

UTU News

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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“The Federal Employers’ Liability Act gives injured railroad employees powerful rights and the UTU is not prepared to abandon those important employee protections.”

– UTU International President Paul C. Thompson (see page 4)

News & Notes

Accident claims member

SACKVILLE, New Brunswick – CN Rail, Transport Canada and the Royal Canadian Mounted Police are investigating a fatal railway accident in Sackville, New Brunswick, that claimed the life of a UTU member Apr. 25.

CN officials said 52-year-old employee Ronald Beck, a member of Local 713 at Halifax, N.S., was removing a car from a train when he was crushed between two rail cars. He died instantly. Beck had worked for CN for 30 years.

CN’s Pierre Leclerc said it was a routine maneuver that went wrong. He said the train was on a regular trip from Dartmouth to Moncton. “They had to stop in Sackville to put a car on the siding there. It’s normal business. During that maneuver, apparently something happened.”

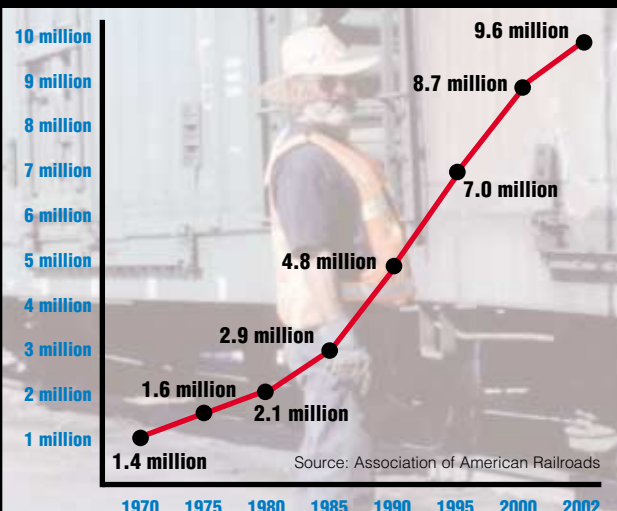
UTU prevails at SEPTA

PHILADELPHIA – A presidential emergency board established to hear a dispute between the UTU and the Southeastern Pennsylvania Transportation Authority’s commuter rail division issued recommendations last month that agree with the UTU positions on longevity pay for conductors, among other issues.

SEPTA’s commuter rail division employs 365 conductors and assistant conductors represented by UTU Local 61.

SEPTA negotiators, after agreeing to provide engineers, represented by the BLE, with longevity pay, declined to extend the same pattern to UTU-represented conductors. UTU Vice President Bruce Wigent and Local 61 General Chairperson Ralph Vazquez successfully argued that since engineers, conductors and assistant conductors must work together cooperatively as members of train crews, the longevity pay pattern applicable to engineers applies as well to conductors and assistant conductors.

Rail employee productivity grows... Ton-miles per employee



Lacking sufficient crews, UP uses managers to operate trains

UTU sues Union Pacific when managers run trains

The United Transportation Union has taken Union Pacific (UP) to court over the railroad’s violation of a labor agreement.

The UTU asked a federal district court in Oakland, Calif., to issue an injunction, which would prohibit UP’s further use of management employees to operate its locomotives.

“By using company officers to operate its locomotives, Union Pacific is denying more than 2,100 UTU-represented conductors, brakemen and yardmen promotion to locomotive engineer as provided in a 1985 national agreement between the UTU and the UP,” UTU International President Paul Thompson said.

“UP must use company officers, such as road foremen and trainmasters, to operate its locomotives, because it has historically sought to avoid the costs of having to promote conductors, brakemen and yardmen to higher-paying engineer positions and to avoid training new employees to fill the vacant conductor, brakemen and yardmen positions,” Thompson said.

“Union Pacific has repeatedly acknowledged a shortage of employees qualified to

operate its freight trains,” Thompson said. “Each acknowledgement is accompanied by a promise of new hiring and training. But the railroad has always been a day late and a dollar short with respect to hiring and training.”

The 1985 agreement between the UTU and Union Pacific provides, in part, that “when selecting new applicants for engine service (locomotive engineer), opportunity shall first be given to employees in train and yard service (conductors, brakemen and yardmen) on the basis of their relative seniority standing ...”

Instead, Union Pacific entered into a tentative agreement with the Brotherhood of Locomotive Engineers (BLE), a division of the Teamsters union, to permit railroad officers to fill locomotive engineer vacancies rather than promote eligible and qualified conductors, brakemen and yardmen as provided by the railroad’s 1985 national agreement with the UTU.

“The BLE has a history of not protecting other crafts and this is another sad example,”

Continued on page 10

UTU, Metra join for safety

CHICAGO – The UTU has joined with Metra in an aggressive campaign to educate students and adults of the dangers near trains, tracks and highway grade crossings.

UTU International President Paul Thompson urged all railroads, including freight and passenger operators, to follow Metra’s lead in going directly to the community on a regular basis to promote train safety.

Since January, eight people have been killed by Metra trains in the Chicago area. They include a 14-year-old girl struck while walking along the tracks and wearing headphones; a 13-year-old girl using Metra tracks as a shortcut to school; a 16-year-old boy struck when he jumped onto the tracks at a station, and a young sailor struck while attempting to cross Metra tracks.

Continued on page 10

UTU fights GTW cutbacks

BATTLE CREEK, Mich. – Just days after UTU members on the Grand Trunk Western (GTW) Railway overwhelmingly ratified a new agreement, the carrier turned around and slashed operations at Battle Creek, Mich.

GTW brakemen and conductors represented by the UTU easily ratified a new agreement that provides for hourly wages, job guarantees and more flexible work rules. The agreement covers some 375 UTU members.

Soon thereafter, the carrier announced plans to virtually eliminate its operations in Battle Creek. GTW began shutting down its operations there in late May.

About 70 UTU-represented conductors and brakemen will keep their jobs and their current pay, but half of them with daytime jobs will have new duties that include overnight trips,

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 23, Santa Cruz, Calif.

Bus operators with the Santa Cruz Metropolitan Transit District recently began handling new Amtrak connector service from San Jose into Santa Cruz, said General Chairperson **Bonnie Morr**. This is one of the first Amtrak connectors being operated by UTU-represented employees. Also, the local joined other unions and community groups marking May Day by sponsoring a film at a local festival.

