component of the Consumer Price Index.

The increase to \$84,100 is the result of negotiations between labor and railroad management that ultimately led to passage of the Railroad Retirement and Survivors Improvement Act, which was signed into law Dec. 21, 2001.

For individuals thinking about retirement in the near future, health coverage is an important consideration. The information below summarizes the eligibility requirements for coverage under GA-46000:

Eligibility rules for age annuitants:

An age annuitant (as opposed to a disability annuitant) is eligible for this coverage if he applies for a 60/30 annuity (retirement at age 60 with 30 years of service) for which he is eligible

under the Railroad Retirement Act on or after the date he reaches age 60, or anytime during the three months prior to his 60th birthday, providing the employee continued working into the month before the month in which he turns 60. On the day before applying for the annuity, the employee must be covered (other than under COBRA) under the Railroad Employees National Health and Welfare Plan or the NRC/UTU Health and Welfare Plan.

Eligibility rules for disability annuitants:

A disability annuitant is eligible for coverage under GA-46000 if he has a current connection with the railroad industry, has applied for a disability annuity to which he is entitled, and is covered (other than under COBRA) by the Railroad Employees National Health and Welfare Plan or the NRC/UTU Health and Welfare Plan on the day before he reaches age 60, the date he became disabled, or the date his railroad service totaled 30 years – whichever date is latest.

Enrollment necessary

It is very important to remember that railroads will not report employees to UnitedHealthcare as being eligible for GA-46000. Those who are retiring must enroll themselves and their families with UnitedHealthcare. This can be done in two ways:

- You can purchase GA-23111, Plan E. Eligibility for GA-46000 will be verified when enrollment for GA-23111 is processed. ID cards for both GA-46000 and GA-23111 will be sent to the retiree. A booklet explaining Plan E benefits and an enrollment form can be obtained by calling UnitedHealthcare.

- You can complete and return the "Retiree and Dependent Information" form found in the center of the GA-46000 employee booklet. Eligibility will be verified and a GA-46000 ID card will be sent to the retiree. Employees or retirees can obtain a GA-46000 booklet from their employers or union.

Those with questions about GA-46000 should call UnitedHealthcare at the toll-free number 1-800-842-5252.

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
2	Graves, Ronald J.	Toledo, Ohio	587	Prior, Lyle	Enfield, N.H.	1081	Provencal, Norman G.	Phoenix, Ariz.
5	Vogel, Charles E.	Overland Park, Kans.	587	Gour, H.C.	White River Jct., Vt.	1177	Zarling, Donald E.	Perham, Minn.
18	Phillips, Robert W.	El Paso, Tex.	587	Reeves Jr., G.E.	White River Jct., Vt.	1365	Canterino, John P.	N. Palm Beach, Fla.
60	Stritenberger, Earl D.	Rutherford, N.J.	587	McAlister	Canaan, N.H.	1337	Sonnier, Ignace W.	Scott, La.
98	Lundy, Jack M.	Beaverton, Iowa	587	Chapman, D.L.	Woodsville, N.H.	1366	Gerome, William J.	Salt Lake City, Utah
200	Lesiak, Frank A.	Hudson, Ind.	587	Farnham Jr., J.L.	N. Haverhill, N.H.	1376	Aldred, Leo W.	Columbus, Ohio
283	Hays, Edward J.	Eufaula, Okla.	587	McFarland, J.B.	Lebanon, N.H.	1376	Wiley, Robert L.	Colorado Springs, Col.
293	Green, Floyd L.	Columbus, Tex.	594	Hazzard, Imon B.	Mineola, Tex.	1390	Nagy Jr., John J.	Swiftwater, Pa.
298	Gilbert, Vern Y.	Peru, Ind.	631	Wolford Sr., William E.	Williamsport, Md.	1445	Spahr, A.	Bristol, Va.
333	Phillips, Rolland M.	Washington, Ind.	693	Manos, John G.	Canton, Ohio	1447	Allen, John L.	Fredericksburg, Va.
419	Robertson, Thomas J.	St. Petersburg, Fla.	713	Courage, George A.	St. Johns, N.F.	1549	Graf, Julius E.	Toledo, Ohio
440	Kuhl, John E.	Goshen, Ohio	750	Brummett, Albert J.	Jellico, Tenn.	1557	Thompson Jr., Bedford F.	Grenada, Miss.
445	Henninger, Eugene L.	Ft. Madison, Iowa	750	McCrary, Tom C.	Knoxville, Tenn.	1571	Cobb, Jesse R.	Farmington, N.M.
446	Ankeny, F.E.	Belen, N.M.	832	Magnuson, Herbert A.	Ashland, Wis.	1638	Stunneck, John A.	Cleveland, Ohio
493	Kemp, Joseph R.	Freeport, Ill.	835	Jewell, Raleigh L.	La Verne, Cal.	1765	Wotaszak, Lawrence J.	Canton, Mich.
498	Doyle, Joseph P.	Dallas, Pa.	931	Cox, Horace N.	Fair Play, S.C.	1918	Gillett, Richard B.	El Paso, Tex.
498	Kistler, R.J.	Allentown, Pa.	934	Cook, Darrell D.	Haysville, Kan.			
544	Knudsvig, Martin C.	Havre, Mont.	1007	Clark, Robert V.	Camillus, N.Y.			
587	McKenney, L.C.	Enfield, N.H.						

