UTU steps up battle to aid sleep-deprived workers

CLEVELAND, Ohio – Information from military scientists studying battlefield effects on soldiers is providing your UTU with crucial new information to help solve the problem of sleep deprivation affecting transportation workers.

“Our heroic soldiers on the battlefield suffered a problem familiar to many railroaders: sleep deprivation,” said UTU International President Byron A. Boyd Jr. “In fact, military scientists are warning of serious consequences from sleep deprivation. This information will increase our own understanding of the problem for use in negotiations with carriers and will also help us in fact-based presentations before the Federal Railroad Administration, National Transportation Safety Board and Congress,” Boyd said.

The Los Angeles Times reported front-line troops in Iraq averaged fewer than four hours of sleep daily. The result was some soldiers in convoys were “nodding off at the controls of their trucks and tanks – falling asleep, in some cases, standing up.”

How familiar this sounds to railroaders. “Too many operating crews have no idea when they will go to work,” Boyd said. “When they go to work, they have no reasonable expectation of how long they will work or when they will return home. When home, they do not know how long they will be there until the telephone rings ordering them back to work.”

Col. Gregory Belenky, the Army’s chief scientist at the Walter Reed Army Institute of Research said, “There is simply no substitute for sleep. If you’re deprived of sleep, you’re not going to make good decisions.” Col. Belenky spoke on fatigue problems at UTU regional meetings in 2001 and is a good friend of the UTU. He finds considerable similarity between railroad and military operations, including physiological consequences of work and rest scheduling irregularities.

Sleep-deprived soldiers have been so tired that “they could not understand words even if an order was clearly expressed,” said one Army captain. Lt. Col. Jim Chartier, commander of the Marine 1st Tank Battalion, called sleep deprivation “our biggest enemy. It makes easy tasks impossible.”

“If you are deprived of sleep, you are not going to make good decisions.”

Continued on page 10

Carriers create NAFTA railroad

KANSAS CITY, Mo. – Kansas City Southern (KCS) Railway announced last month it will buy control of the Texas-Mexican Railway (Tex-Mex) as well as Mexico’s most important railroad, TFM.

Reflecting the international character of the deal, KCS said it will change its name to NAFTA Rail. NAFTA is the acronym for North American Free Trade Agreement.

KCS said it will pay $412 million in cash and equity to Grupo TMM of Mexico for its majority stake in the TexMex and TFM. KCS Chief Executive Officer Mike Haverty did not reveal the source of the cash, but said “the door is open” to participation by other unnamed railroads, but said he preferred non-rail partners.

KCS already owns a minority share of TFM.

Continued on page 10

Member killed when railcar tips

POCATELLO, Idaho – A long-time UTU member was killed last month in a switching accident on the Union Pacific.

UTU member Archie L. “Leroy” Chandler, a member of Local 265 in Pocatello, lost his life when the grain car on which he was riding hit a derail device and overturned, pinning him underneath.

Chandler, 54, a husband and a father of seven children, joined the UTU in October 1979, and came from a railroad family. His brother, Randy, is a past local chairperson of Local 265, and his brother-in-law is also a conductor.

Union Pacific spokesman John Bromley told reporters that he believes Brother Chandler was clinging to a ladder on the side of a grain car at the rear of the train to help workers exchange
Local 240, Los Angeles, Calif.

Members of this Union Pacific local send condolences to the families of three retired union members who passed away in April, including Carl G. Vertoch, Orville F. Shuck and J. P. Nelson. Also passing was Nancy Olson, beloved wife of Ole Olson.

Local 656, N. Little Rock, Ark.

This Union Pacific local will have its annual retirement fish fry at noon on June 14 at Sherwood Forest, 1111 W. Maryland Ave., Sherwood, Ark. All active and retired members and their families are invited. For information, contact Secretary-Treasurer David Lovelace at (501) 758-0260.

Local 773, Galveston, Tex.

A barbeque for members will be held at the The Knights of Columbus Hall in La Marque on May 31, from 10 a.m. until 7:30 p.m. The event is open to all associated with the BNSF and other railroads in the Houston and Galveston areas. There will be door prizes, Astros and Texas tickets will be raffled off and a Moon Walk and other activities will be available for the kids. For information, contact Local Chairperson Joey Stubbs at 318 Brookdale Dr., League City, TX 77573, or call him at (281) 332-8679.

Local 1006, Brownsville, Pa.

This Norfolk Southern (NS) local recently approved creation of a special IQ (Improving Quality of life) Committee to address issues affecting the members since NS took over from Conrail, said member Robert H. Terry.

Local 1122, Edmonton, Alberta

Brother David Markiewicz has come upon some very hard times, said Local Chairperson Wade Franco. “He and his wife Rosalind have a baby daughter (Wade) who has Angelman Syndrome, similar to cerebral palsy. The family has an opportunity to take part in a study at Harvard Medical in Boston. Accommodations and medical treatment are covered, travel and airfare is not which will top $10,000.” A trust fund for Ryland has been established at the Scotia Bank so deposits can be made to any branch. Checks or money orders “In Trust of Ryland Markiewicz” can be mailed to the Scotia Bank, 8509 Wagner Rd., Edmonton, AB T6E 5A7. For more information, call (780) 448-7881.