Local 239, Oakland, Calif.

This Union Pacific (UP) local combined forces with **Local 100** (Oakland, Calif.) and **Local 1801** (Martinez, Calif.), also UP locals, to fete 190 guests at Francesco's Restaurant in honor of 30 retirees, said Local Chairperson **Brian P. Lewis**.

Local 286, N. Platte, Neb.

Union Pacific employees will want to note the new address for the website serving this local, as well as **Local 200** and **Local 7**, also in North Platte, said **E.A. Hatch Jr.** View the site at www.utunp.com.

Local 469, Madison, Ill.

This Conrail and Terminal Railroad Association of St. Louis (TRRA) local, along with **Local 1929** in E. St. Louis, Ill., which represents Union Pacific and Alton & Southern (A&S) employees, sponsored a crappie tournament in April, said Secretary & Treasurer **John I. Payer**. The first-place trophy went to an A&S father-and-son team led by **Seth V. Deichmann** of **Local 1975** in Kansas City, Mo. Taking second place was another A&S team led by **Eric Deichmann** of **Local 1929**, and third place was captured by a TRRA father-and-son team led by **Thomas Feltman** of **Local 469**. A last-place trophy made from a bent beer can was presented to the TRRA team led by **Local 469's** Legislative Representative **Leroy Adamove**.

Local 471, Eugene, Ore.

This Union Pacific local will be holding the Eighth Annual **J.C. Anderson** Memorial Golf & BBQ Tour on Aug. 2 at Diamond Woods Golf Course in Monroe, Ore., said Local Chairperson **Greg Boam**. Entry fees are due July 28. For information, contact Boam at (541) 998-9707, or send e-mail to him at boomerzrf@comcast.net.

Local 581, Green Bay, Wis.

At the annual reunion and dinner party held last month by this Wisconsin Central local, retired switchman **Dan Luedke** and engineer **Mike Tobin** were each presented with a brass lantern in appreciation of their service to the membership, said General Chairperson **J.T. Larson**. Attending were 100 active and retired members from the CN/WC, C&NW, GB&W, Milwaukee Road, Soo Line, FV&W and the E&LS.

Local 597, Des Plaines, Ill.

This Union Pacific (UP) engineers' local, in partnership with the Heritage Presbyterian Church in Carol Stream, Ill., is holding a food drive on Saturday, June 12, as a *Join Hands Day* event to benefit The People's Resource Center in Wheaton, Ill., said **Harry C. Lewis Jr.** Collection points include two at the Proviso Diesel Facility yard office in North Lake, Ill., from 7 a.m. to 7 p.m. and one at the church from 9 a.m. to 3 p.m.

Members keep fire from being tragedy

A little-known incident on Amtrak's Sunset Limited might have become an infamous tragedy had it not been for the actions of UTU-represented employees from **Local 84** in Los Angeles, Calif.

In the early hours of March 30, while west of Tucson, Ariz., a retaining valve on a set of brakes seized up, causing axle grease to catch fire, said **Local 84's** Vice Local Chairperson **John M. Wylie**, who chairs the local's safety committee in El Paso, Texas.



"Luckily, the train had some very good employees, including conductor **Bodie Spencer Jr.**, who started his career in 1977, and assistant conductor **John L. Marcee**, who began railroading in 1972," Wylie said.

According to Brother Marcee, smoke began to fill two passenger cars. "So the first priority after stopping the train was to get the passengers out, and then take care of the fire," which threatened to become quite substantial.

"My training had prepared me for such an eventuality, so the first thing I did was turn off the fan that sucks air into the passenger compartments," said Marcee. "After that, Bodie and I did what we had to do."

Marcee and Spencer battled the blaze with fire extinguishers while waiting for a local emergency crew to arrive. "At one point, I told Bodie we needed to get fresh air, so we backed off," said Marcee. "But the fire built back up, so we began spraying again. Bodie started to sound funny and could hardly talk."

When the local emergency crew arrived, Marcee and Spencer were taken to University Medical in Tucson. "After a blood test and some oxygen, I was released, but Bodie had a reaction to something in the smoke, and his throat had swollen shut," Marcee said.

Spencer was taken to intensive care, suffering from chemical burns on the throat and smoke inhalation. Weeks later, Marcee and Wylie said, Spencer's voice remained affected. "I spoke to him by phone recently, and it's hard to understand him," Marcee said. "He can only talk two or three minutes."

Meanwhile, because they were in the middle of the desert, the passengers were sent to the next car forward. "The fire started between 2 a.m. and 3 a.m., but the train didn't resume traveling until about 8 a.m.," said Marcee. "A lot of credit should go to **Roger Watts**, a conductor from our local who was deadheading. He stepped up to the challenge and took care of the passengers' needs."



Bodie Spencer

Local 750, Knoxville, Tenn.

FRA Representative **Leno Penas** was the featured speaker at one of two regularly scheduled April meetings, addressing the new power brake law and how it affects members of this Norfolk Southern local, said Local Chairperson **Harvey Boles**.

Local 854, Portsmouth, Va.

This Norfolk Southern local recently forwarded raffle proceeds to the Virginia State Legislative Board to help fund UTU PAC, said State Legislative Director **Richard Jeskey**. Meanwhile, a benefit golf tournament is set for June 9 at the Countryside Golf Course in Roanoke, with a dinner that evening and a seminar the next morning addressing trip-rate issues.

Local 915, Handley, W. Va.

Members of this CSXT local now enjoy a website that allows them to contact their officers, connect with the CSXT mainframe, link to the C&O Federal Credit Union and the C&O Hospital Association, and much more, said Local Chairperson **Tim Combs**. View the site at <http://UTULOCAL915.com>.

Local 1129, Raleigh, N.C.

This Norfolk Southern and CSXT local is holding its annual picnic for active and retired members on June 5 at the Youth Center on the North Carolina Fairgrounds in Raleigh, N.C., said State Legislative Director **Dickie Westbrook**.

Local 1373, Philadelphia, Pa.

This CSXT local is holding its 11th annual reunion for B&O and CSXT retirees at 7 p.m. on June 13 at the Folcroft Firehouse in Folcroft, Pa. For information, call **Tom Anziano** at (610) 583-5609.

