



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“It wasn’t our desire to bring remote control into this industry. It is new technology, we were confronted with it, and we addressed it for the betterment of our membership.”

– International President Byron A. Boyd Jr.

News & Notes

New mental health website

CLEVELAND, Ohio – UTU members and their dependents covered under the NRC/UTU Health and Welfare Plan or The Railroad Employees’ National Health and Welfare Plan looking for professional help or information on depression, anxiety, stress, addiction, relationships or other mental health topics, can visit the new Achieve Solutions website. The website contains a provider search tool, timely articles, interactive quizzes, online courses, news stories and other mental health resources. Visit the site at achievesolutions.net/utu/ or click on “Healthcare” in the menu bar of the UTU website (utu.org.) The site is presented by ValueOptions, which administers mental health and substance abuse benefits under NRC/UTU Health and Welfare and The Railroad Employees’ National Health and Welfare Plan.

N.D. locals to meet

BISMARCK, N.D. – UTU locals in North Dakota will be holding special meetings during the first week of May. The meetings are held annually to provide members with information on important issues related to their jobs and benefits. Various International officers, general chairpersons, and State Legislative Director John Risch will be in attendance, as will representatives from UTUIA, United Healthcare and the Railroad Retirement Board. All active and retired UTU members are invited to attend any or all of these meetings, regardless of their local. Spouses also are welcome and encouraged to attend. Reservations are not required, Risch said. Anyone needing additional information can call Risch at (701) 223-0061.

The schedule is as follows:

Local 1344: Mon., May 5, Royal Fork Restaurant, Bismarck. 1 p.m. meeting with 5 p.m. dinner;

Local 1059: Tue., May 6, International Inn, Minot. 1 p.m. meeting, 6 p.m. social hour, 7 p.m. retirement banquet;

Local 525: Wed., May 7, Ramada Inn, Grand Forks. 3 p.m. meeting followed by dinner;

Locals 980 and 1137: Thur., May 8, O’Kelly’s Tastes and Toddies, Fargo. 1 p.m. meeting with soup and sandwich buffet at 5 p.m.

**TO REGISTER FOR AUTOMATIC
E-MAIL UPDATES ON ISSUES
IMPORTANT TO YOU,
VISIT THE UTU’S WEBSITE:
WWW.UTU.ORG**

FRA says latest data backs safety of remotes

WASHINGTON, D.C. – Federal Railroad Administrator Allan Rutter issued a statement last month asserting that safety statistics offer “nothing to indicate that remote control operations should be banned from use,” a position that appears to validate the claims of railroads where such operations have been implemented.

Rutter said the Federal Railroad Administration (FRA) has closely monitored the safety and use of the technology since first issuing guidelines on the use of remote control in February 2001. In instances “where the FRA has identified potential problems associated with remote control operations, railroads have been extremely responsive in addressing such issues,” Rutter said.

“Our commitment remains to proceed cautiously, closely monitoring the use of remote control technology,” Rutter said. “If we identify safety problems associated with this technology, we will move quickly to mitigate those safety risks, using the full range of enforcement and regulatory measures at our disposal.”

The 2001/2002 time period addressed by Rutter likely “will go down as the safest year ever for railroad employees,” according to the Associa-

tion of American Railroads (AAR), which cited remote control operations as leading to “a dramatic reduction in switching-accident rates.”

Joining the FRA and AAR in considering remote operations as inherently safe is the Union Pacific Railroad (UP), which is starting to use remote controls at its rail yards across the nation.

UP spokesman John Bromley recently told the Associated Press (AP) that training on remote-controlled systems started on Feb. 3, 2003, at Bailey Yard in North Platte, Neb., which the railroad advertises as the largest rail yard of its kind in the world.

Bromley told the AP that all of the yard’s locomotives will be switched over to remote operations by June, despite protests by the Brotherhood of Locomotive Engineers (BLE), which claims its objections are based on safety considerations.

The BLE’s concerns are unfounded, Bromley told the AP, asserting that testing showed the technology to be safe. “Some people are resistant to change,” Bromley told the AP. “Change is always hard to sell to some people.”

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**Statistics offer
“nothing to indicate
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operations should
be banned from use.”**

UTU helps pass bus security law

WASHINGTON, D.C. – UTU lobbying efforts on behalf of UTU bus members resulted in a notable victory before the House Transportation and Infrastructure Committee, which unanimously approved legislation to enhance bus transportation security.

The Over-the-Road Bus Security and Safety Act of 2003 (H.R. 875) now moves to the House floor for a vote. House passage, which is expected, will result in the bill moving to the Senate for consideration.

The bill authorizes \$99 million for fiscal years 2003 and 2004 for discretionary grants to private intercity bus service operators for security improvements, said UTU National Legislative Director James Brunkenhoefer.

The security improvements may include con-

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MTA must stop paying ACRE

WASHINGTON, D.C. – Congress has ordered New York’s Metropolitan Transit Authority to cease using federal transit tax dollars to pay salary, benefits and/or expenses to elected or appointed officers of the Association of Commuter Rail Employees (ACRE), which represents engineers and conductors on Metro-North Commuter Railroad. These employees previously were represented by the UTU and the Brotherhood of Locomotive Engineers (BLE).

The congressional action came following intensive lobbying by the UTU Commuter Rail Department led by UTU Vice President Tony Iannone.

The efforts began after the *New York Daily News* reported that “four top union leaders on the MTA’s Metro-North are drawing full salaries from

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Around the UTU

News from around the U.S. and Canada

Local 84, Los Angeles, Calif.

International Vice President **Tony Iannone** is scheduled to attend the Amtrak local's April 21 meeting at the Burbank, Calif., Ramada Inn at 10:30 a.m. to make a presentation to **Jesse Bryant**, who survived a grade-crossing accident that turned his cab car on its side, said Secretary-Treasurer **Richard Albitre**.

Local 113, Winslow, Ariz.

Burlington Northern Santa Fe conductor **Cherry Ray** is set to run in the Boston Marathon this month while wearing UTU colors, thanks to the local's financial assistance. An experienced marathon runner, she participated in the Marine Corps Marathon in Washington, D.C., in February, said Treasurer **Bob Olague**.

Local 367, Omaha, Neb.

Locomotive engineman **David M. O'Brien** has been nominated by the Council Bluffs Service Unit as a candidate for the annual J.C. Kenefick Safety Award, said Secretary-Treasurer **Joe Brown**. Since its inception in 1986, the Kenefick award has recognized a UP agreement employee who has demonstrated outstanding on-the-job safety achievement.

Local 463, Thunder Bay, Ont.

CP Lines West General Chairperson **Lou O. Schillaci** recently presented **Scott Baxter** with an award honoring his 15 years of service to the local as both local chairperson and vice general chairperson, according to Legislative Representative **Doug Johnson**.

Local 465, Gillette, Wyo.

Members of this Burlington Northern Santa Fe local recently presented plaques to **Russ Muller** and **Ed Dibble** in recognition of their life-saving roles in separate incidents. Brother Dibble took an employee in the early stages of a heart attack to a local hospital, while Brother Muller gave CPR to a heart attack victim in Deadwood, S.D., until emergency personnel arrived, said Local President **Billy Montgomery**.

Local 471, Eugene, Ore.

Plans are set for this Union Pacific local's 29th annual Railroad Retirees' Banquet, to be held Sun., May 18, at 4 p.m. at the Oregon Electric Station (27 E. 5th Ave.) in Eugene, according to Secretary-Treasurer **Mark Brown**. The cost is \$18 a person. Door prizes and an "Old Head Award" will be bestowed, thanks to the support of Designated Legal Counsel firms Bricker, Zokavics, Querin, Thompson & Richey; Hunegs, Stone LeNeave, Kvas & Thornton, and Yaeger, Jungbauer, Barczak & Vucinovich. RSVP to Brown by May 10 at (541) 689-8745.

Local 650, Minneapolis, Minn.

Members of this Union Pacific local are among the sponsors of the play, *Remembering Charlie Luth*, set for July 14 at the Weyerhaeuser Theater, said Local Chairperson **Dave Riehle**, who invites members to participate. The play tells the story of a striking switchman who was shot to death in St. Paul on July 14, 1894, during the historic Pullman Strike, by rail official **Charles Leonard**, who was acquitted of murder by a jury. Participants will not have to memorize lines, said Riehle, and will be joined by professional actors volunteering their efforts. For information, contact Howard Kling at (612) 624-4326 or send e-mail to hkling@csom.umn.edu.



Recently proving the value of having professional, well-trained UTU-represented crew members aboard Amtrak trains, conductor **Joseph S. Loran** (left) and assistant conductor **Phillip Q. Brown** played key roles in saving the life of a passenger who experienced a miscarriage.

Professional crew saves woman's life

RIVERVIEW, Mont. – A 19-year-old woman who recently rode Amtrak's Empire Builder and experienced a medical emergency is alive and well today, thanks to a well-trained, quick-thinking crew that included conductor **Joseph S. Loran** and assistant conductor **Phillip Q. Brown**, both of Local 117 in Vancouver, Wash.

The woman, a passenger aboard Amtrak Train 7 on Feb. 18, began to miscarry while the train was in a rural area between Whitefish and Libby, Mont.