Local 1518, Indianapolis, Ind.

A fund has been established to assist member John B. Lawson, a lifelong diabetic who has been placed on a waiting list to undergo a pancreas transplant operation, said CSX General Chairperson Terry Reed. Donations can be sent to the J. B. Lawson Transplant Fund, Riddell Northern, 10901 S. Rennert Rd., Indianapolis, IN 46235. For more information, contact Lawson at gossamer1964@hotmail.com.

Local 1549, Springfield, Ohio

All active and retired union members and their families are invited to participate in the 15th annual Railroad Unions Golf Classic to be held May 30 at the Locust Hills Golf Course near Springfield, Ohio. Cost per person is $30, and includes 18 holes of golf, cart, steak dinner and awards. Tee-off time will be 11:30 a.m. Reserva-

Local 773, Galveston, Tex.

terns must be received by May 16 for golf outing and cart. Play will be scramble. For information, contact Legislative Representative Glenn Newson at 1464 Springfield-Xenia Rd., Springfield, OH 45506, telephone him at (937) 323-9427, or send e-mail to lngutu1549@hotmail.com.

Local 1558, Bergenfield, N.J.

Coach USA recently held a luncheon to honor bus operators who had completed 10 or more consecutive years of driving without a chargeable or preventable accident. Rockland Coaches operators awarded certificates of merit and laser-inscribed walnut plaques by the company included Ronald Drolshagen (25 years), Kevin Grant (25), Charles Sweeney (23), John Gunning (21), Richard Deier (27), James Darcy (17), Nicholas Pavliksi (17), Gary Everett (14), Brian Kenny (14), Benton Morton (12), Calvin Martin (11), Lewis Mclendon (11) and Isaac Riveron (10). Together these drivers represent 220 years of safe driving. Also, with the overwhelming consent and support of the membership, the contract has been extended to June, 30, 2003. All provisions of the current agreement are binding and will remain in effect until then. Negotiations will continue in the interim, according to General Chairperson Rich Deier. Check the local’s website at http://www.utu1558.com for updates.

Local 1626, Anchorage, Alaska

Only 700 tickets are being made available for the local’s Summer Fun 2003 Raflle, to be held June 25 at the UTU Hall, 555 W. Northern Lights Blvd. 201 in Anchorage, according to raffle chairperson Wes Rogers. Tickets are $20 each. Those who buy five get one free. Grand prize is a 2003 Arctic Cat 400 4X4 Manual. Participants need not be present to win. For information contact Rogers at (800) 770-7117 or (907) 279-7117, or send e-mail to utu1626@ci.com.

Local 1741, San Francisco, Calif.

Two long-time San Mateo School District bus operators from this local, Al Tyson and Parker Waterston, recently retired, said Local Vice Chairperson Ange Belyo. “We thank them for their many years of service as transportation supervisors,” Below said. “All of us will greatly miss them,” she said.

Local 1779, N. Vancouver, B.C.

The British Columbia Liberal government is reneuing on an election promise and is proposing to sell BC Rail, said Secretary-Treasurer David Moorhouse. A petition has been created, calling for public consultation and a moratorium on the sale. UTU members are urged to sign the petition at http://wwwpetitiononline.com/BCRAIL/petition.html. Find out more about the proposed sale at http://www.ubc.ca.

Local 1813, West Colton, Calif.

Union Pacific switchmen in this local again are reminding all UTU members that plans that are being made for the 25th annual two-man scrub golf tournament, tentatively set to be held at El Rancho Verde Golf Course, said Local Chairperson Rick Renna. All UTU members are invited to the event. For information, contact Brother Renna at (909) 468-9848.
New York
Legislative Director Sam Nasca has written letters to Gov. George Pataki and all Staten Island legislators requesting that the Staten Island Rapid Transit be placed in the railroad division, not the subway division. He has written the Metropolitan Transportation Authority's restructuring is implemented.

Employees of the Staten Island Rapid Transit are represented by the UTU.

"Placing the Staten Island Rapid Transit under the railroad division will allow for a better and more consistent funding stream than under the subway division," Nasca said. "The Rapid Transit's equipment, operational mode, financing and structure all mirror the railroad division's operation and would be diminished under the subway division."

Nasca also acknowledged the efforts of UTU Local 1440 Legislative Representative Dee Vandenburg, who has led a rigorous campaign among legislators there to have the Staten Island Rapid Transit classified under the proposed railroad division.

Wyoming
UTU members in Wyoming congratulate fellow member and Legislative Representative P. Wayne Reese of Local 28 at Cheyenne on his new position as minority floor leader in the state's House of Representatives.

"Wayne is an excellent example of the accomplishments our members can achieve when they get involved. He became involved in politics here seven years ago and is now the third-highest elected Democrat in the state," said Legislative Director Terry Ungericht. "Our thanks go out to Wayne and his family for the work he does for the membership and the citizens of Wyoming."

Indiana
A bill that would penalize railroads for failure to provide assistance programs for traumatized employees and establish hours of service regulations for drivers who transport railroad employees has been passed by the House of Representatives and will be sent to the governor for his signature.

Once signed, H.B. 1683 will establish monetary penalties for railroads that fail to provide counseling or other services for employees involved in accidents resulting in death or serious bodily injury. It also gives the state's motor carrier services division the authority to regulate the number of hours that railroad van drivers can work.