Local 1565, W. Hollywood, Calif.

This LACMTA local recently honored retiring Local President **James "Big Jim" Byerley**, presenting him with a UTU jacket. A coach operator for nearly 30 years, Brother Byerley served as shop steward for Division 15 (San Fernando Valley) and as local vice president. As president, he oversaw the addition of Division 21 (Gold Line) light-rail service to the local, said Legislative Representative **Kevin Devlin**. Assuming the local's presidency is Vice President **Keith Smith**. Meanwhile, congratulations go to Metro Red Line operators **Tu Phan**, **Jesus Valdez** and **Manjit Singh** who placed first, second and third, respectively, at the Ninth Annual Metro Raildeo, qualifying them to compete in the international competition in Miami.

Local 1594, Upper Darby, Pa.

Members offer congratulations and best wishes to **George O'Donnell** and **Stan Savchuck**, whose first-place wins at SEPTA's annual rail rodeo qualify them to compete at the international event in Miami, Fla., from June 2-7, said General Chairperson **Ron Koran**. Meanwhile, the second annual Memorial Day cookout at the 69th Street terminal was organized by **Pat Greene** and **Anthony Smith**. Also, those interested in participating in the 65-mile Bike-A-Thon to raise money for the American Cancer Society should contact **Stan Bernatowicz** at (610) 518-2185.

Local 1620, Elkhart, Ind.

This Norfolk Southern local's annual "clambake" will be held after the regularly scheduled meeting on June 15, said Secretary **G.G. Lawrence**. Presiding over the grille will be **Tom Kelly**, and guests will include International Vice President **Pat Drennan** and General Chairperson **Delbert Strunk**.

UTU member slain in shooting

EAST ST. LOUIS, Ill. – Local and Illinois State Police here are investigating the May 10 murder of a UTU member who was shot while on his way to work as a yardmaster for Alton & Southern Railroad here.

Donald C. Odum Jr., 33, a member of Local 1975 at Kansas City, Mo., was pronounced dead at 12:45 a.m. after being hit in the chest by a bullet fired through the windshield of his pickup truck, according to East St. Louis police. The shooting location was one block from the rail yard where Odum worked.

Police said the bullet that hit Odum appeared to be from a .22 caliber pistol. No suspect has been arrested and police are continuing their investigation, according to the *St. Louis Post-Dispatch*.

Odum is the son of Don Odum Sr., also an Alton & Southern employee.

Rutter, Quinn to leave posts

WASHINGTON, D.C. – Allan Rutter, administrator of the Federal Railroad Administration (FRA), announced last month that he is leaving his current post in mid-June for a position with a Texas transportation organization, according to the FRA.



Rutter

Quinn has served six two-year terms in Congress. He cited the rigors of travel to Washington and being away from family and friends as major factors in his decision. He will continue to serve until a new

Meanwhile, Jack Quinn, the Republican U.S. congressman from Buffalo who chairs the House Rail Subcommittee and who has been a good UTU friend, has announced he will not be a candidate for re-election in November.

Quinn has served six two-year terms in Congress. He cited the rigors of travel to Washington and being away from family and friends as major factors in his decision. He will continue to serve until a new

Congress is seated in January 2005.

Rutter's new position will be as deputy executive director of the North Texas Tollway Authority. A native of Texas, Rutter looks forward to moving his family back home.



Quinn

Under Rutter's leadership, the FRA said it has experienced measurable improvements in a variety of important rail safety statistics, including a reduction in the train accident/incident rate and continued declines in highway-rail crossing fatalities.

The FRA also said Rutter has been successful in moving to completion in a timely manner a number of important administrative rules such as locomotive train horn use and standards for processor-based train control systems. He also has been responsible for key initiatives in the area of intercity passenger rail. He oversaw management of federal appropriations to Amtrak through the use of grant agreements and he helped lead the Bush administration's policy to fundamentally reform the nation's intercity passenger rail system, the first such comprehensive reform proposal since Amtrak was created in 1970, FRA said.

UP bills family of girl in crash

DENVER, Colo. – In what a Union Pacific railroad spokesman called "a terrible mistake," the family of Maureen "Missy" Martin received a \$594.53 bill last month for crew time lost after a train struck her stalled car 18 months ago, according to a report published by the *Denver Post*.

Martin was in a coma for nearly two months. Now 18, she still has slurred speech and walks with a cane. She plans to attend the University of Northern Colorado in Greeley in the fall.

Railroad spokesman John Bromley promised to send the Martins an overnight letter of apology. But Dave Martin, Missy's father, said the bill

"added insult to injury.

"I'm absolutely amazed something like this could happen," he said of the bill.

The bill never should have been sent by the collection department, Bromley said. "In this case, the field recommendation was not to send the bill. But the claims office was having personnel turnover that resulted in this falling through the cracks."

Missy Martin's accident occurred Nov. 12, 2002, while she was driving to school and in a grade crossing at Fifth and Front streets, used by 17,000 vehicles per day, according to Castle Rock traffic officials.

Walkway safety bill ready to sign

SPRINGFIELD, Ill. – In a unanimous vote of 55-0, the Illinois Senate passed H.B. 5340, the first legislation mandating that every railroad yard in the state must provide its employees with safe, stable, level and obstacle-free walkways in locations where work is regularly performed on the ground.

Because the bill already passed the Illinois House, it requires only the signature of Gov. Rod Blagojevich to become law.

UTU Local 1258 (Elgin, Ill.) member and State Representative Eddie Washington (D-North Chicago) helped the passage of the legislation.

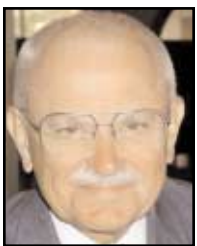
"The passage of this landmark legislation is a great triumph for UTU members, not only because UTU members stand to benefit from it, but also because so many of them contributed their own time and effort to getting it passed," UTU Illinois Legislative Director Joe Szabo said.

Szabo said UTU members made hundreds of phone calls, first to their state representatives when the measure was being considered in the House, and then to their state senators after the House passed the bill and sent it to the upper chamber.