NOTE: Erroneously included in this listing last month was Howard Seidel, a member of Local 1365 residing in Canfield, Ohio.



Distinguished retired officers pass away

CLEVELAND, Ohio – A retired former UTU International vice president and a retired former general chairperson for conductors recently passed away.

Former UTU International Vice President **Lawrence J. Wotaszak** passed away November 30. He was 72 years old.

Former General Chairperson **Charles G. Kunze** passed away December 3. He was 90 years old.



Wotaszak

Brother Wotaszak, a member of Local 1765, Grand Rapids, Mich., was born in Ludington, Mich. He began his career as a yard brakeman on the Chesapeake & Ohio Railroad in 1955 and was promoted to conductor the same year.

Wotaszak joined the Brotherhood of Railroad Trainmen (BRT) Lodge 1064 (now UTU Local 1765), where he served as vice president and president of the lodge. In 1958, he was elected vice chairperson, and in 1962, chairperson of the local grievance committee. Also in 1962, Wotaszak was elected general chairperson of the C&O Lines North.

At the 1975 UTU convention, he was elected an alternate vice president. He advanced to vice president in 1978 and won re-election to the post at the 1979, 1983, 1987 and 1991 conventions.

Brother Wotaszak also served as director of the UTU Field Service Department and as vice chairperson of the Railway Labor Executives' Association committee handling matters concerning Conrail.

Brother Wotaszak served in the U.S. Marine Corps from 1949 to 1952. He is survived by his wife Jane, one son and three daughters.

Brother Kunze, a member of Local 265 in Pocatello, Idaho, was born May 21, 1912, in Buhl, Idaho. He began his rail career on the Union Pacific (Central) as a brakeman/conductor, and in December 1942, joined Local 209 of the Order of Railway Conductors & Brakemen (ORC&B), a UTU predecessor union.

He served the ORC&B as a general chairperson for conductors, a position he retained after unification in 1969 and until his retirement in January 1975.

Memorials may be given in Brother Kunze's memory to the Central Christian Church Memorial Fund, 918 E. Center St., Pocatello, ID 83201.

Mark your 2003 calendar with these meeting dates

Here is preliminary information for the 2003 UTU/UTUIA Regional Meetings and the UTU Quadrennial Convention. Additional details will be announced as they become available. Check the UTU and UTUIA websites for the latest information:

WESTERN REGIONAL MEETING

Mon., June 9, to Wed., June 11, 2003

DoubleTree Hotel, Seattle Airport

18740 Pacific Highway South, Seattle, WA 98188

Reservation code: UTU

Reservation telephone numbers: (800) 222-8733 toll free;

(206) 246-8600 hotel direct

Room rate: \$129/night single/double; \$139/night triple;