The only member of the House to vote against the legislation was Rep. Dennis Kruse (R-80st Dist. 51).

"A lot of hard work and many hours went into this bill. It did not look very promising early in the session and had it not been for the efforts of our executive board and the many calls UTU members made to their senators and representatives, the bill would have died," said Assistant Legislative Director Tom Hensler. "I thank everyone for helping."

Maryland
Legislative Director Larry Kasecamp announced that the Maryland Legislative Board is accepting applications for its annual James E. Major Jr. Memorial Scholarship.

The scholarship provides $500 a year over four years to a Maryland-local UTU member or the spouse, child, stepchild or grandchild of a Maryland-local UTU member accepted for admittance or already enrolled at a recognized accredited university, college or junior college.

Applications must be received by the Maryland State Legislative Board prior to August 1, 2003.

To receive an application, contact your local legislative representative or telephone Kasecamp at (301) 689-1936.

It is the responsibility of the student to provide the scholarship committee with verification of eligibility.

The scholarship program is dedicated to the memory of James E. Major Jr., a UTU member who died in a head-on collision between a MARC commuter train and an Amtrak passenger train in 1996.

Montana
State Legislative Director Fran Marcceau has received notification from the Federal Railroad Administration that the agency has recommended civil penalties against the Burlington Northern-Santa Fe Railway for violations of the Hours of Service Act in Montana.

Marcceau notified the administration of a March 21, 2002, incident in which a UTU-represented conductor was required to perform service for an additional one hour and 25 minutes after having reached the on-duty limit established by the Hours of Service Act.

In a letter to Marcceau dated March 18, 2003, FRA Regional Administrator Dick Clarmont stated that "BNSF failed to exercise due diligence in conducting a timely reasonable-cause breath and urine test causing the crew to violate the Hours of Service Act."

The letter went on to state that the findings had been forwarded to the office of the FRA chief counsel with a recommendation for assessment of civil penalties.

South Dakota
An error in the photograph caption in the April 2003 UTU News indicated that UTU Local 64 at Huron held the state’s “Brokenrail Award” from its creation in 1994 through 2001. The caption should have stated that the award was held by UTU Local 233 at Aberdeen during those years.

In related news, Legislative Director Rick Davids expressed his appreciation to the Designated Legal Counsel firm of Yaeger, Jungbauer, Barczak & Vucinovich for hosting an educational seminar in Pierre for members of the South Dakota Legislative Board.

"This two-day event, where our entire board was able to observe the legislative process in action and where the Brokenrail Award was presented, was very enlightening and very much appreciated," Davids said.
Regional meetings help educate tomorrow’s leaders

We have heard people referred to as “born leaders,” but the truth is that leadership skills are learned.

Woe be those who must depend upon the “born” brakeman, conductor, engineer, bus driver or airline pilot. We all know how important training is to doing our transportation jobs well and returning home to our families in one piece.

So it is with leadership. UTU regional meetings provide a time-demonstrated opportunity to acquire knowledge essential to leading this union and its members toward a secure future.

At regional meetings, experts share their knowledge; provide examples of how others have succeeded or failed – and explain why; and answer questions. And, in the social settings following classroom work and seminars, there is opportunity to share ideas and reinforce the learning with others whose jobs and goals match yours.

Your UTU is conducting regional meetings this year in Seattle, June 9-11, and Philadelphia, Aug. 25-27. On pages 6, 7 and 11 there is information on the educational portion of the meetings and a registration form.

Nobody knows better than UTU members that in union there is strength. The union of our many transportation crafts into a single piece.

Regional meetings provide the brain fuel to keep that momentum moving forward.

Strive for long-term goals

By Byron A. Boyd Jr., International President

We know a cheap grade of paint on our homes will not last long. Short-term solutions rarely pay off. The same holds true for businesses and unions.

At American Airlines, CEO Donald Carty convinced his unions to vote in favor of substantial wage and benefits givebacks. In good faith, the members approved the givebacks. American Airlines employees are career employees and depend upon the long-term success of the carrier, which translates into better wages, benefits and retirement pay.

Only after the good-faith voting concluded was it revealed that Carty and his executives were to receive huge bonuses while the rank-and-file accepted dramatic cuts. Management broke the faith by looking to gain in the short term at the expense of the long-term interests of the carrier and its employees.

Carty lost so much trust among employees he was forced to resign. Carty’s attempt at a short-term advantage may still carry a devastating long-term cost. It will take considerable time and effort to restore lost cooperation and trust.

Steel industry strategies also are guilty of ignoring the long-term. Band-aid solutions to serious competitive problems succeeded in retaining employment in the short-term, but in the long-term many of the plants were closed and many employees were thrown out of work.

In our own back yard, we learned bitter lessons of short-term strategies. When railroads didn’t reinvest in track and instead paid the money out in dividends, they soon had neither usable track nor cash for dividends. Woe be he or she who ignores the long term. Similarly, when unions resisted new technology, any short-term gains were erased in the long-term as the technology was introduced anyway – but without job protection or training for new tasks.

What may sometimes appear as a worthwhile short-term goal is not necessarily right for the long-term – and it is the long-term that matters most to career railroad employees and their families.