New hope, help available for the sleepless

By Norman K. Brown, MD
UTU Medical Consultant

Difficulty getting a good night's sleep has been a problem of men and women since the beginning of time. Stress, stimulants such as caffeine, illness and irregular work schedules all are well recognized as causes of insufficient or irregular sleep.



Brown

Some medical conditions, such as frequent urination or pain, may trigger restless sleep, nightmares and insomnia.

Another medical condition – sleep apnea – has only recently been recognized as an important cause of bad sleep. And apnea causes sleepiness during waking hours, which can be dangerous for those who operate trains, buses, automobiles and machinery.

Sleep apnea can in many instances be treated successfully, so let's review some of the signals of its presence.

First, snoring is often a complaint of your bed partner. The snoring can be a result of a blockage of the airway, usually when the soft tissue in the rear of the throat collapses and closes during sleep.

Your partner is usually the first person who first suspects the diagnosis of sleep apnea, because the snoring is coupled with periodic complete stoppage of breathing (apnea) for short periods during sleep. This causes fragmented and poor quality sleep, which is why sufferers of sleep apnea are tired during waking hours.

If you are experiencing snoring coupled with periodic stoppage of breathing, talk with your doctor. He or she may then advise a special sleep study, where you sleep while wearing monitoring equipment to confirm whether you do indeed not breathe for a few moments during sleep. The test also monitors the oxygen level in your blood during this apnea (no breathing) period.

It is important to understand that apnea can result in reduced oxygen levels in the blood that can trigger heart attacks and strokes. This is why it is so important to speak with a doctor if you exhibit signs of sleep apnea.

If such testing indicates treatment would help you, there are several options, and your doctor can help you decide which, if any, you should choose.

For example, there are medical devices called a c-pap and bi-pap available to keep the breathing passages open while you sleep. Certain surgical procedures may also help.

For many sufferers of sleep apnea, simply losing weight is helpful because it reduces the tissue mass that is blocking the airway during sleep.

If you suspect sleep apnea in yourself or a family member, consult your physician, as diagnosis and treatment is generally covered by your health-care insurance. Treatment can save your life and prevent a heart attack or stroke. It can also help you avoid a serious accident at work and solve the snoring that may be quite annoying to your partner.

For more information, visit the Sleep Apnea Association website at www.sleepapnea.org/geninfo.html.

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Poverty equals wealth

Once again, a corporation has demonstrated why there are labor unions.

Union Pacific Railroad (UP) has been telling investors, Congress and the media it doesn't earn enough money to hire more employees and invest in new locomotives and track capacity.

UP doesn't earn enough money?

This year, UP executives put into their wallets in excess of \$100 million as part of an executive bonus plan.

UP Chairman Dick Davidson's share was some \$2.5 million – about half in cash and half in UP stock.

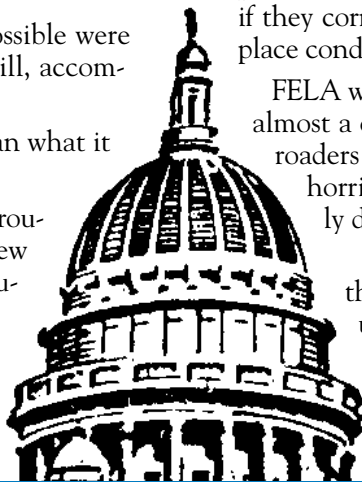
Payment of that \$100 million in bonuses was made possible, in part, by UP's sale of its Overnite Trucking subsidiary, which, according to UP, produced a gain of \$211 million after factoring in tax benefits.

But that gain on the Overnite sale would not have been possible were it not for a 1998 write-off of \$547 million in Overnite goodwill, accompanied by corporation-friendly tax laws.

In other words, UP collected far less for selling Overnite than what it originally paid.

And rather than use the cash it collected from the sale of this troubled trucking company to improve railroad service by hiring new crews, buying locomotives and adding track capacity, UP executives reached into the cash drawer and stuffed their wallets.

Are we wrong to conclude that at Union Pacific, poverty equals executive wealth, while employees and the customers be damned?



WASHINGTON WATCH

By James M. Brunkenhoefer

Railroads are making truckers happy

Have you noticed the new faces on your railroad? Most of the carriers are hiring again. It's not because they want to. They just have no choice. Firing people to get them to work more just isn't working – again.

Some railroads were crying crocodile tears, telling everyone who would listen that they really had enough employees, but that too many of them just wouldn't work hard enough.



Brunkenhoefer

That's their story. But let's look at the facts. During the month of April in Tucson, Ariz., there were 14 train and engine service employees whose earnings exceeded \$10,000 for the month. In fact, one made more than \$17,000 during April alone.

Now, everyone knows you can't make that amount of money laying off. You can only do it by doubling the road and doing the work of two. Now while those types of earnings may buy a new car or boat, it isn't something you can do month after month after month without destroying your family and destroying your health.

A work environment where nobody is permitted a day off – for any reason – is not a healthy one. It means crews piling up at away-from-home terminals and waiting endlessly for transportation after becoming outlawed under hours-of-service regulations.

UTU members are tired of helping the railroads get out of trouble, again

FELA not for sale

By Paul C. Thompson
International President

The Federal Employers' Liability Act (FELA) provides the best protection for rail employees against workplace accidents and injuries and the United Transportation Union is not about to abandon FELA protections.

FELA is one of the most potent tools rail labor has to improve rail-industry safety.

False rumors, believed being spread by one or more railroads, wrongly allege the UTU is prepared to sit down with railroad officials to discuss alternatives to FELA.

FELA is the federal law that permits injured railroad employees to sue negligent carriers to recover costs of rehabilitation and lost wages, as well as general damages for pain and suffering.

When juries award damages under FELA, strong messages are sent to carriers that they cannot ignore workplace safety without paying an even greater price than if they corrected the unsafe workplace conditions to begin with.

FELA was enacted by Congress almost a century ago, when railroaders routinely encountered horrific accidents in a highly dangerous workplace.

Injured employees and their families, facing unemployment, unpaid medical bills and economic destruction, were left to the mer-

cy of their relatives, friends and union brothers and sisters by railroad employers who, until enactment of FELA, could simply ignore them and safety in the workplace.

The carriers falsely claim that placing railroad employees under plans similar to state/federal workers' compensation that covers most other industries is preferable to FELA.