Crew members, veterans of Amtrak's PREPARE classes and trained to handle emergencies, sprang into action, said Amtrak Assistant Superintendent **Timothy A. Branson**, who was aboard the train.

Brother Loran assessed the situation and immediately called engineer **Aaron Rowe**, asking him to radio for assistance, Branson said. The situation was complicated by the train's location in the Flathead Tunnel, but the crew remained calm until communication could be established.

Because the train was at least 45 minutes from a medical center, the engineer, working with BNSF dispatcher **Gary Armitage** and chief dispatcher **Jack Miller**, arranged to meet an ambulance just outside Riverview.

Meanwhile, Loran located a passenger, **Dr. Debora Bley**, who began attending to the woman. Brother Brown and Lead Service Attendant **Lois Christerson** brought first-aid supplies, gloves, towels and water to Dr. Bley, who grew concerned over the passenger's loss of blood and weakening pulse.

An ambulance crew from Libby arrived at the meeting point and rushed the patient to a hospital in time to save her life, said Branson.

"Unfortunately, the baby couldn't be saved," said Branson. "But the entire crew all came together and did an excellent job in the face of a life-threatening emergency. These people, including **Steve Bushnell** and **Dan Gustafson**, who teach the PREPARE classes locally, deserve a lot of credit."

Local 951, Sheridan, Wyo.

Members of this Burlington Northern Santa Fe local are proud of member **Herb Walk**, who played a role last month in rescuing a fisherman who fell through the ice at Lake DeSmet and would have drowned without prompt assistance, said retired member **T. R. Shelby**.

Local 1252, Fresno, Calif.

Members of this Burlington Northern Santa Fe local, along with members of Brotherhood of Locomotive Engineers Division 553, have started a collection through their credit union to assist local member **John J. Mathieu**, a 33-year-old second-generation railroader afflicted with Myelodysplastic Syndrome, a condition that mirrors leukemia. Brother Mathieu, a husband and father of three boys, all under age three, has been unable to work since last June and is waiting for a marrow transplant. For information about the fund, contact Legislative Representative and Fresno Site Safety Team member **Ken Abell** at 2832 Adler Ave., Clovis, CA 93612, or retired member and former Local Secretary-Treasurer **Don Heffernan** at irishdlh@earthlink.net.

Local 1393, E. Buffalo, N.Y.

Members employed by the South Buffalo Railroad offer their best wishes for a long run to new General Chairperson/Local Chairperson **Paul Haley**, who will receive assistance from International Vice President **Pete Patsouras** as he negotiates a new agreement, said member **Eric Feld**.

Local 1558, Bergenfield, N.J.

Negotiations with Coach USA, which began in February, are progressing smoothly for all four craft divisions on the Rockland Coaches property, said Secretary-Treasurer **Michael Byrne**, who notes the local now has a website where updates are posted at <http://www.utu1558.com>.

Local 1594, Upper Darby, Pa.

Members employed by SEPTA will ride again in the annual American Cancer Society Bike-A-Thon, said Local Chairperson and President **Ron Koran**. To participate, contact **Stan Bernatowicz** for details and an entry form. Koran also said SEPTA is sponsoring a rail rodeo involving a trolley car that members can enter solo or with a partner. The event, set for 8 a.m. on April 26, will be held at the Elmwood Depot. Winners will receive \$150, a jacket, a trophy, and a trip to San Jose, Calif., where they will compete in the nationals from June 4-6.

Local 1741, San Francisco, Calif.

Members of the local employed as bus operators by Laidlaw Transit (formerly Associated Charter Bus) and as school bus operators by the San Mateo School District recently attended a kick-off rally for San Francisco mayoral candidate **Tom Ammiano**, said Secretary **Jim Charas**.

Local 1778, N. Vancouver, B.C.

The spring issue of this BC Rail local's newsletter, *The Meeting Point*, is now available on its web site at <http://www.utubc.com>, said Secretary-Treasurer **David Moorhouse**. Included on the site is a link to the Council of Trade Unions' "Stop the Sale of BC Rail" page.

Local 1895, Chicago, Ill.

Members of this Norfolk Southern local attended an arbitration advocacy skills seminar in February provided by **Alan Fisher**, an associate of UTU Designated Legal Counsel firm **Hoey, Farina & Downes** who has experience as a rail employee and a federal arbitrator in rail cases, said Secretary-Treasurer **Larry Grutzius**. Members **Mike Dilday**, **Thomas Hall**, **Sal Mota**, **John Schimmel**, **Jim Brkljacich**, **Rich Ross** and **Grutzius** learned about the investigation process behind preparing cases for appeal.

State Watch *News from UTU State Legislative Boards*

New Hampshire

State Representative **William E. Mosher** (Dist. 63) said New Hampshire is in danger of losing federal funding for commuter rail projects because the Executive Council has not approved the expenditure of the required funds for the contract to finish the Lowell/Nashua commuter rail extension project.

Mosher, a retired UTU member from Local 1400 at South Portland, Maine, said that failure to fund completion of the Lowell-Nashua commuter rail extension could indicate to federal officials that New Hampshire is not interested in rail as a transportation alternative.

"Because the Executive Council has not approved the contract for the Nashua project, the state is in danger of losing commuter rail restoration. This not only affects the current Nashua (project), but also the future potential connections to Manchester and Concord, the high speed rail connection to Montreal, and any hopes of restoration of commuter rail from Newburyport to Portsmouth," Mosher said.

Mosher is asking all UTU members and residents who support mass transportation to contact members of the Executive Council who voted against the contract and ask them to reconsider their vote.

The members of the council who voted against the contract are Peter Spaulding, Ruth Griffin and Raymond Wiczorek. Write the New Hampshire Executive Council at 107 N. Main St., State House, Rm. 207, Concord, NH 03301-4951, or call (603) 271-3632.

Iowa

Pat Hendricks, director of the UTU's Iowa State Legislative Board, was elected vice president of the Iowa Association of Railroad Passengers (IARP) by fellow members of the association.

The IARP, a non-profit organization advocating railroad transportation, works to inform government and the media of the interests of citizens in rail transportation and acts as a "watchdog" group guarding the public interest in Amtrak,

South Dakota



Local Legislative Representative **R.C. Lathrop** (233), center, and Local Legislative Representative **William Shillingstad** (64), right, present the "Brokenrail Award" to State Legislative Director **Rick Davids** (375). The award, which was provided by the Designated Legal Counsel firm of **Humeys, Stone, LeNeave, Kvas & Thorton**, is presented annually to the South Dakota local with the highest average contribution per member to the union's Transportation Political Education League. Local 64 at Huron held the award from its inception in 1994 through 2001, when it was transferred to the members of Local 375 at Edgemont. Following the presentation, Lathrop said that the members of UTU Local 233 at Aberdeen have "served notice" that the award's stay with Local 375 "will be a short one."

railroad and transportation issues.

In other news, Hendricks reports that the UTU was instrumental in the recent 21-to-0 passage of Iowa House File 8 by the Iowa State Government Committee. The bill provides for state legislators and the governor to meet with their counterparts in other Midwest states to push for the development of the Midwest High Speed Rail Initiative.

The proposal must now be approved by both the Iowa House of Representatives and the Senate.

"The UTU continues to be the only rail labor union in Iowa to partner with other organizations to benefit all members of rail labor," Hendricks said.

Virginia

State Legislative Director **Richard Jeskey** reports that a retirement party was held in honor of former Norfolk Southern General Chairperson **David Benson** in Salem in January.

Benson began his railroading career on the Nickel Plate Railroad in 1959 and worked in various crafts on the property as it changed hands through various mergers. He held several different local union offices during his tenure and served both as a vice general chairperson and general chairperson.

He also was a generous contributor to the TPEL program, Jeskey said.

A plaque presented to Benson read, in part: "For your unwavering dedication to serve the employees of the Norfolk Southern Railroad. We can never repay your thoughtfulness and kindness...Your leadership helped improve the working conditions of many and in turn improved the lives, hopes and dreams of railroaders and their families."

The party was organized by Local 363 Chairperson **Roger Slate**, with assistance from members **Tim Smith** and **Bill Glass**, and through a generous contribution from the designated legal counsel firm of **Moody, Strople & Kloepfel, Inc.**



Pictured, from left, are retired NS General Chairperson **David Benson**, Local 363 Chairperson **Roger Slate**, UTUIA Field Supervisor **Malcolm T. Morrison II** and Virginia Legislative Director **Richard Jeskey**.

Bus Department

By **Percy Palmer**

Legislative Dept. lobbying pays off

We have a Legislative Department in the UTU that is second to none in this country, and perhaps the world.

An article on page 1 describes how UTU lobbying efforts on behalf of the union's bus members resulted in a notable victory before the House Transportation and Infrastructure Committee, which unanimously approved legislation to enhance bus transportation security.

The bill (HR 875) authorized \$99 million for fiscal years 2003 and 2004 for discretionary grants to provide intercity bus service operators with security improvements, said National Legislative Director **James Brunkenhoefer**. The improvements may include constructing or modifying terminals, bus garages or other facilities to assure security; protecting or isolating the bus driver; upgrading, purchasing or installing passenger ticketing security systems; employee training; hiring security officers; installing cameras and video surveillance equipment on buses and in facilities; creating employee identification and background-check programs; establishing emergency communications systems, and implementing passenger screening programs at terminals and on buses.