Yes, we want more, now. But we also want job security, quality health care that extends into retirement and pension benefits that will not disappear when we are too old to work.

Responsible carrier and union executives have a solemn obligation to look to the future. We are not running a 100-yard dash, but a marathon on whose outcome rests the hopes and dreams of real families.

At the bargaining table, each side has an obligation not to grab for every last crumb, because the greedy hand will be remembered the next time the sides meet. The obligation is to consider long-term interests – how best to achieve a secure future.

The bigger truth is that there are no quick fixes at the bargaining table. Protection of jobs, wages and benefits is tedious business and gains come in increments. What may seem a slow order freight or a motor coach caught at a long red light is more likely an avoidance of a quick-fix.

Yes, there are things that could be done that might make us feel better in the short term. But, too soon, the short term becomes the long-term. Lasting success requires vision, preparation and patience – and, in the short term, a dose of trust.

Economy grounds airlines as rails prosper

Since the Wright Brothers first flew at Kitty Hawk, there have been enormous improvements in airplanes. The overwhelming majority of commercial travelers fly. Yet, there have been few years in which airlines earned a profit.

Last year’s losses opened an express lane to the bankruptcy courts. Airlines furloughed more employees in recent months than the total employed in the railroad industry.

Rather than bargaining for improved wages and benefits, airline employees are giving givebacks. Airline retirees are drawing down pensions.

It appears the only airline employees not suffering are airline chief executive officers (CEOs). Although these CEOs developed, or helped to develop, business models that lost money even before 9/11, they’ve convinced their hand-picked boards of directors that, despite the losses and bankruptcies, they are too valuable to depart.

In fact, many of these CEOs and the vice presidents around them convinced boards of directors to grant them bonuses while unionized employees are being forced to take wage and benefits cuts.

Meanwhile, Congress bought the argument that 9/11 and not poor management is to blame for the losses and bankruptcies, they are too valuable to depart.

It is impossible to tell when the airline industry will get well. We feel very sad for airline employees. (It should be pointed out, however, that while employees of most commercial airlines are suffering, the airline employees represented by the UTU did gain a contract last year that includes wage and benefits increases.)

I am not saying that working conditions in the railroad industry are great. There are very serious problems we all must work to solve, and they are associated primarily with fatigue and safety.

But, by comparison to the other industry that negotiates under the Railway Labor Act, economic conditions for UTU members are quite better.

In fact, economic conditions for UTU members are quite better than for employees represented by virtually every other organization. We have evidence. It is a ratified contract and our pay stubs.
LITHIA SPRINGS, Ga. — Tears of sorrow turned to tears of joy for Brother Ronald Young Sr. and his wife, Kay, on news that their son, Ron Jr., was among the seven prisoners of war freed by U.S. Marines in Iraq last month. The elder Young is a CSX conductor and member of Local 1033 in Atlanta.

Army Chief Warrant Officer-2 Ronald D. Young Jr. was taken prisoner in Iraq in March after a U.S. helicopter crash. He was found by a Marine last week, just hours before the rescue.

Ron Young Jr., son of CSX conductor and member Ron Young Sr., is helped from a helicopter by Chief Warrant Officer Ronald D. Young Jr., 26, walking from a helicopter to a truck where he is captured after his release.

Ron Young Jr., 26, walking from a helicopter to a truck where he is captured after his release.

CSX Conductor Ronald D. Young Sr. and wife Kaye celebrate the rescue of their son, Chief Warrant Officer Ronald D. Young Jr., from an Iraqi prison. (AP photo)

UTU members help defend democracy

Shown here are names of UTU members who have been called into active military service. (The list was published in the April 2003 UTU News. The names below were received subsequently and include those reported by April 24, 2003. See the UTU website [utu.org] for the complete list of members serving their country.)

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.

Mark W. Irvin, Local 219, Hannibal, Mo.

Matthew A. Roth, Local 305, Lincoln, Neb.

Michael W. Sjardan, Local 313, Grand Rapids, Mich.

Vernon J. Archiquette, Local 222, Milwaukee, Wis.

Joseph B. Fazzalore, Local 430, Cumberland, Md.

David Brewer, Local 544, Havre, Mont.

Ricky B. Davison, Local 577, Northlake, Ill.

Charles T. Jarmon, Local 577, Northlake, Ill.

David E. Myers Jr., Local 601, Crestline, Ohio

Steven G. Ware, Local 656, N. Little Rock, Ark.

Michael T. Dewald, Local 654, Seattle, Wash.

John A. Jaskierny, Local 898, Boston, Mass.

Gregory Henderson, Local 1006, Brownsville, Pa.

Robert G. Collins, Local 1011, Hamlet, N.C.

Scott Hayden, Local 1106, Rockey Mount, N.C.

Jeffrey L. Hammons, Local 1180, Ludlow, Ky.

John T. Parker, Local 1216, Kansas City, Mo.

M.A. Ortega II, Local 1571, El Paso, Tex.

Charles I. Blackburn II, UTU International Employee.
Register for the meetings online at utuonline.org, or see details on page 11

First Day Schedule
movies. dance clubs with music ranging from jazz to lively disco, comedy clubs, concerts, theater, opera, symphony and more. UTU/UTUIA regional meetings offer instruction, fun for everyone.