What the carriers don't say is that there are few – if any – work environments in America more dangerous than railroads, and the loss of FELA would jeopardize the hard-fought safety gains that FELA injury awards have helped to secure.



Thompson

Railroads have been telling Congress that employees in other industries suffer more injuries than railroad employees, but the carriers ignore the fact that those injuries in other industries are mostly bruises, sprains and strains.

FELA is the best safety statute we've got to protect our members

When railroaders are injured in the workplace, the injury too often results in crushed and lost limbs and, too frequently, death.

FELA gives injured railroad employees powerful rights and the UTU is not prepared to abandon those employee protections.

If there was anything out there that would protect our members as well as FELA, we would be talking about it; but there isn't, so we stand with all other rail unions in opposing the current carrier proposal to scrap FELA.

FELA is the best safety statute we've got to protect our members.

State Watch *News from UTU State Legislative Boards*

Illinois

Illinois State Legislative Director **Joe Szabo** is fighting efforts by Gov. Rod Blagojevich to expand the state's motor fuel tax.

Blagojevich's plan is to generate \$74 million by expanding the motor fuel tax to businesses that do not use the fuel they buy for highway purposes. These businesses are now exempt from the tax, which was created about 75 years ago as a way to fund construction and maintenance of the state's roads and highways.

About 30 business organizations, labor unions and policy groups are opposing the tax hike, saying it will cost jobs in the railroad industry, coal mining, construction and other businesses.

Szabo said the tax is unfair because industries such as railroads don't use the highways, but they are being charged a fee for their upkeep. "In my industry, the railroad industry, not only do we not use those highways, but we maintain our own infrastructure," he said. "By placing this unfair tax on non-highway users, there's no question jobs are going to be lost. And those are real jobs, real people."

New York

Michael Canino, general chairperson of the Long Island Rail Road, was recently confirmed by the New York State Senate Transportation Committee for a labor position on the Metropolitan Transportation Authority's (MTA) Board of Directors. The board oversees all transit entities in the metropolitan New York region, including the MTA, Long Island Rail Road and Metro North, as well as the Suburban Bus Authority. The labor position was established in 1985 as a result of strong lobbying by the UTU New York State Legislative Board. Canino will represent several employee groups including conductors, trainmen and collectors, as well as track maintenance of way employees and car repair personnel. His general committee represents some 2,500 LIRR employees.

Indiana



A reorganization meeting of the Indiana Legislative Board was held recently, and Thomas E. Hensler was elected the new state director. He had been serving as assistant state director since 1996. Seated, left to right, are Executive Committee members: Alan Boyd (secretary); Richard Smith (alt. director); Kenny Edwards (asst. director); Thomas E. Hensler (director); Steven Filbert (chairperson) and Bruce Babbitt (vice chairperson). Middle row, left to right, are: William Osborn (L-904); Larry Ross (L-1548); Jason Smith (L-1381); Dennis Harness (L-1399); Darren Guess (L-1186); Paul Vaughn (L-1518) and Dennis Burke (L-1526). Top row, left to right: Joe Hough (L-1202); Tim Thompson (L-333); Robert Holbrook (L-194); Frank Masterson (L-383) and Jason Boswell (L-206). Absent from photo: Everett Bagley (L-1383).

Iowa

State Legislative Director **Pat Hendricks** scored an impressive victory against substantial odds when the Republican-controlled and largely pro-business state legislature passed a UTU-supported bill requiring railroads "provide reasonable and adequate access to first aid and medical treatment for employees injured in the course of employment."

The law is expected to help the UTU in its continuing fight against carrier attempts to compromise treatment of injured employees in an attempt at winning industry safety awards.

Wyoming

Wyoming State Director **Terry Ungricht** would like to congratulate and thank **T.R. Shelby** (L-951), **Stan Blake** (L-1857), **Tim Kenny** (L-446), **Vern Whitfield** (L-866), **Wayne Reese** (L-28), **George Bagby** (L-866), **Nancy Drummond** (UTU Auxiliary state director), **Bruce Drummond** (L-951) and **Joe Baker** (L-951) for attending the Wyoming State Democratic Convention as delegates.

"We were able to elect George Bagby, who is a State House Representative and past Wyoming Committee Man; Wayne Reese, who is the Minority Floor Leader in the State House, and Nancy Drummond, who is co-chairperson to the state party and a representative on the Sheridan School Board, as delegates to the Democratic National Convention to be held in Boston in July," Ungricht said.

North Carolina



The UTU sponsored a table at the annual Jefferson Jackson Dinner recently where Sen. John Edwards (D-N.C.) was the featured speaker. At a reception for Sen. Edwards prior to the dinner, North Carolina State Legislative Director Dickie Westbrook and Assistant State Legislative Director Glenn Lamm got to spend some time talking with the senator. "It is the North Carolina Democratic Party's hope that he will be Sen. John Kerry's choice for vice president of the United States," Westbrook said. Above, left to right, are Lamm, Edwards and Westbrook.

Bus Department

By Roy Arnold, vice president-director

Busy times in your Bus Department



We currently are involved in, or about to begin, contract negotiations with Locals 1589 (New Brunswick, N.J.); 1670 (Laredo, Texas); 1814 (Spartanburg, S.C.); 1697 (Laredo, Texas) and 113 (Winslow, Ariz.).

I am making plans to visit Local 161 Chairperson Dan Bentley in Seattle and Local 167 Chairperson Joe Vecchio in Albany, N.Y.

Many thanks to Robert Gonzalez, alternate vice president (West) for his work with members of Local 1670 in Laredo, Texas, as well as Rich Deiser, alternate vice president (East); Calvin Studivant (Local 759, Newark, N.J.), and Chairperson Ron Koran (Local 1594, Upper Darby, Pa.) for assisting in contract negotiations for Local 1589 with Suburban Transit. Also, Vice Local Chairperson Russ Carpentier (Local 1697, Laredo, Texas) provided valuable assistance in negotiations with TNM&O Coaches.

Bonnie Morr and Wally Brondstatter of Local 23 (Santa Cruz, Calif.) are also due thanks for their help in training bus local members.

These brothers and sisters are truly exceptional in helping our members achieve the best possible agreements.