\$149/night quad

Parking: \$12/day self parking

Reservation deadline: May 6, 2003

UTU QUADRENNIAL CONVENTION

Mon., July 28, to Fri., August 1, 2003

Hilton Anaheim, 777 Convention Way, Anaheim, CA 92802

Reservation procedures will be announced in the near future

EASTERN REGIONAL MEETING

Mon., August 25, to Wed., August 27, 2003

Wyndham Philadelphia at Franklin Plaza

17th and Race Streets, Philadelphia, PA 19103

Reservation code: UTU

Reservation telephone numbers: (800) WYNDHAM

or (215) 448-2000 hotel direct

Room rate: \$99/night single, double, triple, quad

Parking: \$13/day self parking

Reservation deadline: 5 p.m. EST Tue., July 29, 2003

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City			
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)														
Feld, Eric R.	1375	Philadelphia, Pa.	Dutton, Donald W.	945	La Junta, Colo.	*Grayer Jr., Larry C.	577	Northlake, Ill.	Spafford, Glenn K.	1081	Glendale, Ariz.			
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)														
Bovenmyer, Steven R.	867	Des Moines, Iowa	Schrock, Tom R.	945	La Junta, Colo.	Grayer, Gregory C.	577	Northlake, Ill.	Alegria, Michael L.	1117	Las Vegas, Nev.			
Wilson, Michael R.	867	Des Moines, Iowa	Patrick, Hercul J.	1316	Ravenna, Ky.	Monroe, Phillip	577	Northlake, Ill.	Callahan, Charles T.	1117	Las Vegas, Nev.			
UTU Auxiliary Lodge	445	Roseville, Calif.	*Harmon, John M.	1328	Louisville, Ky.	Stewart, Roger R.	577	Northlake, Ill.	Cattelan, Robert F.	1117	Las Vegas, Nev.			
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)														
Wiebe, William D.	867	Des Moines, Iowa	Huye, David W.	1337	New Orleans, La.	Matthews, Mark A.	581	Green Bay, Wis.	Coverdell, Robert V.	1117	Las Vegas, Nev.			
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)														
Brunson, Tommy B.	9	Slaton, Tex.	Hollbrook, David R.	1366	Salt Lake City, Utah	Aschenbrenner, Mike C.	582	Stevens Point, Wis.	Rodriguez, Armando V.	1117	Las Vegas, Nev.			
Fulton, David L.	9	Slaton, Tex.	Sullivan, John K.	1366	Salt Lake City, Utah	Brunndin, Jason C.	582	Stevens Point, Wis.	Roth Jr., Earl R.	1117	Las Vegas, Nev.			
Martin, Alan W.	9	Slaton, Tex.	Hicks, Larry E.	1840	Glasgow, Mont.	Burke, Kelly J.	582	Stevens Point, Wis.	Douglas, Justin David	1137	Fargo, N.D.			
Perdue, Ronald L.	9	Slaton, Tex.	GOLD CLUB (\$100 OR MORE PER YEAR)											
Myers, Douglas H.	145	Columbus, Ohio	Adams, Thomas R.	48	Norfolk, Va.	Buza, Brian L.	582	Stevens Point, Wis.	Sandhofner, Chad W.	1137	Fargo, N.D.			
Omans, Darrell R.	168	Chicago, Ill.	Cannon Jr., William J.	48	Norfolk, Va.	Erickson, Anthony S.	582	Stevens Point, Wis.	Hetzler, James M.	1241	Richmond, Calif.			
McLaughlin, Timothy E.	453	Clinton, Ill.	*Hubbell, Roman K.	84	Los Angeles, Calif.	Jazdzewski, Leon A.	582	Stevens Point, Wis.	Brophy Jr., James C.	1258	Elgin, Ill.			
Bebout, Michael R.	471	Eugene, Ore.	Smith, Chad E.	94	Kansas City, Kans.	Klish, Kenneth	582	Stevens Point, Wis.	Negron Jr., Julio	1258	Elgin, Ill.			