Second Day Schedule


take questions regarding the application of this new rule; with this early application of the new power brake rules, with emphasis on TTC/UTUIA regional meetings offer instruction, fun for everyone.

Legislative and Political Issues Affecting Members, Washington is ever changing. This UTU legislative panel will provide enlightening information and will bring the membership up to date on the political, regulatory and legislative events currently facing UTU members and others both on and off the job.

Policy and Pension Plan II, and
discussion of the rights of every worker and remedies available. This presentation by UTU Designated Legal Counsel will provide for general committee officers.

Regional meetings feature activities for everyone.

Seattle has set aside those attending the regional meeting set for June 8-11, the exact date by which registering UTU members and their families visiting Philadelphia and the regional meeting set for Aug. 25-27, will discover a place that is far from the books. The 18th-century city in the United States and the second-largest city on the East Coast, Philadelphia is the birthplace of American independence and home of the Liberty Bell and Independence Hall. Philadelphia offers a unique variety of sites and experiences, including the History and Entrance District, the site of Philadelphia’s earliest settlement; Old City, the city’s first commercial district, including Betsy Ross’s home and the most exciting collection of art galleries on the East Coast; Society Hill, a waterfront neighborhood steeped in America’s history; South Street, the “hippest street in Philadelphia,” famous for its eclectic shops, diverse restaurants and eclectic nightlife, and the Washington Square Park, home to ancient secretors featuring specialty shops and unique dining.

\[Image 1203x800 to 1635x1085\]

\[Image 88x583 to 519x1083\]

\[Image 88x796 to 88x1105\]

\[Image 88x559 to 88x677\]

\[Image 88x1105 to 88x155\]

\[Image 88x143 to 88x217\]

\[Image 88x244 to 88x292\]

\[Image 88x394 to 88x430\]

\[Image 88x368 to 88x416\]

\[Image 88x452 to 88x490\]

\[Image 88x490 to 88x521\]

\[Image 88x521 to 88x559\]

\[Image 88x559 to 88x602\]

\[Image 88x602 to 88x640\]

\[Image 88x640 to 88x689\]

\[Image 88x689 to 88x703\]

\[Image 88x703 to 88x727\]

\[Image 88x727 to 88x749\]

\[Image 88x749 to 88x777\]

\[Image 88x777 to 88x796\]

\[Image 88x796 to 88x813\]

\[Image 88x813 to 88x827\]

\[Image 88x827 to 88x849\]

\[Image 88x849 to 88x861\]

\[Image 88x861 to 88x877\]

\[Image 88x877 to 88x894\]

\[Image 88x894 to 88x909\]

\[Image 88x909 to 88x921\]

\[Image 88x921 to 88x947\]

\[Image 88x947 to 88x959\]

\[Image 88x959 to 88x971\]

\[Image 88x971 to 88x995\]

\[Image 88x995 to 88x1045\]

\[Image 88x1045 to 88x1059\]

\[Image 88x1059 to 88x1075\]

\[Image 88x1075 to 88x1100\]

\[Image 88x1100 to 88x1110\]

\[Image 88x1110 to 88x1130\]

\[Image 88x1130 to 88x1142\]

\[Image 88x1142 to 88x1152\]

\[Image 88x1152 to 88x1172\]

\[Image 88x1172 to 88x1182\]

\[Image 88x1182 to 88x1192\]

\[Image 88x1192 to 88x1202\]

\[Image 88x1202 to 88x1210\]

\[Image 88x1210 to 88x1217\]

\[Image 88x1217 to 88x1253\]

\[Image 88x1253 to 88x1268\]

\[Image 88x1268 to 88x1282\]

\[Image 88x1282 to 88x1302\]

\[Image 88x1302 to 88x1314\]

\[Image 88x1314 to 88x1324\]

\[Image 88x1324 to 88x1334\]

\[Image 88x1334 to 88x1344\]

\[Image 88x1344 to 88x1354\]

\[Image 88x1354 to 88x1364\]

\[Image 88x1364 to 88x1374\]

\[Image 88x1374 to 88x1384\]

\[Image 88x1384 to 88x1394\]

\[Image 88x1394 to 88x1404\]

\[Image 88x1404 to 88x1414\]

\[Image 88x1414 to 88x1424\]

\[Image 88x1424 to 88x1434\]

\[Image 88x1434 to 88x1444\]

\[Image 88x1444 to 88x1454\]

\[Image 88x1454 to 88x1464\]

\[Image 88x1464 to 88x1474\]

\[Image 88x1474 to 88x1484\]

\[Image 88x1484 to 88x1494\]

\[Image 88x1494 to 88x1504\]

\[Image 88x1504 to 88x1514\]

\[Image 88x1514 to 88x1524\]

\[Image 88x1524 to 88x1534\]

\[Image 88x1534 to 88x1544\]

\[Image 88x1544 to 88x1554\]

\[Image 88x1554 to 88x1564\]

\[Image 88x1564 to 88x1574\]

\[Image 88x1574 to 88x1584\]

\[Image 88x1584 to 88x1594\]

\[Image 88x1594 to 88x1604\]

\[Image 88x1604 to 88x1614\]

\[Image 88x1614 to 88x1624\]

\[Image 88x1624 to 88x1634\]

\[Image 88x1634 to 88x1644\]

\[Image 88x1644 to 88x1654\]

\[Image 88x1654 to 88x1664\]

\[Image 88x1664 to 88x1674\]

\[Image 88x1674 to 88x1684\]
UTU for Life News

Retired member gives back through UTU for Life program

For years, retired member Jim Shelley felt indebted to the UTU, vowing he would find a way to give back to the union. Today, as a national coordinator of the UTU for Life program, he’s embracing the opportunity to express his gratitude.