Retired Bus Department Vice President Trudy Weber and General Chairperson Roger Wagner (Local 1908, Buffalo, N.Y.) visited staff in Cleveland recently: Trudy to keep in touch and Roger to hone his already formidable skills.

The Cleveland staff is a great joy to work with and efficient. Everyone has been so helpful to me during my move from Happy, Texas, to Cleveland.

I look forward to seeing many of you at our regional meetings in Reno and Boston. Always remember that the UTU is here to serve you and we stand ready to respond to your requests for training or other assistance.

Yardmasters

By J.R. (Jim) Cumby, vice president

Voice your opinion by casting your vote



Do you think overtime pay should be eliminated?

Do you agree with policies that encourage businesses to export jobs?

Do you favor tax breaks for the wealthy?

Do you want Amtrak to be privatized and operated by non-union crews?

If not, you can force change by voting on Election Day in November. But you can't vote if you are not registered.

The UTU website at www.utu.org allows you, your family and friends to register to vote this November.

Your vote could determine who is in the White House next year and whether Congress shows more respect to working men and women. Your vote, as well as those of your spouse, other family members and labor-friendly friends, can change the direction of this nation. You can be the one ensuring each is registered to vote in November. It's all available at the UTU website.

UP Chairman Dick Davidson made a few calls to friends and collected \$200,000 for the Bush campaign for president. Dick Davidson may have more money than you, but you have something equally powerful: a vote.

If working men and women register to vote and cast those votes on Election Day for labor-friendly candidates, we can counter the spending of the wealthy and privileged. But we first have to register and then we have to vote.

Go to www.utu.org. Look to the lower right-hand corner of the home page. Click on "voter registration" shown in red type, and then just follow instructions. If you don't have access to the Internet, contact your legislative representative or state legislative director.

UTU: Pioneer of the American labor movement

United Transportation Union is wage leader



When it comes to improving wages for its members, the UTU leads the pack.

Department of Labor statistics confirm compensation for railroad employees is in the top two percent of wage earners nationwide, considerably more than earned by truck drivers covered by union contracts.

Bus operators employed by the UTU earn among the highest wages in that industry. In Los Angeles, bus operators covered by UTU contracts earn about \$6 more per hour than non-union bus operators.

It was the UTU that put to rest – forever – rail-employer attempts to extend the 130-mile day to 160 miles and more. By negotiating trip rates, the UTU stopped dead in their tracks carrier attempts to squeeze more work for less pay. Trip rates also abolished the two-tier wage system by giving new hires pay parity, eliminated the uncertainty of mileage-based pay, ended grievances over how arbitrators are paid and preserved overtime pay.

The UTU also led the way incorporating cost-of-living adjustments (COLAs) into wage contracts to ensure members keep pace with price inflation.

We've heard it said, "In union there is strength."

What does that really mean?

Once upon a time in America, employees had no rights or protections.

Employers could cut wages, increase hours, thumb their noses at safety, prohibit you from joining a labor union, fire you for any reason and urge others not to employ you.

During the late 1800s, seven of every 10 train crew members were injured or killed on the job during their first five years of employment.

There was no overtime pay, paid vacation, paid holidays, health insurance or pensions.

When employees protested, police made arrests. When groups of employees complained, soldiers responded. In 1894, when rail employees in Chicago protested unsafe working conditions, federal troops shot and killed a dozen protesters.

Unions had no legal standing to bargain for better wages, benefits and working conditions. It was the employer's way or the highway.



In 1918, union organizer and visionary Eugene Debs was sentenced to 10 years in federal prison. Debs helped to organize one UTU predecessor union, the Brotherhood of Railroad Trainmen, and was an international officer of another, the Brotherhood of Locomotive Firemen and Enginemen.

It was not until 1926 that railroad employees could lawfully organize, choose their leaders without employer interference and successfully demand employers bargain over wages, benefits and working conditions. In 1935, Congress extended those rights to employees in other industries, including bus operators.

Since then, each major workplace advance – overtime and holiday pay, health insurance, employee pensions, safety laws, laws prohibiting workplace discrimination, compensation for workplace injuries, a right to contest unjust discipline, the right to strike – is the result of labor union efforts.

The UTU and its predecessor organizations are pioneers of the American labor movement and responsible for many of the workplace gains too often taken for granted today.

Educating its members is a UTU priority

Through regional meeting workshops, the UTU website (www.utu.org), the *UTU News*, other publications and town hall meetings, members are offered tools to become effective leaders.

The UTU website is an exceptional source of valuable information. For example, the "Awards/Agreements" page provides summaries of arbitration awards to assist local officers and members in pursuing successful grievances and defending against unjust discipline. Hundreds of case summaries are indexed by the nature of the case, such as, "called, not used."

The "Awards/Agreements" webpage also provides copies of past and current national agreements, Railway Labor Act and Presidential Emergency Board information, pay scales, fringe benefits data and employee protective agreements.

UTU-provided education ensures that when members working under UTU agreements are represented by UTU officers intimately familiar with UTU agreements, the outcome of grievance and discipline cases is most often favorable, meaning no lost pay or benefits.



UTU leads the pack in negotiating health care

One of the most valuable benefits UTU negotiates for its members is health-care insurance. Non-union employers frequently provide no health-care benefits, contributing to a national tragedy in which more than 43 million Americans have no health-care insurance.

For rail employees covered under the national agreement, UTU members pay about \$100 monthly toward health-care insurance, compared with \$200 and more for employees in most other industries. The UTU's most recent agreement includes enhanced hearing, eye and life insurance benefits and provides some of the lowest co-pay options available, such as a maximum of \$15 for a 90-day supply of brand-name prescription medications.

The UTU rail employee national health-care agreement is the only one in the rail industry that offers a choice of providers and plans, preserves a zero-cost basic option, avoided retroactive payments to the carriers, and did not permanently give up future wage increases or the entire value of future COLAs.



Your union protects all crafts



No union protects craft autonomy as well as UTU.

Craft autonomy has been fully protected in the UTU Constitution since the UTU was formed in 1969. Every agreement must be ratified by every historical craft affected by the agreement. The UTU pioneered craft protection among train and engine service employees who move in and out of various craft assignments depending upon a railroad's manpower needs. This protects junior people in a craft from being furloughed. For example, if a

UTU member can't hold an engineer assignment, he or she may flow back to conductor; and a conductor unable to hold that position may flow back to brakeman.