Benson, Patrick S.	581	Green Bay, Wis.	White, Robert S.	166	Salt Lake City, Utah	Koth, Steven J.	582	Stevens Point, Wis.	Ochoa, Ricardo D.	1258	Elgin, Ill.			
Shober, Jason William	581	Green Bay, Wis.	Cooke, Charles	168	Chicago, Ill.	Nitka, Robert Anthony	582	Stevens Point, Wis.	Abbott, Barry A.	1290	Chicago, Ill.			
Sumner, Matthew C.	581	Green Bay, Wis.	Jones, Joshua M.	194	Elkhart, Ind.	Stauty, Larry R.	582	Stevens Point, Wis.	Birkenfeld, Beth A.	1290	Chicago, Ill.			
Fisher, Brian J.	582	Stevens Point, Wis.	Dagen, Michael G.	195	Galesburg, Ill.	Venn Jr., Richard J.	582	Stevens Point, Wis.	Flores, John D.	1299	Chicago, Ill.			
Green, Jimmie M.	582	Stevens Point, Wis.	*Hix, Jack R.	195	Galesburg, Ill.	Bellant, Stuart Gary	583	Fond du Lac, Wis.	Johnson, Daniel R.	1299	Chicago, Ill.			
Bostic, Jeffrey R.	583	Fond du Lac, Wis.	*Alston, Robert P.	212	Albany, N.Y.	Conrad Jr., Michael R.	583	Fond du Lac, Wis.	Poling, Jeffrey A.	1299	Chicago, Ill.			
Peachy Sr., Craig C.	583	Fond du Lac, Wis.	Spillman, Edward C.	234	Bloomington, Ill.	Denzler, Devon	583	Fond du Lac, Wis.	Howard, Danny K.	1315	Covington, Ky.			
Peachy, Craig D.	583	Fond du Lac, Wis.	Tedrow, Douglas S.	234	Bloomington, Ill.	Elm, Jason Caldwell	583	Fond du Lac, Wis.	Cornett, Jason Pete	1316	Ravenna, Ky.			
Seggerman, Scott A.	583	Fond du Lac, Wis.	Cline, Steven D.	243	Ft. Worth, Tex.	Renchin, Scott Edward	583	Fond du Lac, Wis.	Durbin, William J.	1316	Ravenna, Ky.			
Wathan Jr., James O.	583	Fond du Lac, Wis.	Elder, James A.	243	Ft. Worth, Tex.	McIntyre, Steven M.	600	Cumberland, Md.	Hall, James K.	1316	Ravenna, Ky.			
Ekstrom, Stuart E.	807	Tucson, Ariz.	Exum, Jon E.	243	Ft. Worth, Tex.	Bacon, Mark E.	627	Wymore, Nebr.	*Gilpin, Harold E.	1328	Louisville, Ky.			
Trejo, Tony M.	807	Tucson, Ariz.	Marusak, Elick L.	243	Ft. Worth, Tex.	Goforth, Roy H.	734	Battle Creek, Mich.	Brandon, James C.	1366	Salt Lake City, Utah			
Simpson, Stephen M.	857	San Antonio, Tex.	Pike, Chris J.	243	Ft. Worth, Tex.	Howell, Jerald W.	756	San Antonio, Tex.	Richins, Dan L.	1366	Salt Lake City, Utah			
Johnson Jr., Hugh G.	1117	Las Vegas, Nev.	*MacDonald, Warren A.	254	Fitchburg, Mass.	Meza Jr., Augustin	756	San Antonio, Tex.	Rodgers, Russell W.	1366	Salt Lake City, Utah			
Ayers, James A.	1366	Salt Lake City, Utah	Kula, Jay	305	Lincoln, Nebr.	Pearce, Ronnie E.	781	Shreveport, La.	Thomas III, Dan F.	1366	Salt Lake City, Utah			
Milbourn, Robert D.	1366	Salt Lake City, Utah	Sogn, Justin Lee	375	Edgemont, S.D.	*White, Ernest L.	807	Tucson, Ariz.	Barber, Joseph M.	1375	Philadelphia, Pa.			
Tiffany, Dixon A.	1366	Salt Lake City, Utah	*Platt, Howard E.	425	Indianapolis, Ind.	*Hodges, H. R.	818	Ft. Worth, Tex.	Bartocotta, Salvatore S.	1375	Philadelphia, Pa.			
Smith Jr., George T.	1538	Chicago, Ill.	Crawford, John E.	453	Clinton, Ill.	*Daum, William F.	878	Greenville, Tex.	Carbone, Robert B.	1375	Philadelphia, Pa.			
Stewart Sr., Curtis M.	1538	Chicago, Ill.	McQuigg, John A.	486	Glendive, Mont.	Caldwell, Steven J.	891	Whitefish, Mont.	Cassidy, James M.	1375	Philadelphia, Pa.			