On the subject of Federal Motor Carrier Safety Administration Final Rule, 49 C.F.R. 383, UTU, along with other unions, requested modification and received some relief but we are still not satisfied. The act does not establish a means to disqualify foreign drivers for offenses committed in a non-commercial vehicle in the country of domicile, yet American drivers will be disqualified for similar offenses. Our Legal Department is in process of appealing the final rule.



Yardmasters

By **Don Carver**

Negotiations set with carriers

Members, and family of our members, are stationed around the world in the various branches of the military. We should remember and support these brave Americans with our thoughts and prayers.

Yardmaster Department-led contract negotiation sessions are being held on various carriers around the country.

In Philadelphia, March 5 and 6, General Chairperson **Ron Kratz** was in negotiations with the Conrail Shared Assets Area Mechanical Supervisors. We are awaiting confirmation of dates in May for further negotiations.

In Houston, March 19 and 20, the USCA Yardmaster Council held contract negotiations with the Union Pacific covering yardmasters on that carrier (former SP, CNW, MP). We are encouraged with the progress made towards a consolidated agreement. Dates will be set for continuing negotiations.

At Duluth, March 26, negotiations were scheduled with the Duluth, Missabe & Iron Range.

In Minneapolis, March 27 and 28, contract negotiations were scheduled with the Soo Line.

Contract negotiations are set with Amtrak in Philadelphia April 16 and 17.

Cooperation and teamwork are cardinal principles of good union representation. Officers and members who share a common direction and a sense of community can achieve goals more quickly and easily because of the strength drawn from one another.



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>

God bless our UTU heroes serving our country

Listed on page 5 of this issue are the names of 52 brave men and women – UTU brothers and sisters – called to active duty and serving with honor in our armed forces, which guard our nation and its way of life.

Certainly there are more and, as their names are learned, they shall be inscribed in subsequent honor rolls.

These American heroes have, in John F. Kennedy's words, asked not what their country could do for them, but what they could do for their country.

Indeed, it is their love of family and of the ideals that bind this nation that direct their commitment to serve.

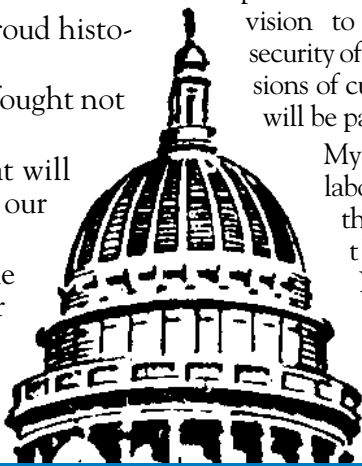
The men and women of our armed forces have forged a proud history in the name of life, liberty and the pursuit of happiness.

For 227 years, on every continent, brave Americans have fought not to conquer, but to liberate.

Here at home, where 9/11 has joined Dec. 7 as a date that will live in infamy, other brothers and sisters similarly serve our nation with allegiance, bravery and honor.

We accept responsibility for the safety of our passengers, the protection of freight and equipment and the security of our homeland, neighbors and families.

The object of love is to serve. God bless each and every one of our heroes in service to America.



WASHINGTON WATCH

By James Brunkenhoefer

UTU, the safety leader, burned no bridges

Recently, the Brotherhood of Locomotive Engineers (BLE) marched on the Federal Railroad Administration (FRA) offices in Washington, D.C., to protest remote control operations. They say their concern is safety. Maybe so. But they certainly go about it in a strange way.



The most significant improvements in safety in recent years have resulted not from public demonstrations, but through a formalized process called the Rail Safety Advisory Committee, or R-SAC, where labor, management and regulators cooperate to hammer out mutually acceptable safety rules. This process allows each party to have their say in a non-adversarial manner. But, rather than use the R-SAC process, the BLE asked the FRA unilaterally to implement a rule-making procedure involving remote control.

After reviewing the BLE's request, the FRA issued remote control safety guidelines. But the BLE didn't like the guidelines. So the BLE filed a lawsuit in federal court. Attorneys always advise clients that when a matter is before a court, the matter should not be discussed between the parties. Thus, the FRA, accepting advice of its counsel, declined to talk to the BLE about remote control until the court acts on the BLE lawsuit.

Not liking that the FRA, which is being sued by the BLE, won't talk to the BLE, the BLE began public demonstrations demanding that the FRA ignore advice of legal counsel. Sepa-

A secure future for all

By Dan Johnson
General Secretary & Treasurer

One of our most valuable benefits is a company pension. An adequate pension, coupled with family savings, guarantees our standard of living will not decline in retirement.

An adequate pension is not automatic. Rail employee pensions are in two parts: Railroad Retirement Tier I is roughly equivalent to Social Security benefits; and Tier II is equivalent to a company pension, except it is administered by the federal government.

Many American workers receive no retirement benefits beyond Social Security – and even among those who do, an adequate pension is hardly assured. Truck drivers covered by the Teamsters' Central States Pension Plan are in danger of losing pension benefits owing to massive underfunding of that plan. The pensions of current and future airline retirees also are in jeopardy following the financial collapse of that industry.

Yet the pensions of railroad employees are more secure than ever before. When your UTU led the successful fight for Railroad Retirement reform, there was more delivered than restoring 60/30 and improved spousal benefits. The law made provision to improve the financial security of Tier II, ensuring the pensions of current and future retirees will be paid in full.

My election by railroad labor organizations as one of three labor members on the seven-member National Railroad Retirement Investment Trust is a solemn responsibility. Railroad Retirement

reform provided flexibility to invest our \$20 billion Railroad Retirement Trust Fund (one of the largest pension trusts in the U.S.) in investments likely to pay better returns. No longer must Railroad Retirement Trust Fund dollars be invested solely in relatively low-yield government securities.

In fact, we have selected an exceptional chief investment officer with more than 25 years of pension-fund investment experience to guide our investment decisions. Those decisions will be scrutinized by the seven-member board (three members each from labor and management, plus one independent) as well as by Congress, the federal Office of Management and Budget and the Railroad Retirement Board.

The new investment flexibility – something every successful pension fund enjoys – should permit us to achieve increased returns on investment. As returns improve, employer payroll taxes, which help fund Railroad Retirement benefits, decline. Also, retirement benefits can be increased and/or employee payroll taxes, which help fund benefits, can decline. Elevated employer payroll taxes discourage the hiring of new employees and reduce money available to pay improved wages and other benefits. Clearly, if we improve the return on investment of the Railroad Retirement Trust Fund, current and future retirees and their families are the biggest winners.

Your UTU helped gain another crucial provision in the law – a retiree safety net. If balances in the fund fall, carriers alone will make up any shortfall. Employee payroll taxes may not be increased.

Indeed, railroad employees today enjoy the most secure pension plan in the history of the United States.



Johnson

General committees hold elections of officers

Article 82 of the UTU Constitution requires that each UTU general committee of adjustment hold a quadrennial reorganization meeting, at which time members of the general committee must elect a chairperson.

The general committee should convene between Jan. 1 and May 31.

Listed below are the results of general committee elections that have been reported to the International as this issue of the *UTU News* went to press. Future issues of the *UTU News* will list newly elected chairpersons as election results are reported to the International.

Alaska Railroad, GO-ARR
Wesley A. Rogers (1626)

Amtrak, GO-663
William A. Beebe (1361)

Amtrak, GO-769
Al L. Suozzo (1390)

Burlington Northern Santa Fe, GO-009
James A. Huston (1532)

Burlington Northern Santa Fe, GO-017
William E. Young III (113)

Burlington Northern Santa Fe, GO-020
John England (1674)

Burlington Northern Santa Fe, GO-245
Randall S. Knutson (951)

Burlington Northern Santa Fe, GO-341
Charles E. McDaniel (1975)

Burlington Northern Santa Fe, GO-386
John D. Fitzgerald (1637)

Burlington Northern Santa Fe, GO-393
Paul W. Tibbit (331)

Canadian National (GTW), GO-377
Steven J. Thompson (1709)

Canadian National (IC), GO-433
Warner E. Biedenharn Jr. (1501)

Canadian National (IC), GO-436
Jerry L. Batton (1088)

Canadian National (WC), GO-987
John T. Larson Sr. (581)

Canadian Pacific (D&H), GO-299
Carmine A. Mastropietro (256)

Canadian Pacific (D&H), GO-300
James M. Hawley (211)

Canadian Pacific (Soo Line), GO-261
Dennis E. Baker (911)

Chicago Rail Link, GO-CRL
William Fletcher (1299)

Colorado & Wyoming, GO-306
John P. Kurtz (49)

Columbia & Cowlitz Railway, GO-C&C
Gordon R. Jones (1348)

Conrail Shared Assets, GO-630
Philip T. Gurley (1477)

Conrail Shared Assets, GO-769
Al L. Suozzo (1390)

CSXT, GO-049
J.T. "Terry" Reed (1517)

CSXT, GO-201
James R. Townsend (662)

CSXT, GO-347
Doyle K. Turner (1962)