In 1985, the UTU negotiated a groundbreaking agreement requiring engineer vacancies first be offered to qualified ground service employees working under UTU contracts.

In the past, the introduction of new technology typically eliminated thousands of railroad jobs. When carriers moved to implement remote control operations in yards, the UTU reached an unprecedented agreement protecting its members from furlough and ensuring they are trained – and paid additional wages – for operating remote control technology.

UTU succeeds before Congress, regulators



No union is as successful influencing federal and state lawmakers and regulators as is the UTU. The core of the UTU's success is its political action committee – UTU PAC – which helps elect union-friendly lawmakers.

Members of Congress and other labor organizations praised the UTU as the leader among rail labor unions in ensuring passage of Railroad Retirement reform, which restored for rail employees with 30 years service the ability to retire at age 60 with full benefits.

The UTU successfully lobbied Congress to provide \$125 million for additional bus security efforts, including more bus operator training. UTU efforts assuring continued Amtrak funding kept the passenger railroad operating and fended off Bush administration efforts to privatize Amtrak operations.

The UTU pioneered income protections for rail employees adversely affected by mergers, and more recently negotiated agreements ending cramdown, where merged railroads canceled collective bargaining agreements with regard to job assignments and seniority. The national agreement ending cramdown was proposed by the UTU and now is written into Surface Transportation Board rail-merger decisions.

The UTU also gained from Congress a directive that the Federal Railroad Administration study remote control safety, assuring continued congressional oversight as this technology is implemented and its use expanded.

What the UTU does for me



- ✓ Negotiates the best available wage and benefits contracts.
- ✓ Negotiates access to quality health care and assures choices that fit changing age and lifestyle needs.
- ✓ Protects craft autonomy.
- ✓ Protects seniority across craft lines.
- ✓ Provides education on workplace and union leadership issues.

✓ Trains officers to process member grievances successfully and defend member paychecks and benefits against unjust discipline.

✓ Takes a leadership role on behalf of all transportation labor, influencing passage of labor-friendly legislation in Congress and state legislatures, and assuring regulatory agencies act to impose or toughen safety rules that improve working conditions and job safety.



UTU for Life

UTU for Life chapters invite new participants

Retired conductor **Max Starkey** of Local 206 in Peru, Ind., was pleasantly surprised last month to welcome 75 participants to the first *UTU for Life* chapter meeting in Indiana.

"Everybody really seemed to enjoy it," said Starkey, who expected about 40 to attend but noted there's always room for more. Retirees, their spouses and widows are invited to attend the next meeting on June 21 at the Moose Lodge Family Center #249, 110 N. Broadway, Peru, IN 46970. The event starts at 9 a.m. with a breakfast followed by a business meeting and a guest speaker.



Contact Starkey at 1635 W. Old Stone Rd., Peru, IN 46970, call (765) 473-6344 or send e-mail to maxstarkey@sbcglobal.net.

Meanwhile, a standing invitation exists at the chapter in Oceanside, Calif., said **Lawson Chadwick** of Local 84 in Los Angeles. Contact Chadwick at 5059 Nighthawk Way, Oceanside, CA 92056, call (760) 945-5365, or send him e-mail at llchad@cox.net.

Also meeting regularly is the Tacoma, Wash., chapter organized by *UTU for Life* National Coordinator **Jim Shelley** of Local 556 in Tacoma. For information, or to learn how to start a chapter in your area, contact Shelly at 21 E. Johnson Dr., Sequim, WA 98382; or call him at (253) 691-6576.

Retirees mark 100th birthdays

Best wishes for continued life in good health go out to three retired *UTU* members who recently marked their 100th birthdays.

Glenn E. Dimick of Local 1202, Fort Wayne, Ind., a conductor who retired from the Norfolk & Western in 1969, became a centenarian on April 6; **Samuel A. Head** of Local 949, Sherman, Tex., a switchman who retired from the St. Louis San Francisco Railway in 1967, reached his 100th birthday on April 16, and **Harry LeBlanc** of Local 1947, Lake Charles, La., who retired from the Southern Pacific in 1969, celebrated his first century on May 31.

Work after retirement affects Railroad Retirement benefits

By V.M. "Butch" Speakman Jr.

Retirees, and those planning retirement, should be aware that Railroad Retirement law places restrictions on working after retirement and that these restrictions can affect Railroad Retirement benefit payments.

Employee, spouse, survivor and employee supplemental annuities are not payable for any month during which an annuitant works for employers, including labor organizations, covered under the Railroad Retirement Act. This is true even if only one day's service is performed during the month and includes local lodge compensation totaling \$25 or more for any calendar month.



V.M. Speakman

While annuitants may work for employers not covered under the act, Railroad Retirement benefits, like Social Security benefits, are subject to deductions if an annuitant's earnings exceed certain amounts. All earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for excess earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for this purpose.

These earnings deductions do not apply to employees and spouses who have attained full Social Security retirement age. Full retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. Deductions, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment.

For those under full retirement age throughout 2004, the exempt earnings amount is \$11,640 with an earnings deduction of \$1 in benefits for every \$2 of earnings over the exempt amount. For beneficiaries born in 1939 and attaining full retirement age in 2004 (age 65 and 4 months), the exempt earnings amount, for the months before the month full retirement age is attained, is \$31,080 with a deduction of \$1 in benefits for every \$3 of earnings over the exempt amount in

the months before the month full retirement age is attained. These deductions affect only Railroad Retirement Tier I benefits and vested dual benefits paid to employees and spouses, and Tier I, Tier II and vested dual benefits paid to survivors.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement non-railroad employer. Such employment will reduce Tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions, by \$1 for each \$2 of earnings received subject to a maximum reduction of 50 percent.

The deductions in the Tier II benefits and supplemental annuities of individuals who work for pre-retirement non-railroad employers apply even if earnings do not exceed the Tier I exempt earnings limits. Also, while Tier I and vested dual benefit earnings deductions stop when an annuitant attains full retirement age, these Tier II and supplemental annuity deductions continue to apply after the attainment of full retirement age.

It's also important to remember that a spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement non-railroad employer or other post-retirement employment. And, a spouse annuity is not payable for any month in which the employee's annuity is not payable.