UTU for Life is an expansion of the UTU Retiree Program created by UTU International President Byron A. Boyd Jr. with the aim of bringing UTU retirees and active members together for activities focused on fellowship, information and political action.

Shelley, a member of Local 556 in Tacoma, Wash., was tapped by President Boyd to help launch the first UTU for Life chapter in the Seattle/Tacoma area. A second chapter is being organized in the Philadelphia region by George Koval of Local 100 in Philadelphia.

“The idea is to keep UTU members together and informed, and to amplify their voices on matters of importance,” Shelley said.

Shelley has other ideas for developing UTU for Life, but admits “in some ways, I’m winging it. But I always believed the way to benefit people is to provide what they need and what they want.” At the March organizing luncheon for our chapter in Seattle, I asked, ‘What do you want? What do you want this organization to be?’

Shelley will collect ideas at this year’s regional meetings. On the first day of each event, he’ll moderate a presentation for retired members and their families. Joining him will be National Legislative Director James M. Brunkenhoefer and UTUFA Field Coordinator Joe Fletcher.

“My wife Donna and I had some rough times before I went to work on the railroad and got involved in the union. I’ve never forgotten what the union meant to me,” Shelley said.

Shelley began his career in Burlington Northern’s Tacoma Yard in 1970, and retired as a switchman in January 2001. He held a variety of union posts, including local president, local chairperson, legislative representative and four-time delegate.

When he retired, he joined the UTU Retiree Program (now called UTU for Life). “I got my medical emergency card, car rental discount, booklets for managing my finances and health care, a custom folder for wills and insurance policies, the annual calendar, and I’ll be listed in the ‘Final Call’ section of the UTU News when I pass away,” he said.

“But, I was losing touch with the guys I worked with,” Shelley said. “You can’t just walk away from 30-year friendships. Getting together with friends is one of the things I look forward to at UTU for Life chapter meetings.”

Shelley is looking for those who want to form a UTU for Life chapter in their home town. “Volunteers will get a lot of help from me and from the staff at the UTU International, and it’s a lot of fun,” he said.

To charter a UTU for Life chapter, contact Shelley at 21 E. Johnson Dr., Sequim, WA 98382; or call him at (253) 691-6576.

To become a member, send a $9 check or money order (U.S. funds) to: UTU for Life, 14600 48th Ave. W., Seattle, WA 98177.

The certificate above was issued to the first UTU for Life chapter, formed in Seattle, Wash.

UTU for Life Chapter

Shelley was able to give back to the union by volunteering through the UTU for Life program. He has been able to support the union and make a difference.

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.

Retired member gives back through UTU for Life program

The certificate above was issued to the first UTU for Life chapter, formed in Seattle, Wash.

UTU News
Paul Martin  
L-783, Spencer, N.C.
“I work as a locomotive engineer on the Norfolk Southern. I started as a brakeman 30 years ago this month. The job has changed a lot over the years. The equipment is better today. We have more comforts, more power, better seats, air conditioning and heating. The toilets are not much better, though. What is worse is the management. They are really not working with us as a team. They are dictating to us what we can and cannot do. Before they just wanted you to get the work done. Today, the railroad dictates how to get the work done instead of letting the workers use their own good judgment.”

Dick Miller  
L-1976, St. Paul, Minn.
“I am a yardmaster with the Canadian Pacific. I started in 1975 as a switchman and became a yardmaster in 1985. When I started, everything was done by hand. On paper, today, everything is done by computers, which makes information more accessible and easier to use, although computers are not always accurate. In the old days you could keep working if there was a power failure; not today. In some respects the work is quicker now and more efficient. And, I think the work is safer today, because the employees make it safer. They are more in tune with what is expected of them.”

Oscar Gamez  
L-1670, Laredo, Tex.
“I have been working at Laredo Metro for about 13 years, the last eight of which I have been driving vans which proved service to handicapped people. Laredo is one of the fastest-growing cities in the United States, so we have more routes, more drivers. The equipment is better; we have many new buses and vans. The management of the company has changed a lot, too, in part because of the union. And, the employees are in a better position because of the union. Now we have a 401(k) plan and a pension plan is being finalized. We also have better health and welfare benefits.”

Rich Duley  
L-226, Moberly, Mo.
“It started in 1965 with the Norfolk & Western as a conductor. The equipment is better now. We have better radios, end-of-train devices, air conditioning, tinted windows and flush toilets. We have foot counters on the locomotives now; before you estimated distance with telephone poles. We now wear ear and eye protection. Years ago we were forbidden from wearing ear protection. We would stuff paper in our ears for protection. The union is more progressive now, too, offering things like family picnics and golf outings, recognizing the need to involve families in the union circle.”