CSXT-Northern Dist., GO-619
Richard C. McVeen (1007)

CSXT-Northern Dist., GO-663
William A. Beebe (1361)

CSXT, GO-851
John C. Hancock (1011)

Dallas Garland & Northeastern, GO-DGN
Frank J. Gadek (965)

Duluth Missabe & Iron Range - Missabe Div., GO-321
Clyde P. Larson (1292)

Duluth Missabe & Iron Range, GO-DIR
Stanley T. Kahn (1962)

Elgin Joliet & Eastern, GO-329
Cory A. Mayberry (1383)

Elgin Joliet & Eastern, GO-330
Henry E. Kijewski Jr. (740)

Illinois Midland, GO-217
Paul D. Tincher (768)

Kansas City Southern, GO-460
Larry P. Davis (878)

Long Island Rail Road, GO-505
Michael J. Canino (645)

Louisiana & Delta Railroad, GO-LDR
Francis J. Poirier Jr. (1501)

Metra, GO-721
Kevin J. King (653)

New Jersey Transit Rail Operations, GO-610
Xavier D. Williams (60)

Norfolk & Portsmouth Belt Line, GO-NPB
Jeffrey Foster (854)

Norfolk Southern Lines, GO-169
Bruce S. Daniel (1910)

Norfolk Southern Lines, GO-346
William B. Headrick Jr. (1972)

Norfolk Southern Lines, GO-679
Walter R. Eubanks (496)

Norfolk Southern Lines, GO-680
Luther P. King Jr. (1172)

Norfolk Southern Lines, GO-687
Delbert G. Strunk Jr. (225)

Norfolk Southern Lines, GO-898
Paul E. Emert (750)

Southeastern Pennsylvania Transportation Authority, GO-STA
Ralph A. Vazquez (61)

Texas City Terminal Railway, GO-TCT
Sidney K. Hunter Jr. (773)

Toledo Peoria & Western, GO-TPW
David W. Wegman (198)

Union Pacific, GO-209
Dennis G. Martz (1538)

Union Pacific, GO-225
John W. Babler (597)

Union Pacific, GO-577
Larry R. Bumpurs (524)

Union Pacific, GO-887
J. Kevin Klein (98)

Union Pacific, GO-927
Troy L. Johnson (594)

Wheeling & Lake Erie, GO-WLE
John J. Lemmert (693)

Wheeling & Lake Erie, GO-WLE
Margaret Failor (693)

Bus, other properties

Adirondack Transit Lines, Inc.
Russell S. Gaillard (1582)

Alex Transportation
Carl Dumas (1697)

David Woodward (113)

Ken Kern (1731)

Community Bridges
Arturo Zamudio (23)

Community Transportation (Bergen-Passaic)
George W. Adams Jr. (759)

Delco Transportation Co.
Theresa Zeller (172)

Evergreen Trails, Inc.
Daniel T. Bentley (161)

Jefferson Bus Lines
Keith M. Tanner (1042)

Laidlaw Transit, Inc.
Roger C. Wagner (1908)

James T. Harford (1741)

Laredo Metro, Inc.
Victor Jasso (1670)

Los Angeles County Metropolitan Transportation Authority, GO-875
James A. Williams (1564)

MV Transit
Marilyn Harris (1584)

PARSEC
Earl White (1900)

Rockland Coaches, Inc.
Richard Deiser (1558)

San Mateo School District
Peggy J. Reich (1741)

Santa Cruz Metropolitan Transit District
Bonnie L. Moor (23)

Santa Monica Municipal Bus Lines
Adhi S. Reddy (1785)

Southeastern Pennsylvania Transportation Authority
Ronald Koran (1594)

Suburban Transit Corp. of New Brunswick, N.J., GO-877
Oral R. McFadden (1589)

TBI Airport Management Service
Joseph Vecchio (167)

Texas, New Mexico & Oklahoma Coaches
Roy G. Arnold (1697)

Transit Management of Charlotte, Inc.
Drivers: Brenda Moore (1715)

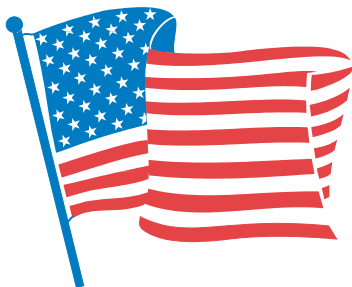
UTU members help defend democracy

Shown here are the names of UTU members who have been called into active military service (as reported by March 24, 2003.)

We honor these men and women, our brothers and sisters, for their sense of national responsibility and love of country second only to love of family. The heartfelt contributions they make help ensure the security and liberty of the nation and way of life we cherish.

"When at some future date the high court of history sits in judgment on each one of us - recording whether in our brief span of service we fulfilled our responsibilities to the state - our success or failure, in whatever office we may hold, will be measured by the answers to four questions: Were we truly men of courage? Were we truly men of judgment? Were we truly men of integrity? Were we truly men of dedication?" - President John F. Kennedy, January 1961

Humberto Jaquez, Local 18, El Paso, Tex.
Anthony F. Cervino, Local 61, Philadelphia, Pa.
Almedia M. Parham, Local 61, Philadelphia, Pa.
Martin A. Strom, Local 61, Philadelphia, Pa.
Joseph P. Jopek, Local 72, Battle Creek, Mich.
Carl T. Williams, Local 72, Battle Creek, Mich.
Shaun L. Collins, Local 161, Seattle, Wash.
Vincent Moreno, Local 225, Bellevue, Ohio
James R. Roth, Local 225, Bellevue, Ohio
Samuel W. Burns, Local 226, Moberly, Mo.
Jason S. Squier, Local 228, Cedar Rapids, Iowa
Danny A. Greeno, Local 243, Ft. Worth, Tex.
Thomas R. Winkelbauer, Local 243, Ft. Worth, Tex.
George R. Williams, Local 293, Houston, Tex.
Jeffrey M. Nichols, Local 303, Springfield, Mo.
Dennis W. Schultz, Local 306, Eagle Grove, Iowa
Mark L. Adams, Local 330, Poplar Bluff, Mo.
Raymond E. Harrison, Local 349, Kansas City, Mo.
Adam N. Mahlandt, Local 469, Madison, Ill.
Shawn M. Stokes, Local 469, Madison, Ill.
Jacob J. Sacks, Local 477, Newton, Kan.
Jeffrey J. Bushaw, Local 525, Grand Forks, N.D.
Andrew T. Tennesen, Local 528, Chicago, Ill.
Kenneth A. Evans, Local 556, Tacoma, Wash.
Kenneth L. Jackson, Local 556, Tacoma, Wash.
Rick M. John, Local 556, Tacoma, Wash.



Wendy S. McLaughlin, Local 556, Tacoma, Wash.
John A. Van Ausdeln, Local 556, Tacoma, Wash.
Jesse W. Vogel, Local 763, Pittsburg, Kan.
John N. Borg, Local 941, Columbus, Ga.
Philip B. Towles, Local 941, Columbus, Ga.
William J. Odom, Local 942, Florence, S.C.
Charles A. Pinion, Local 942, Florence, S.C.
George A. Sease Jr., Local 942, Florence, S.C.
James M. Holt, Local 965, Dallas, Tex.
Kelby L. Hegreberg, Local 980, Enderlin, N.D.
Ryan M. Baker, Local 998, Waycross, Ga.
Gregory Henderson, Local 1006, Brownsville, Pa.
Douglas M. Fails, Local 1033, Atlanta, Ga.
Daniel L. Chastain, Local 1053, Selma, Ala.
Kevin H. Pullen, Local 1088, Jackson, Miss.
Joseph G. Garner Jr., Local 1137, Fargo, N.D.
Michael S. Stine, Local 1137, Fargo, N.D.
Dwayne B. Garrett, Local 1245, Atlanta, Ga.
Kent F. Ashby, Local 1308, Bruceton/Hollow, Tenn.
Kevin R. Drury, Local 1348, Centralia, Wash.
Levi S. Jones, Local 1548, Indianapolis, Ind.
Henry P. Landry, Local 1548, Indianapolis, Ind.
Mark A. Blanek, Local 1597, Chicago, Ill.
Neil McCulley, Local 1597, Chicago, Ill.
Anthony R. Smertene, Local 1895, Chicago, Ill.
Christopher J. Ebertz, Local 1976, St. Paul, Minn.

UTU members assure passenger safety on New Jersey Transit



Conductor Kenneth Ellis, with a master's degree in social work, says providing customer service, safety and on-time performance are his job's most rewarding aspects.



Conductors Lewis Williams Sr., right, and Ben Tramos. Williams says he relies on training as a technical sergeant in the New Jersey Air National Guard to enhance his role providing passenger safety and security.



Carl Schab moved from a track gang to conductor in 1986 and has become a popular personality among passengers, who take note of Schab's off days and vacations. When not preoccupied with passenger comfort and safety, Schab rides rural highways on his Harley Davidson.



General Chairperson Xavier Williams, center, with conductors Nick Moschella, left, and Anthony Soto. "Our union has to be as progressive as the railroad," said Williams. "We also must ensure every conductor is properly trained so that their every action displays leadership ability and conveys to passengers a sense of safety and security."