Norton, Goldy	1608	Chatsworth, Calif.	Burchard, Travis T.	544	Havre, Mont.	Downing, Jim B.	891	Whitefish, Mont.	Gildea, Michael F.	1375	Philadelphia, Pa.			
DIAMOND CLUB (\$300 OR MORE PER YEAR)														
Leonard, Brent C.	202	Denver, Colo.	Cini, Michael A.	544	Havre, Mont.	*Frost, James G.	891	Whitefish, Mont.	Hiesch, Richard J.	1375	Philadelphia, Pa.			
Howard, Daniel S.	544	Havre, Mont.	Geiger, Gerald R.	544	Havre, Mont.	Vasquez Jr., Pedro	891	Whitefish, Mont.	Weidman, Harley J.	1403	Kansas City, Mo.			
Carter, Curtis W.	581	Green Bay, Wis.	Hentschel, Raymond P.	544	Havre, Mont.	Warner, Kay C.	891	Whitefish, Mont.	Espósito, Thomas M.	1413	Jersey City, N.J.			
Compton, Clint	581	Green Bay, Wis.	Holmes, Eric C.	544	Havre, Mont.	Whittaker, Dennis D.	891	Whitefish, Mont.	Brown, John M.	1462	Boston, Mass.			
Larson Sr., John T.	581	Green Bay, Wis.	Kase, James Edward	544	Havre, Mont.	Munn, William	903	Jacksonville, Fla.	Butler, Martin G.	1462	Boston, Mass.			
Jazdzewski, Jeffrey Mark	582	Stevens Point, Wis.	Kralich, Mark J.	544	Havre, Mont.	Yahnke, Dale	911	Minneapolis, Minn.	Murphy, Norman J.	1462	Boston, Mass.			
LaBorde, Robert D.	867	Des Moines, Iowa	Bailey, Robert L.	556	Tacoma, Wash.	Dahlstedt, Kevin M.	934	Alliance, Nebr.	Piana, Roberta	1462	Boston, Mass.			
Baker, Ernie W.	891	Whitefish, Mont.	Castellari, Jeffrey J.	565	Centralia, Ill.	Gillespie, Raymond G.	934	Alliance, Nebr.	Smith Jr., Roy B.	1470	Edmonston, Md.			
Cassel, Douglas B.	891	Whitefish, Mont.	Flanigan, Edward L.	565	Centralia, Ill.	Weaver, Craig	934	Alliance, Nebr.	Dupuy, Michael Lyron	1501	Baton Rouge, La.			
Crawford, William D.	891	Whitefish, Mont.	Hardy, Joseph S.	565	Centralia, Ill.	Zochol, John E.	934	Alliance, Nebr.	Barbery, Joshua T.	1532	Kansas City, Kans.			
WESTERN REGIONAL MEETING														
Mon., June 9, to Wed., June 11, 2003														
DoubleTree Hotel, Seattle Airport														
18740 Pacific Highway South, Seattle, WA 98188														
Reservation code: UTU														
Reservation telephone numbers: (800) 222-8733 toll free;														
(206) 246-8600 hotel direct														
Room rate: \$129/night single/double; \$139/night triple;														
\$149/night quad														
Parking: \$12/day self parking														
Reservation deadline: May 6, 2003														
UTU QUADRENNIAL CONVENTION														
Mon., July 28, to Fri., August 1, 2003														
Hilton Anaheim, 777 Convention Way, Anaheim, CA 92802														
Reservation procedures will be announced in the near future														
EASTERN REGIONAL MEETING														
Mon., August 25, to Wed., August 27, 2003														
Wyndham Philadelphia at Franklin Plaza														
17th and Race Streets, Philadelphia, PA 19103														
Reservation code: UTU														
Reservation telephone numbers: (800) WYNDHAM														
or (215) 448-2000 hotel direct														
Room rate: \$99/night single, double, triple, quad														
Parking: \$13/day self parking														
Reservation deadline: 5 p.m. EST Tue., July 29, 2003														