Association of General Chairpersons convenes
The Association of General Chairpersons District 3 recently convened for two days, bringing together members of locals represented by the UTU Bus Department, to elect a slate of officers, participate in a comprehensive workshop and set goals for the department. “Everyone was very appreciative of the opportunities for training and learning that were made available at this meeting,” said International Vice President and Bus Department Director Percy Palmer, “and we are very grateful that this occasion was made possible for us by UTU International President Byron A. Boyd Jr.” Officers elected at the first day of the meeting include Chairperson Roy G. Arnold (Local 1697, Lubbock, Tex.), Vice Chairperson Dan T. Pentland (Local 1651, Seattle, Wash.), Secretary Richard Desler (Local 1558, Bergenfield, N.J.) and Treasurer Bonnie L. Mort (Local 25, Santa Cruz, Calif.). “Our agenda includes getting a District 3 newsletter out to all the bus locals in the U.S. and Canada, and doing everything we can within our rights to help out our members,” Arnold said. “This was truly one of the best meetings and workshops I’ve seen in a long time,” said Palmer. “Everyone attending had something to say, and we came away from the sessions with a much greater feeling of unity and strength.”

How has your job changed over the years?

Voices:
NAFTA railroad

Continued from page 1

and the Tex-Mex.

The deal will require approval by KCS shareholders, the U.S. Surface Transportation Board (STB) and Mexican regulatory authorities.

UTU International President Byron A. Boyd Jr. said UTU would work to ensure there is no adverse economic impact on UTU-represented employees affected by the deal.

In each previous rail consolidation over the past decade, the UTU was the first to craft employee protective conditions that were imposed by the STB as conditions of the deal.

TFM currently is 41% owned by TMM, 39% owned by Kansas City Southern and 20% owned by the Mexican government.

A similar ownership structure affects the Tex-Mex.

TFM links Mexico City with the United States at Laredo, Tex., and carries 40% of Mexico's total rail cargo. Four-fifths of TFM's cargo is shipped across the border.

Haverty would serve as NAFTA Rail's chief executive officer.

If approved, NAFTA Rail would operate 6,000 miles of rail stretching from Omaha, Neb., into Mexico through Laredo.

“Common control of these three railroads, which are already physically linked in an end-to-end configuration, will enhance competition,” Haverty said.

“It will give shippers in the NAFTA trade corridor a strong transportation alternative as they make their decisions to move goods between the United States, Mexico and Canada.”

Member killed

Continued from page 1

bears after the 11 p.m. accident.

“He’s got a radio and tells them how far back to go,” Bromley told the Idaho State Journal.

The train was reversing when it went too far and struck a derail, a clamp across the track designed to stop a train car and bump it off the track. Instead, the car tipped on Chandler and spilled grain, the Idaho State Journal said.

Bromley said the derail was in place to stop the train and keep it from rolling out of control onto a nearby out-of-service track.

Tracks are often taken out of service when they need repairs or when people are working on them to protect people and equipment.

Union Pacific managers are investigating the accident, according to the State Journal.

“To start a trip, they’re told which tracks are out of service,” Bromley said. “We believe this was in the instructions to the crew, but that will obviously be cleared up in the investigation.”

According to Union Pacific safety guidelines, trains must stop within 100 feet of a derail. Union Pacific has said it is taking steps to avoid derails.

“We’re always working to eliminate any injury accidents. We have an extensive set of rules designed to prevent that,” Bromley said. “In the investigation, we’ll see if there’s anything to consider to prevent future accidents of a similar nature.”

Chandler is survived by his wife Gaylene (Johns); sons Brandon, Scott, Douglas, Eric, Mark, and twins Todd and Casey; and two grandsons, Braeden Chandler and Bryon Chandler.

“I think the main thing about Leroy was that everyone came first and it was always himself last,” according to friend and fellow conductor Ken Scrowther, a member of Local 265 at Pocatello, Idaho. “His family, church and friends could always count on Leroy. In all the time I have known Leroy I never once saw him get mad. I wish I could be more like him.”

Sleep deprived

Continued from page 1

difficult.”

New research suggests even more serious problems from sleep deprivation, Boyd said.

Professor of Medicine Eve Van Cauter said “chronic sleep loss may not only hasten the onset, but could also increase the severity of ailments like diabetes, hypertension, obesity and memory loss that are normally hallmarks of old age.”

James K. Walsh, senior scientist at the Sleep Medicine and Research Center of St. Luke’s Hospital in St. Louis, said, “sleep loss may play a much bigger role in disease at a younger age than we ever thought.”

Belenky and University of Pennsylvania sleep researcher David Dinges found that a night without sleep – or two weeks on just four hours a day – can render a subject slow to react, easy to distract and very forgetful.

“We will continue to work with carriers in an effort to reach a mutually acceptable solution,” Boyd said. “Neither the carriers nor we want a third party to impose a solution neither of us finds acceptable, but the foot dragging by carriers on this issue is similarly proving unacceptable.

“We continue to tell the carriers that we are but one serious accident away from a third-party imposed solution. But, it takes two parties to make an agreement and only one (the government) to impose conditions. Third-party intervention is not inevitable if we make that agreement,” Boyd said.