The Conductor

On every train, it is the conductor who is responsible for safety and security. The train moves, or doesn't move, only on command of the conductor, who is charged with protecting the safety of each crew member and passenger. Repeatedly, the National Transportation Safety Board has cited the existence of the conductor as essential to train, crew and passenger safety.

During these dangerous times, when every government agency is warning of the possibility of a terrorist attack, it is the conductor, with complete knowledge of train safety and rail operations, who is indispensable in protecting the lives of crew and passengers. On 9/11, UTU members operating Port Authority Trans-Hudson trains at Ground Zero were singled out for their quick thinking, actions credited with saving hundreds of lives in the station below the World Trade Center.

Throughout America, every hour of every day, UTU conductors are on duty and on guard. *UTU News* randomly chose New Jersey Transit to showcase the passenger train conductor.



Local 60 President Barbara Fountain, center, with conductors Jeannie Jackson, left, and Clarissa Ferguson, Local 60's new treasurer. When Fountain, who is married to a former NJT policeman, signed on in 1978, there were only two other women conductors. Today, NJT employs more than 150 females in operating positions. One of Fountain's immediate goals is to gain a general crew room in Hoboken to help crews "improve their bonding."



UTU was instrumental in beginning a mentor program for new NJT hires. Norman Snell, left, with 16 years' experience, spends many days in yards drilling new hires on being aware of surroundings and working safely. He also helps teach new conductors how to deal with passengers and assure their safety. "I find when I tell them about safety I remind myself," said Snell.

New Jersey Transit

New Jersey Transit (NJT) operates 614 trains daily on 12 rail lines linking New York City with major points in New Jersey and southern New York west of the Hudson River. Annually, some 225 million passengers ride NJT, which in 1983 assumed control of commuter rail lines from Conrail. NJT's service area covers 5,325 square miles. Much, but not all, of NJT is electrified.

NJT's major passenger terminals are at Penn Station in Manhattan and across the Hudson at Hoboken, N.J. Commuters to and from New York City rely upon NJT for rush-hour transportation along the Northeast Corridor between Penn Station and Trenton, and to bedroom communities along the Jersey shore as well as into western New Jersey toward Pennsylvania and north from Hoboken into New York's Rockland and Orange counties. NJT also operates a line linking Philadelphia with Atlantic City.

UTU's New Jersey State Legislative Director Dan O'Connell was successful in ensuring that, despite a troublesome state budget shortfall, the New Jersey legislature chose not to cut a penny from the state transportation budget. "TPEL contributions play an essential role in our lobbying success," O'Connell said.



Railroading always has been a family affair. Phil Roxas, with 26 years' service dating to the former Pennsylvania Railroad, takes special pride in his fellow conductor and son, Jason, who has just 18 months on the job. "Growing up and watching my dad, I thought this was an easy job," said Jason. "It took me just two days on the job to apologize."

Serving members

UTU members on NJT recently elected a new slate of officers, who ran on a platform of "improved service to members." General Chairperson Xavier Williams (GO-610) and Local 60 President Barbara Fountain say the key to appropriate member service is, "to be visible and accessible, to return member phone calls promptly, to provide answers to all questions no matter how difficult, to process grievances without delay and to draw strength from the diversity of membership." UTU Vice Presidents Tony Iannone and Roy Boling frequently meet with Williams and Fountain to share expertise on negotiating strategy and grievance handling. Williams and Fountain say they also are committed to improving the level of emergency training for conductors and encouraging young members to become more involved in union activities.



Conductor Linda Maldonado, with 28 years' service beginning on Penn Central, comes from a railroad family. Her father was a Pennsylvania Railroad conductor, her mother was an Amtrak police officer and her husband, Anthony, is a Conrail Shared Assets conductor.

All photos by David D. O'Brien,
Local 60, Jersey City, N.J.

UTU for Life News



Carved and assembled by retired member Joseph E. Gumbert of Local 1389 in Russell, Ky., this train was created from pieces of scrap to fulfill a request and was the first item Gumbert ever carved.

Gift of tools leads retiree to new skill

An amateur archeologist who likes fishing, retired CSX conductor **Joseph E. Gumbert** was puzzled when he opened a gift in December that contained wood-carving tools – until his daughter explained what he would do with them.

“My wife Pauline and daughter Debbie bought me the tools,” said Brother Gumbert, a member of Local 1389 in Russell, Ky. “I’d never carved anything before, but my daughter told me I was going to build her a train.”

Created from pieces of scrap Gumbert scavenged, the result of his first effort thrust him into the limelight. “The local newspaper took pictures, and rail fans who saw it want me to bring it to an upcoming show,” he said.

It took Gumbert about three months of trial-and-error to complete the train. “I began the engine two or three times,” he said. “I tried to carve a diesel, but it didn’t look right, so I carved a steam engine like the ones I saw when I started with the railroad.”

Gumbert started as Chesapeake & Ohio clerk in 1949, then served a hitch in the Navy. After discharge, he worked at the Raceland, Ky., car shops. “In 1961, I transferred to switchman and brakeman and joined the Brotherhood of Railroad Trainmen. I retired in 1993,” he said.

With railroading in the family, his daughter’s request didn’t surprise Gumbert. “My uncle was an engineer, and my dad and three brothers were all railroaders,” Gumbert said. “Railroading always did fascinate me. I really loved it.”

Medicare finances slipping, Social Security fund improves

WASHINGTON, D.C. – The Social Security trust fund is stronger than it was a year ago, but the Medicare program will reach insolvency four years sooner than expected last year, according to the annual report issued by the systems’ trustees.

Social Security’s health remains relatively unchanged. Trustees reported the system would have enough cash to pay the benefits it owes until 2042, one year later than was projected a year ago.

But for the first time in almost 10 years, Medicare’s financial condition has deteriorated significantly, with its insolvency date moved up from 2030 last year to 2026 this year, the trustees reported.

Trustees attributed Medicare’s declining financial health in the past year to projected lower tax receipts devoted to the program and rapidly growing medical costs.

Medicare will likely have to begin dipping into its trust fund in 2013 to keep up with expenditures, the trustees reported, three years earlier than expected a year ago. Meanwhile, Social Security outlays will start exceeding tax receipts beginning in 2018, according to the report.

For the first time, the trustees calculated how

much money it would take to keep Social Security solvent indefinitely. In the past, the reports considered the program’s solvency for 75 years into the future.

The prognosis for Medicare represented a substantial change. Not since 1996 have the trustees moved up their prediction of when the program would go broke.

Events affecting Social Security generally affect the Tier I portion of Railroad Retirement benefits.

For years, government officials have been predicting that the retirement insurance and health care funds for seniors, sustained through payroll taxes, will be pushed toward insolvency as more baby boomers reach retirement.

Social Security Commissioner Jo Anne Barnhardt said, “I want to assure those already receiving Social Security benefits, as well as those who are close to retirement, that your benefits are secure...but doing nothing will have serious consequences for our children and our grandchildren.”



RETRENDO Club marks 21 years

A group of Pennsylvania Railroad and Conrail retirees planning their 21st annual dinner and dance has extended an invitation to rail veterans from all crafts to attend the upcoming event.

The RETRENDO (REtired TRainmen and ENginemen SOcial) Club’s gathering will be held Sun., May 18, 2003, at the Lamplighter Restaurant in Delmont, Pa., according to retired yardmaster **A.V. “Jock” Powers**, a UTU for Life member from Local 1948, Youngstown, Ohio.

For information, write to Powers at P.O. Box 325, 8661 Liberty Ave., Westmoreland City, PA 15692, or call him at (724) 863-1232.

Seattle chapter meets

Some 50 retirees from Washington state attended an organizational meeting of UTU for Life in March. They renewed friendships, swapped stories and heard updates on their industry as well as retirement, legal and health care issues affecting them and their families. If you would like to be part of a UTU for Life chapter near you, e-mail “utuforlife@utu.org” or write: UTU for Life, United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107.