* = Retired Member

Roads opened

Continued from page 1

Bush administration failed to complete a full review of the impact the move will have on air quality in the U.S.

"As a matter of law, the administration is required to first assess the environmental consequences before allowing tens of thousands of these trucks into the American heartland," Al Meyerhoff, an attorney for the plaintiffs, said in a statement. "Increases in air pollution, especially from older, largely unregulated vehicles, present increased risks of asthma, cancer and other respiratory ills."

"This will have a tremendous impact on safety as well as the public's perception of buses on the road resulting in an inclination for making more unnecessary complaints against our drivers," Vice President Percy Palmer, director of the UTU Bus Department, said. "Most United States bus drivers undergo six to eight weeks of rigorous training and operate as highly skilled professionals. We notice the administration claim that they will be subject to the same laws rules and regulations, but there is no mention of

skills behind the wheel. It is okay to police the border to ensure the proper certificates, but over-the-road safety is our concern. Those drivers should be trained and tested in the U.S., as well, to ensure the similar degree of skills."

The trucks and buses won't be on U.S. highways until the Department of Transportation can review applications from carriers. It must then grant qualifying carriers provisional operating authority, according to the Department of Transportation.

The decision comes nearly a year after Bush said he wanted to allow Mexican buses and trucks on U.S. roads, in compliance with a provision of the North American Free Trade Agreement.

Bush's action modifies a 1982 moratorium that banned Mexican trucks from the United States.

Many Mexican buses and trucks already travel across the border, the majority through Texas ports of entry. They had been restricted to commercial zones in the four border states of Texas, California, Arizona and New Mexico.

Carriers will only be allowed to make international trips and not trips between U.S. points.

Workers say UTU

Continued from page 1

while train and engine service employees on the former Yorkrail, Inc., were represented by the International Brotherhood of Teamsters Local 430 in York.

The YRC operates in the York and Hanover, Pa., areas and connects with NS and CSXT. The FW&W interchanges with KCS, BNSF and UP, and includes an excursion steam line in Texas.

"On behalf of the members and officers of this organization, it's my privilege to congratulate the employees of the York Railway Company and the Fort Worth & Western, and welcome them into the UTU family," International President Byron A. Boyd Jr. said. "I thank these employees for putting their faith and trust in the UTU."

"I pledged that the UTU would protect the seniority and the rights of YRC employees to their current jobs, while expanding their work opportunities on the merged rail system, and I want to assure those who were formerly represented by the Teamsters that I stand by that pledge," Boyd said.

Inspections

Continued from page 1

plans" rather than restore daily and periodic inspections, according to the AAR-sought revision.

The UTU has documented repeated incidents by every railroad of under-reporting accidents and injuries. The UTU also has documented within railroads a culture of intimidation and fear intended to discourage employees from reporting injuries and unsafe conditions. Furthermore, railroads repeatedly have opposed leg-

islation increasing whistleblower protection, which would subject officials threatening employees to criminal prosecution.

"Putting the railroad fox in charge of the locomotive-safety hen house would only increase the incentive for railroad officials to underreport accidents and injuries and intimidate employees from reporting them," Boyd said.

"The AAR proposal for a waiver goes to the heart of the safety of a locomotive," UTU told the FRA in opposing the AAR petition. "Nothing is more important to the proper operation of a locomotive than for the crew to know that it is safe to operate. The AAR's suggestion for a per-

formance standard will not assure safety of rail operations."

AAR's executive vice president, Charles Dettmann, responded to the UTU that AAR "would not progress the proposal further before discussing it in full with President Boyd and other UTU officials." Dettmann also assured Boyd that the carriers would "not" propose or pursue any changes that might cause sanitary conditions in locomotives to deteriorate.

UTU National Legislative Director James Brunkenhoefer said that following UTU involvement, the AAR proposal has come to a "dead stop" at the FRA.

UTUIA seeks 2003 Volunteer of the Year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2003 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are

you involved in some other activity that benefits those in your community?

If so, we would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2003 Volunteer of the Year.

The individual selected as UTUIA Volunteer of the Year will receive a \$1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA.

Additionally, he or she will be honored at the 2003 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA).

Also, 20 runners-up will be selected to receive certificates of appreciation for their volunteer efforts.

Deadline for submission of nominations is Friday, February 28, 2003.