(Editors’ Note: A good source of information on the internet about sleep deprivation and other sleep disorders is the website sleepnet.com, an educational and non-commercial site devoted to improving sleep. The site offers tips for healthy sleep, sleep disorders information, a test to help determine if you have a sleep disorder, drug information, links to other sleep-related sites and more.)

NAFTA railroad

Continued from page 1

When I hired out in Mandan, N.D., in 1977, we ran 100-car coal trains weighing around 11,000 tons, with four locomotives and a crew of five, including a conductor and trainman in the caboose and a telegrapher who handied out train orders every 25 miles.

Today, we operate with two crew members. There are no cabooses or telegraphers. The coal train is down to 123 cars and weigh up to 18,000 tons.

Instead of a 103-mile run, I go 228 miles.

Over the past 26 years, I’ve seen a lot of changes. The only thing certain about the future is that there will continue to be changes, both good and bad.

As these changes present themselves, the best hope of protecting our livelihoods as railroad workers is to unite into one large union to negotiate with the nation’s railroads.

Rather than joining together – a rail union – union members are moving further apart by merging, or proposing to merge, with non-rail unions.

As more rail unions merge with larger, non-rail unions, the more turf battles will increase over who is to perform new technologies and existing jobs as they change or begin to overlap.

Another problem these mergers produce is that once a rail union is absorbed into a large, non-rail union, they likely never come back out – and there goes any hope of rail labor ultimately uniting into one strong organization.

It makes sense for the rail unions to merge together – a proposition first proposed by Eugene Debs.

The interests of our operating-crew member-ships are all but identical, and by working together we’d be better able to address technological changes and see to it that all our members are protected.

Remote control operation (RCL) is the signific-ant technological change currently facing our memberships.

RCL is a huge issue. Like it or not, the UTU has negotiated the right to represent remote con-trol operators and that right has been confirmed by an arbitrator.

As remote control expands, the only way for all operating employees to control their destiny is to merge.

In most cases, the UTU is not allowed to nego-tiate on behalf of railroad engineers because the BLE holds the contract and the authority to rep-rezent.

If the BLE joins the ranks of the Teamsters and RCL spreads, the craft of locomotive engineer (my craft) could eventually be lost.

There are those who oppose a merger between our organiza-tions because they don’t like the various leaders. But union offi-cers come and go. There have been five different UTU presidents so far in my railroad career and the BLE has had even more.

Others complain that too many union officers will likely stay on the payroll in a merged union. That would probably be the case, but it’s a small price to pay. Other complaints, while significant, are inconsequential compared to the incredible benefits solidarity would bring.

The time for the UTU and the BLE to merge is now. And, BLE members have more at stake than UTU members do.

UTU BLE merger still makes sense

by John Risch III

North Dakota Legislative Director

“Anyone who ever thought a rail union could exist as an independent craft is delusional.”

Risch
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 are also 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.

You may also cancel your registration from the host hotel to downtown Seattle.

Parking:
Self; $12/day

Reservation deadline:
May 6, 2003
Reservation code:
UTU;

Hotel reservations:
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

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

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 Tue., June 10. A pre-game tailgate party inside the stadium will include food and beverages for any registered regional meeting attendee.

On Wed., June 11, there will be a special tour of Seattle with lunch and transportation provided. Tour participants will visit Pike’s Place Market, the International District and other locations.

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

The tour in Philadelphia will include many historic sites, including the Liberty Bell. The night out will take place at the new National Constitution Center.

The day tours will start at 9 a.m., with buses leaving from the host hotels.

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. Rainier. 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 more. Register for the golf outings in the space provided on the registration form.

Include your golf fee with your registration fee and your true handicap. It is not required to pre-register to participate. The fee is $50 for each golfer who does not pre-register for the regional meeting but instead chooses to register at the meeting site.

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 44107-4250, 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 are also 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.
This month’s winning photo:

This month’s winning photograph was taken by Eric Nosalek, a Union Pacific employee and member of Local 533 at Osawatomie, Kan. Nosalek’s photo is of Local 533 member Jon Boehl operating a train via remote control at the carrier’s Global II terminal in Rochelle, Ill.

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 slides humorous or artistic 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.

I would like more information on UTUIA’s ULTIMATE PAR policy. Please Print.

Full Name

Sex

Date of Birth

Address

City

State

ZIP

Telephone Number with Area Code

UTU Local Number

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

Full Name

Sex

Date of Birth

Relationship

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

Got Grandkids?

As parents and grandparents, we do everything we can for our children and grandchildren. After all, we want what is best for them. We buy them clothing and toys and any number of gifts. When they get older, we provide them with spending money to purchase the things they would like. But many gifts go out of style or outlive their usefulness and there is little to show in the end for our hard-earned dollars.

Many of us want to give our children and grandchildren something they can keep for the rest of their lives, but it is often difficult to find just the right gift.

Permanent life insurance is a wonderful way to provide a lifetime gift and is very inexpensive at young ages. Best of all, permanent life insurance provides a living benefit, since it builds cash values which can be used later in life for emergencies, the down payment on a home, or for any other worthwhile purpose.

Give a gift that keeps on giving. Call us today at 1-800-558-8842, or complete and return the coupon below to receive more information.