THE FINAL CALL

Following are the names of recently deceased retirees who maintained annual membership in the UTU for Life program (formerly known as the UTU Retiree Program), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU for Life members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
5	Bratton, Robert E.	Shawnee, Kan.	623	Sensabaugh, Collins E.	Lexington, Va.	1168	Martinez, Adolph O.	St. Louis, Mo.
239	Lee, L.L.	Oakdale, Cal.	646	Mesic, Joe	Omaha, Neb.	1365	DiGiacomo, John C.	Youngstown, Ohio
298	Buchholz, Walter O.	Sun City, Ariz.	832	Berendsen, Gerard W.	Neenah, Wis.	1374	Stulock, George E.	Warren, Ohio
322	Mahuta, Francis	Plymouth, Wis.	835	Jones, Harold L.	Folsom, Cal.	1378	Murphy, Elwood T.	Wilmington, Del.
386	Staley Jr., Thomas E.	Forest Hill, Md.	835	Palmer, A.L.	Whittier, Cal.	1405	Wiedner, Charles H.	St. Peters, Mo.
426	Campbell Sr., John M.	Spokane, Wash.	847	Noble, French	Greenwood, S.C.	1409	Hirschberg, Dale A.	Topeka, Kan.
445	Boyle, R.W.	Bucklin, Mo.	965	Harrison, Jimmy D.	Ennis, Tex.	1458	Williams, Willie L.	DeQuincy, La.
453	Berry Jr., Gaither H.	Mexico, Mo.	976	McCoy, Oscar K.	Stonewall, La.	1518	Morris, Thomas M.	Anderson, Ind.
469	Mohrman, Ferdinand G.	Wright City, Mo.	982	McKenna, Francis	Canandaigua, N.Y.	1573	Moran, Gerald L.	Klamath Falls, Ore.
498	Bowman, Joseph T.	Delano, Pa.	997	Bratton, Paul M.	Lewistown, Pa.	1598	Blackwell, Joseph D.	Snellville, Ga.
511	McKenzie, William G.	Jasper, Ga.	998	Sweat, Joel L.	Waycross, Ga.	1765	Mead, Keith	Grand Rapids, Mich.
605	Grieco, Sam T.	Fairmont, W. Va.	1003	Lafaber, Ralph C.	Kankakee, Ill.	1780	Murphy, Hugh R.	Scottsdale, Ariz.
620	Finlon, Lawrence J.	Warsaw, Ind.	1007	English, Frederick R.	Watertown, N.Y.	1951	Lanigan, John J.	Jersey City, N.J.
620	Mull Jr., David L.	Bloomington, Ill.	1129	Johnson, David O.	Raleigh, N.C.	1976	Timmerman, Faye L.	S. Daytona, Fla.
623	Clapsaddle, Thomas R.	Covington, Va.	1129	Roberts, Don H.	Raleigh, N.C.			

Voices: How could your employer increase business?



Dave Wier

L-469, Granite City, Ill.

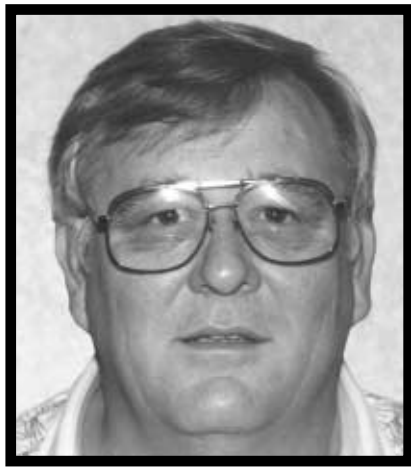
"I am a locomotive engineer for the Terminal Railroad Association of St. Louis. I have been a railroader for 29 years. I would suggest to the carrier, to increase business, we must give good service. It all comes down to service. Also, our rates are too high compared with trucks. The carrier has not gone after the smaller shippers. The railroad waits until people come to them. For years, they have tried to run off business by raising rates and not giving good service. Shippers would call and have to wait several days to be switched. This may make sense to some people, but not to working people."



Don Seyer

L-947 Chafee, Mo.

"I have worked 32 years for the Burlington Northern Santa Fe, currently as a conductor. The railroad is more interested in the bigger-revenue projects, like coal trains and grain trains, and has lost contact with the little shippers. We pass oil refineries, cottonseed mills, fertilizer plants that have spurs, but trucks serve them. The carrier would not give them adequate service and they were forced to ship by truck. The BNSF has done all it can to alienate small shippers. It doesn't seem like the carrier pays attention to the voice of the little shipper. If they went after this business, it would pay off."



Dale Alexander

L-330, Poplar Bluff, Mo.

"I am a conductor on the Union Pacific and have been railroading for 31 years. If the carrier would listen to employees' suggestions, they would have a lot more business. Also, they need to maintain their tracks. I have 70 slow orders over my 174-mile run. The UP needs to spend more on track maintenance and less on salaries and bonuses for executives. The carrier also cut yard jobs at Poplar Bluff, so now we pass right by grain elevators and auto industries instead of servicing them. They say they want input from us, but there is too much talk and not enough walk."



George L. Chip Jr.

L-1571, El Paso, Tex.

"I am a conductor on the Burlington Northern Santa Fe. Sure, the BNSF could get more business by going out to the different companies along the line and asking them to ship by rail. But, what they really ought to do is take care of the business they got. They don't have enough men to handle the business they have. There are businesses along the lines that are served by trucks that could be served by trains, like a big beer distributor we have here in El Paso. Coors ships one box-car a week and I know people around here drink a lot more than that."

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)					
Altier, Joseph P.	29	Babylon, N.Y.	Hollenbeck, Steve A.	426	Spokane, Wash.
Hajek, Francis P.	48	Norfolk, Va.	Pischel, Scoter M.	426	Spokane, Wash.
Van Bree, Frank E.	72	Battle Creek, Mich.	Seaboldt, Albert D.	426	Spokane, Wash.
Foley, James T.	445	Niota, Ill.	Ward, Dan E.	426	Spokane, Wash.
Downes, Daniel J.	528	Chicago, Ill.	Whitman, Gerald W.	426	Spokane, Wash.
Albertini, Guy M.	610	Baltimore, Md.	Winchester, Robert D.	432	Champaign/Urbana, Ill.
Brennan, Edward F.	768	Decatur, Ill.	Dietsch, Terry L.	445	Niota, Ill.
Moody Sr., Willard J.	854	Portsmouth, Va.	*Nord, Frank H.	486	Glendive, Mont.
Gilwee, James F.	1201	Stockton, Calif.	Sellers, David J.	490	Princeton, Ind.
Farina, James L.	1299	Chicago, Ill.	Woods, Warren L.	533	Oswatimie, Kans.
Papa, Joseph T.	1388	St. Louis, Mo.	*Gonzales, Vincent	544	Havre, Mont.
McVay, William W.	1418	Conway, Pa.	Blomgren, Robert B.	577	Northlake, Ill.
Kaplan, Jay A.	1422	Los Angeles, Calif.	Tassone, Christopher J.	581	Green Bay, Wis.
Sophie Jr., Kenneth J.	1433	Elmwood Park, Ill.	Conery Jr., Robert G.	656	N. Little Rock, Ark.
Pfister Jr., R. Edward	1770	Los Angeles, Calif.	Stephenson, Larry D.	768	Decatur, Ill.
Letbetter, Tom R.	1886	Houston, Tex.	Webster, Francis M.	792	Cleveland, Ohio
Hoey, J. Dillon	1895	Chicago, Ill.	*Rutledge, Jim J.	794	Wellington, Kans.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Asselin, Mark T.	312	Madison, Wis.	Breen, Harvey E.	807	Tucson, Ariz.
Boruta II, Herman J.	313	Grand Rapids, Mich.	Ehrhardt, Dirk	807	Tucson, Ariz.
Truelove, William R.	333	North Vernon, Ind.	Hatcher, Eric M.	807	Tucson, Ariz.
Stockland, Ing O.	582	Stevens Point, Wis.	McCarty, Matthew J.	807	Tucson, Ariz.
Bennett, Charles M.	583	Fond du Lac, Wis.	*Oertli, Gerald E.	891	Whitefish, Mont.
Catt, Chad C.	583	Fond du Lac, Wis.	Olson, Ronald J.	891	Whitefish, Mont.
Conrad Jr., Michael R.	583	Fond du Lac, Wis.	*Correia Jr., Earl P.	898	Boston, Mass.
Denzler, Devon	583	Fond du Lac, Wis.	Turpen, James L.	933	Jefferson City, Mo.
Miller, Jeffrey W.	583	Fond du Lac, Wis.	Locke, Gerald L.	940	Wichita Falls, Tex.
Sargent, Robert O.	583	Fond du Lac, Wis.	*Fife, Howard K.	1000	Minneapolis, Minn.
Sinclair, Jacob	583	Fond du Lac, Wis.	Murphy, Pat H.	1035	Lakeland, Fla.
Hicks, Daniel V.	807	Tucson, Ariz.	*Marcum, Ronald B.	1062	Huntington, W.Va.
Brantley, Robert W.	1263	Valdosta, Ga.	*Frizell, John C.	1081	Glendale, Ariz.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
Jones, Lawrence D.	533	Oswatimie, Kans.	*Linville, William V.	1081	Glendale, Ariz.
Sipla, George D.	582	Stevens Pt., Wis.	McKelvey, John P.	1117	Las Vegas, Nev.
Ball Jr., Elgin E.	807	Tucson, Ariz.	Siver, William C.	1117	Las Vegas, Nev.
Morrison II, Malcolm T.	1011	Hamlet, N.C.	Snyder, Ronald G.	1190	Ludlow, Ky.
Britzki, Michael D.	1379	Pittsburgh, Pa.	*Hardin, Gilbert L.	1221	Tampa, Fla.
Walker, Thomas G.	1397	Columbus, Ohio	*Harmon, John M.	1328	Louisville, Ky.
Rakestraw, Kenneth E.	1403	Kansas City, Mo.	Hopson, Gary J.	1361	New Haven, Conn.
Brackett, John W.	1503	Marysville, Kans.	Clifton, Steven D.	1366	Salt Lake City, Utah
GOLD CLUB (\$100 OR MORE PER YEAR)					
Craig, Scott R.	18	El Paso, Tex.	*Lawless, James F.	1375	Philadelphia, Pa.
*Baker, Cornelius J.	72	Battle Creek, Mich.	*Weaver, Herman R.	1376	Columbus, Ohio
Staube, Timothy J.	117	Vancouver, Wash.	Ellis, Paul K.	1397	Columbus, Ohio
*Hill, Donald W.	202	Denver, Colo.	Black, John W.	1445	Elizabeth, N.J.
*McGuire, Thomas J.	281	Milwaukee, Wis.	*Lear, Bruce R.	1477	Dearborn, Mich.
Boyd, Jeffrey D.	318	Hornell, N.Y.	Brasseur, Douglas	1526	Michigan City, Ind.
Browning, Patrick M.	318	Hornell, N.Y.	Milcarek Jr., Frank J.	1526	Michigan City, Ind.
Hagen, Robert A.	318	Hornell, N.Y.	Oakes, Darwin P.	1526	Michigan City, Ind.
Herrick, Jack S.	318	Hornell, N.Y.	Staley, Steven O.	1526	Michigan City, Ind.
Knapp, John J.	318	Hornell, N.Y.	Fitze, Charles E.	1532	Kansas City, Kans.
Schwalm Jr., William R.	318	Hornell, N.Y.	Lopez, Joe M.	1532	Kansas City, Kans.
Kresl, Kevin P.	367	Omaha, Nebr.	Oropeza, Frank A.	1532	Kansas City, Kans.
McCray, Gary A.	404	Newark, Ohio	Onnembo, Kevin L.	1629	Phoenix, Ariz.
Anderson, Peter J.	426	Spokane, Wash.	Baker, Robert A.	1770	Los Angeles, Calif.
Barnard, Tim E.	426	Spokane, Wash.	Benner, Donna L.	1977	Seattle, Wash.
Fugelseth, Steven K.	426	Spokane, Wash.			