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

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

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

The nomination form should be mailed to: **UTUIA Volunteer of the Year, Attn.: Sandra Kranick, UTU/UTUIA Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44107-4250.** Don't forget to include a separate sheet of paper describing your volunteer activities.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION 2003 Volunteer of the Year Nomination Form

Name _____		Local _____	
Address _____			
City _____		State _____ ZIP _____	
Telephone Number _____		Dates of Volunteer Activity _____	
Total Volunteer Time (hours, minutes) _____		Value of Contribution (if applicable) \$ _____	
Weekly <input type="checkbox"/>		Monthly <input type="checkbox"/>	

Please attach separate sheet of paper describing volunteer activity.
The more documentation you can provide, the better.

1/03

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250

10

www.utuia.org

UTUNews

www.utu.org

UTUIA Scholarship: The Key to Success

A message from UTU International
President Byron A. Boyd Jr.

Education is the key to success. The key to an education can be a United Transportation Union Insurance Association scholarship.

With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.



This is the 29th year UTUIA is making available 50 continuing \$500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years.

We realize the amount awarded, \$500 a year, doesn't meet the full cost of the recipient's education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of a part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: "If you think education is expensive, try ignorance."

Byron A. Boyd, Jr.
International President

2003/2004 UTUIA SCHOLARSHIP APPLICATION FORM

(PLEASE TYPE OR PRINT)

STUDENT'S NAME _____ BIRTH DATE ____/____/____
(LAST) (FIRST) (M.I.) (M/D/Y)

MEMBER'S NAME _____ UTU Local # _____
(LAST) (FIRST) (M.I.) or UTUIA Local Unit # _____

ADDRESS OF MEMBER _____

OCCUPATION _____

EMPLOYER _____

STUDENT'S RELATIONSHIP TO MEMBER _____

COLLEGE YEAR, 2003-2004 Freshman Sophomore Junior Senior

SIGNATURE OF STUDENT _____

SIGNATURE OF MEMBER _____

(Please include date of death if member is deceased; please leave address label attached to back of application)

Applications must be received **no later than March 31, 2003.**

Please submit **only one application per student.** Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request.

Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

UTUIA Scholarship Program
United Transportation Union Insurance Association
14600 Detroit Ave.
Cleveland, OH 44107-4250



DISTRIBUTION

Fifty continuing \$500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU and UTUIA insurance members in each of nine districts. Names of the 50 scholarship winners for the academic year 2003-2004 will be drawn at UTUIA Headquarters in Cleveland after the March 31, 2003, deadline for submission of applications.

ELIGIBILITY

Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU member or UTUIA-insured member, the child or grandchild of a UTU member or UTUIA-insured member, or the child of a deceased UTU member or UTUIA-insured member. (If member is deceased please include date of death). UTU members or UTUIA-insured members must be U.S. residents.

Applicants also must be accepted for admittance or already enrolled for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time International officers are not eligible.

AWARDS

Scholarships are awarded on the basis of chance, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA General Secretary and Treasurer.

INVEST IN THE CHANCE OF A LIFETIME

The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don't happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

UTUIA SCHOLARSHIP DISTRICTS

District	Scholarships
1 Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont	5
2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	5
3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	8
4 Indiana, Michigan, Ohio	6
5 Illinois, Wisconsin	4
6 Arkansas, Louisiana, Oklahoma, Texas	5
7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota	6
8 Arizona, California, Colorado, Nevada, New Mexico, Utah	8
9 Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3



This month's winning photo:

This month's winning photograph was taken by **Ron Wagner**, a member of Local 161 at Seattle, Wash. Wagner's photo is of a Gray Line of Seattle bus taken on Mt. Rainier, Wash., at an elevation of 5,400 feet.

The UTU Public Relations Department awards 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 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.

UTU News
www.utu.org / www.utuia.org

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Almost everybody has a mortgage, car payments, credit card bills and family financial obligations.

These bills keep arriving even if you are not able to work because of injury or illness, or even death.

There is a need to provide an income for yourself, your spouse and other family members who depend upon you for financial support should misfortune strike you down.

We can solve your problem by tailoring our **Ultimate Par**, **Ultimate Term** or **Disability Income** products to provide you with financial peace of mind...and one less worry!

Give us a call at **1-800-558-8842** or complete and return the coupon below to receive more information.

**Contact
UTUIA!**



Information, Please

I would like more information on UTUIA's products. Please Print.



Full Name _____ Sex _____ Date of birth _____

Address _____ City _____ State _____ ZIP _____

Telephone Number with Area Code _____ UTU Local Number _____

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