* = Retired Member

DGNO service workers vote to affiliate with UTU

WASHINGTON, D.C. – Customer service representatives employed by the Dallas, Garland & Northeastern Railroad (DGNO) have chosen the United Transportation Union as their collective bargaining representative, according to election results announced by the National Mediation Board.

The customer service representatives were preceded in choosing the UTU as their bargaining representative by the train and engine service employees of the Class III switching railroad, who chose UTU representation in 1994 and belong to UTU Local 965 in Dallas, Tex. The customer service representatives will set up a separate local committee of adjustment.

UTU International President Byron A. Boyd Jr. congratulated and thanked DGNO General Chairperson Frank J. Gadek for his role in securing this representation victory for the customer service representatives.

"The officers and members of the UTU, as well as the train and engine service employees on the DGNO, join me in welcoming these customer service representatives into the ranks of our organization," Boyd said. "As train and engine service employees on the DGNO can attest, the UTU stands ready to protect the rights of these DGNO employees and deliver the representation and service they expect and deserve."

The DGNO, located in the northeastern part of the state of Texas, has headquarters in Garland, a northeastern suburb of Dallas, and a regional headquarters building in Richardson, Tex. The railroad runs over about 300 miles of track, 25 miles of which are owned and about 200 are leased, with trackage rights on other rail lines.

The operation, which interchanges traffic between the Union Pacific and Kansas City Southern railroads, hauls grain, syrup, steel products, paper, fertilizer, foodstuffs, scrap iron, perishables, mail and express, forest products, crushed stone, auto parts, plastics, and chemicals. Its parent company, Rail-Tex, was purchased in March 2000 by shortline holding company Rail-America.

Remotes safe

Continued from page 1

Meanwhile, CSXT last month said information "compiled through the first full year of implementation indicates remote control technology is improving safety in CSX Transportation's (CSXT) rail car classification yards."

The carrier also said the statistics "show that the severity of those train accidents is down when comparing the average cost per derailment."

CSXT said that when comparing yards in which both conventional operations and remote control technology are used, the remote control operations showed significant reductions in train accidents as calculated using the FRA's train accident index.

"Also, human factor-caused accidents were reduced 30% when comparing remote control with conventional operations," said CSXT, which last month placed an order for 75 more remote control units.

Since implementation early in 2002, CSXT said, more than 1,300 workers have been certified as remote control operators. "The technology is now in place in more than 60 locations across the railroad's 23-state network," CSXT said.

CSXT attributed the safety gains to a number of factors, but focused on the reduction of miscommunications. "A fail-safe design...stops a train automatically if communication between an operator and the locomotive is interrupted," the carrier said.

Gary Sease, a CSXT spokesman, recently told the *Toledo Blade* that safety, not productivity, was the leading factor in introducing remote control.

"We've gotten mixed results on that [productivity]," Sease said in an article published last month. "There might be some getting-used-to, but we felt that would even out in the future."

Sease told the *Toledo Blade* the carrier has responded to cities which have passed nonbinding resolutions against remote operations by

offering presentations on how the system works.

"When we do that, a lot of the concerns go away," Sease told the *Toledo Blade*.

FRA spokesman Warren Flatau told the *Toledo Blade* that, to ensure safe procedures are followed in remote operations, agency inspectors perform routine unannounced observations and inspections at rail yards.

"We have not found anything, to this date, that justifies proceeding with a formal rulemaking," Flatau told the *Toledo Blade*. "We have not seen any specific issues that we believe we have not addressed with the guidelines."

In Canada, there are about 180 remote control units in use, according to a February 2003 report by *Railway Age* magazine Associate Editor

Human factor-caused accidents were reduced 30% when comparing remote control with conventional operations, according to CSXT statistics

Christopher Ytuarte, who wrote that it was believed there were already some 500 units being utilized on U.S. shortline and regional railroads.

"With dozens of pilot programs currently running on Class I railroads throughout the U.S. and with years of documented success in Canada," Ytuarte wrote, "remote control is viewed by some as the future of safety and efficiency in the industry."

A letter of intent signed Sept. 26, 2001, by Burlington Northern Santa Fe, Conrail, CSXT, Kansas City Southern, Norfolk Southern and Union Pacific, assigned remote control operations to UTU-represented employees.

As a result, pilot projects monitored by the UTU, the carriers and the FRA were begun more than a year ago in which U.S. Class I railroads began testing remote controlled locomotives in yard-switching operations.

The national rail agreement ratified by UTU

members at the close of balloting on Aug. 2, 2002, formally gave ownership of remote control operations to UTU-represented employees. An arbitration decision effectively cemented the right of UTU-represented employees to operate locomotive remote control units.

UTU International President Byron A. Boyd Jr. said that as remote operations proliferate, the UTU will continue to monitor safety to ensure that employees are properly trained, and to control the elements that may need to be addressed.

"It wasn't our desire to bring remote control into this industry," Boyd said. "It is new technology, we were confronted with it, and we addressed it for the betterment of our membership....Our view is that we're not going to stop technology, and I'm not going to allow the members of the UTU to suffer because of a shortsighted approach to these technological changes."

"While it's safer than it has ever been, railroading is still a dangerous occupation, and any effort to protect railroad workers is worthwhile," *Traffic World* Editor and Publisher Clayton Boyce wrote in a recent editorial. "That's why rail experts support the use of remote control devices for the operation of locomotives in railroad yards in the United States.

"Ten years of using this device in Canada have proved that it is safer than the old method of an engineer running the locomotive in response to hand signals from a trainman on the ground," Boyce wrote.

"The AFL-CIO's Transportation Trades Department and the Brotherhood of Locomotive Engineers are painting a big lie about the safety of remote control. Their motive is pure greed and political opportunism," Boyce wrote.

"Their greed is for the dues another union is collecting after the BLE lost an internecine labor community battle to represent railroad workers who use the remote control devices. The political opportunism is the use of a partisan lie tarnishing the Bush Administration in an attempt to give the White House back to the Democrats in 2004," Boyce wrote.

MTA must stop

Continued from page 1

the railroad while collecting second paychecks from their controversial new union. The unusual arrangement," said the *Daily News*, began shortly after the leaders "of separate conductors' and engineers' locals launched a fight to decertify" the UTU and BLE "and start a new independent union."

ACRE general chairpersons Michael Doyle and Anthony Bottalico reportedly founded ACRE "with MTA backing" and Metro-North "violated federal railway law by subsidizing ACRE and interfering with the right of employees to choose their own union," said the *Daily News*.

Cong. Joseph Crowley (D-N.Y.), following meetings with the UTU officers, asked the Department of Labor to investigate ACRE's

arrangements with Metro-North Commuter Railroad. Based on information developed, the House voted 338-83 and the Senate voted 76-20 that MTA stop using tax dollars to subsidize ACRE.

"ACRE, with the financial backing of Metro-North, has been able to replace unions that do not have access to the same Metro-North dollars," said Crowley. "ACRE holds it can provide the same quality of member service (as UTU) while having less expensive dues. Of course, ACRE is able to provide the same service at lower cost because it is being subsidized by Metro-North," said Crowley.

Working with Iannone to gain the legislation blocking the employer subsidy to ACRE were National Legislative Director James Brunkenhoefer; Kevin King, general chairperson of Chicago METRA; Ray Arenas, general chairperson of Port Authority Trans-Hudson; Anthony Wojasinski,

general chairperson of Northern Indiana Commuter Transportation District; Ralph A. Vazquez, general chairperson of Southeast Pennsylvania Transportation Authority; Xavier D. Williams, general chairperson of New Jersey Transit, and Al Suozzo, general chairperson of Amtrak.

Also assisting were New York Legislative Director Sam Nasca, Michigan Legislative Director David Brickey, New Jersey Legislative Director Dan O'Connell, Indiana Legislative Director Jim Carrico, Illinois Legislative Director Joe Szabo, Pennsylvania Legislative Director Don Dunlevy, District of Columbia Legislative Director Steve Fritter and Florida Legislative Director Carl Cochran.

UTU represents employees on commuter railroads in each of these states who could lose quality representation from UTU were similar company-subsidized unions created elsewhere. "No one does it better than UTU," said Iannone.

Bus security

Continued from page 1

structing or modifying terminals, bus garages or other facilities to assure security; protecting or isolating the bus driver; upgrading, purchasing or installing passenger ticketing security systems; employee training; hiring security officers; installing cameras and video surveillance equipment on buses and in facilities; creating employee identification and background check pro-

grams; establishing emergency communications systems; and implementing passenger screening programs at terminals and on buses.

The intercity bus industry transports more than 750 million passengers a year and is an important element of a secure intermodal national transportation system, said a statement from the Transportation and Infrastructure Committee.

UTU lobbying last year resulted in \$15 million in supplemental fiscal year 2002 spending

for bus security plus \$10 million for fiscal 2003, said Brunkenhoefer. This most recent \$99-million authorization is on top of those funds that were previously appropriated by Congress.

The bill was introduced by Transportation and Infrastructure Committee Chairman Don Young (R-Alaska); the committee's ranking Democrat, James Oberstar of Minnesota; highways subcommittee Chairman Tom Petri (R-Wisc.); and the highway subcommittee's ranking Democrat, William Lipinski of Illinois.

Register now for the Regional Meetings!

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

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

The Seattle Regional Meeting has been designated the joint U.S./Canadian Regional Meeting.

All those attending must be registered in order to attend any planned function. Children age 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 30 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of \$175.

The pre-registration fee for the 2003 Regional Meetings is \$125 per member, spouse or child over 11. You must make your own room reservations at one of the hotels listed below, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the Regional Meetings but can't spare the time away from work or family. One-day registrations are \$60.

You may cancel your Regional Meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

Lots of fun

In Seattle, there will be a night out at Safeco Field to watch the Seattle Mariners face the Montreal Expos. This will be held on Tuesday, June 10. A pre-game tailgate party inside the stadium will include food and beverages for any registered Regional Meeting attendee.

On Wednesday, June 11, there will be a special tour of Seattle with lunch and transportation provided. The tour will start at 9 a.m., with bus transportation from the host hotel to downtown Seattle, which is one of the nation's newest and most vibrant downtown shopping areas. The tour also will visit the waterfront, the International District and other locations. Buses will return to the host hotel about 3:30 p.m.

Additionally, shuttle buses will run daily from the host hotel to downtown Seattle.

The afternoon tour and evening out in Philadelphia will be announced in the next issue of the *UTU News*.

All persons planning on taking these tours must pre-register (either online or on the registration form at right), and space is limited.

Golf outings set

The UTU will hold golf outings at 8 a.m. the day before the start of the two Regional Meetings. The dates are Sunday, June 8, in Seattle and Sunday, Aug. 24, in Philadelphia.

In Seattle, golfers will play at the High Cedars Golf Club in Orting, Wash., at the base of Mt. Renier. In Philadelphia, golfers will enjoy playing Ron Jaworski's Valley Brook Golf Club in Blackwood, N.J.

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

Online registration available at <www.utu.org>. Click on "Meetings."

June 9-11, 2003, Western Regional Meeting

DoubleTree Hotel, Seattle Airport
18740 Pacific Hwy. S., Seattle, WA 98188

Hotel reservations: (800) 222-8733 or (206) 246-8600

Reservation code: UTU; Room rate: \$129 single/double; \$139 triple; \$149 quad

Reservation deadline: May 6, 2003

Parking: Self; \$12/day

August 25-27, 2003, Eastern Regional Meeting

Wyndham Philadelphia at Franklin Plaza
17th and Race Streets, Philadelphia, PA 19103

Hotel reservations: (800) WYNDHAM or (215) 448-2000

Reservation code: UTU; Room rate: \$99 single/double/triple/quad

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

Parking: Self; \$13/day

UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Registration fees are \$125 per person; children 11 years of age and under are complimentary. On-site registration will be \$175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 30 days prior to the start of the Regional Meeting.

Which Regional Meeting will you be attending?

Seattle Philadelphia

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____ Daytime phone number () _____

Spouse Registration Seattle Philadelphia

Spouse name _____ Title (if any) _____

Will spouse/children attend the UTU tours? Yes No How many? _____

Child Registration Seattle Philadelphia

Child name _____ Age _____ Child name _____ Age _____

Child name _____ Age _____ Child name _____ Age _____

Guest Registration Seattle Philadelphia

Guest Name _____ Relationship to Member _____

Home address _____

City/State/ZIP _____

Golf Registration Seattle Philadelphia

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

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

Payment Options

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

Credit Card (please indicate type) VISA MasterCard

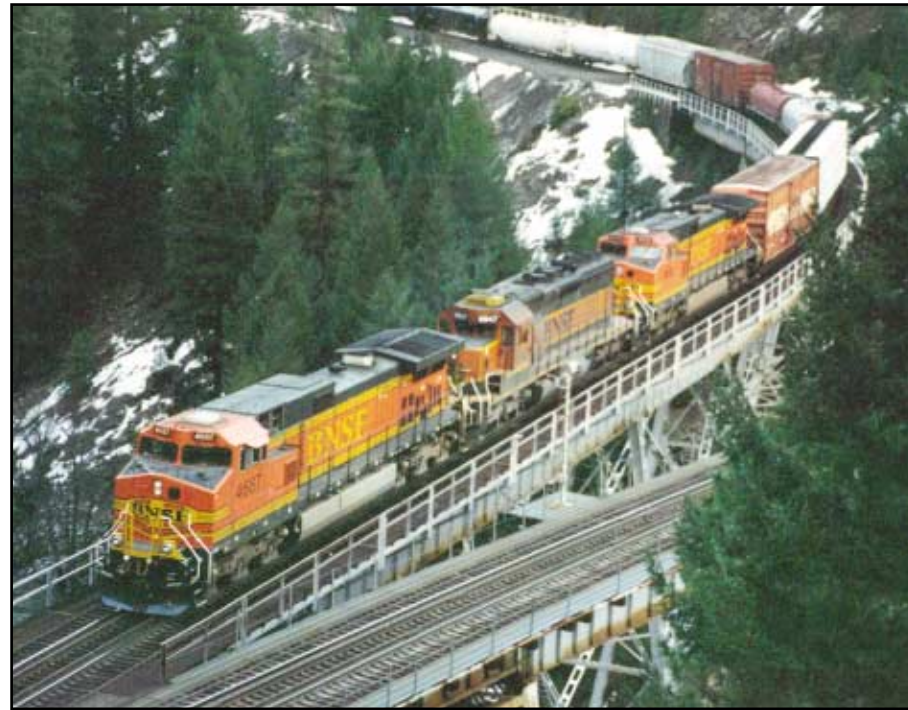
Card number _____ Expiration date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$125 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 30 days prior to the Regional Meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the Regional Meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee.

This month's winning photo:

This month's winning photograph was taken by **Tom Eaton**, a BNSF conductor and member of Local 1241 at Stockton, Cal. Eaton's photo is of a BNSF train, southbound to Stockton via the UP Feather River canyon sub, crossing the Keddie Wye (Spanish Creek bridge) at Keddie, Cal.



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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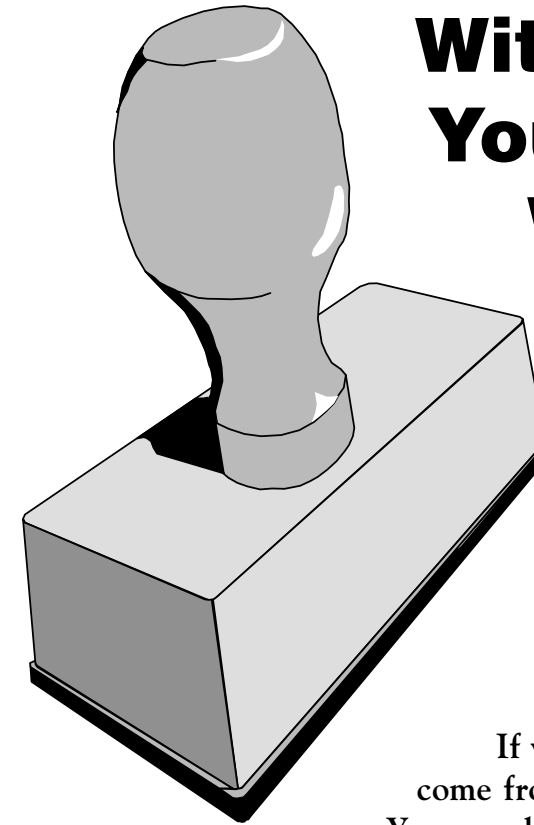
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