It should also be noted that special rules apply to disability annuitants that are more stringent than those that apply to other annuitants. Any work or earnings, regardless of the amount, by a disabled annuitant may be considered an indication of an individual's recovery from disability. Therefore, any employment must be reported promptly to avoid potential overpayments.

For more information about working after retirement, contact the nearest office of the Railroad Retirement Board. Most board offices are open to the public from 9 a.m. to 3:30 p.m., Monday through Friday, except on federal holidays. Or go to the RRB website, www.rrb.gov.

V.M. "Butch" Speakman Jr. serves as Labor Member of the U.S. Railroad Retirement Board.

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
6	Lawson, Glenn A.	Indianapolis, Ind.	492	Healy, Gordon F.	Roseville, Calif.	991	Wright, Vernon L.	Strongsville, Ohio
113	Williams, Dennis L.	Tonto Basin, Ariz.	556	Freeman, Robert G.	Tacoma, Wash.	1003	Jones, William H.	Bourbonnais, Ill.
166	Dowden, William D.	Albuquerque, N.M.	605	Phillips, Charles F.	Philippi, W. Va.	1105	Lee, Donald E.	Clover, S.C.
202	Bieker, Bernard H.	Pueblo, Colo.	645	Smith Jr., Harry A.	Bellmore, N.Y.	1137	Johnson, L.H.	Columbia Hts., Minn.
202	Dennis, Robert L.	Oak Harbor, Wash.	645	Tweedy, George W.	Babylon, N.Y.	1183	Weiss, F.N.	Ft. Gratiot, Mich.
202	Dietz, John V.	Denver, Colo.	650	Brunsvold, Olger S.	Mason City, Iowa	1334	Harris, Lawrence E.	Mobile, Ala.
202	Fisher, William L.	Akron, Colo.	693	Brown, Clarence W.	Louisville, Ohio	1344	Larson, Warren R.	Jamestown, N. Dakota
254	Patterson, Malcolm C.	Lynn, Mass.	730	McCutchen, James L.	Livingston, Mt.	1376	Stephan, Walter L.	Bradford, Ohio
256	Kniskern, William K.	Pearce, Ariz.	792	Kossin, Emil E.	Leesburg, Fla.	1390	Ivey, Wilbert E.	Willingboro, N.J.
300	Phelps, John W.	Port Charlotte, Fla.	793	Tanner, Charles M.	Lexington, S.C.	1470	Hesson Jr., Louis S.	Glenarm, Md.
313	Schroder, Donald E.	Wyoming, Mich.	807	Cruse, Clarence J.	Orem, Utah	1501	Couvillion, Woodrow J.	Baton Rouge, La.
322	Huncosly, Edward G.	Madison, Wis.	911	Croes, Fred J.	St. Paul, Minn.	1760	Mechano, Charles	Inkster, Mich.
385	Henry, John S.	Cape Coral, Fla.	931	McNeace, Thomas M.	Greenville, S.C.	1770	Patterson, Dale L.	Pico Rivera, Calif.
446	Trump, Cecil L.	Cheyenne, Wyo.	977	Bettis, Clem E.	Corydon, Iowa	1883	Mercier, Lyle W.	Dolton, Ill.
469	Harris, Morris H.	Moscow, Mo.	982	Danzig, Kenneth F.	Las Vegas, Nev.	1978	Duffy, Thomas F.	Toms River, N.J.

✂️ Clip and save

✂️ Clip and save

Don't leave anything to chance

(One of a series to help you better understand the role of insurance and annuities in planning your future.)

Today you're healthy. You have the ability to earn money. That money buys food and clothing, pays the mortgage or rent, and much more. In fact, your earning power has produced everything you have. So your most valuable asset is your earning power.

But what about tomorrow? Your ability to earn an income could stop or be interrupted because of an accident or sickness. During that time, it would be difficult to maintain your standard of living and impossible to plan for the future.

Unfortunately, the chance of a disabling accident or sickness putting you out of work is a distinct possibility, and it can have a lasting effect on you and your family.

Don't leave anything to chance. Disability income replacement insurance replaces lost income when you are unable to work due to accident or sickness. It provides peace of mind for you and your family by ensuring an income stream to help you pay your mortgage payment, car payments, credit card bills, and any number of other obligations.

Your most valuable asset is your earning power. Protect it with disability income replacement insurance.

Clip and save ✂️

Clip and save ✂️



If a tragedy strikes...

UTUIA can help!

What would you do if you were unable to work because of accident or sickness? Do you have sufficient savings to pay your bills for six, 12 or even 18 months?

UTUIA can help! With **disability income replacement** insurance, you can protect your earning power and provide the necessary funds to maintain the quality of life you have come to enjoy.

UTUIA's **disability income replacement** insurance will be there when you need it most. It cannot be canceled, regardless of the number of claims, as long as premiums are paid.

For more information, call us toll-free at (800) 558-8842 for assistance from your UTUIA representative.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION NOTICE OF PRIVACY POLICY

At the United Transportation Union Insurance Association, protecting your privacy is very important to us. The reason we collect information is to better serve your needs. Having accurate information about you permits us to provide you with an appropriate range of insurance products.

The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

- Information we receive from you on applications or other forms, such as name, address, Social Security number, assets and income;
- Information about your transactions with us, our affiliates or others, such as name, address, Social Security number, policy coverage, premiums and payment history;
- Information we receive from consumer reporting agencies, such as a credit history.

We may share the above non-public personal information we have about you with the United Transportation Union. Sharing this information assists us in:

- Processing the payment of your insurance premiums;
- Maintaining your insurance policies in force;
- Providing you with better customer service.

We may share the above non-public personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements. We may share this non-public personal information with affiliated or non-affiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to non-public personal information about you to those employees who need to know that information in order to provide products or services to you. We are, and will continue to be, vigilant in safeguarding your personal and medical information. We maintain physical, electronic and procedural safeguards that comply with federal regulations to guard your nonpublic personal information. This privacy policy applies even if you no longer have policies or a relationship with us.

6/04

UTU sues UP

Continued from page 1

Thompson said. "But our principal beef here is with Union Pacific, because it is responsible for hiring, promotion and training of its operating crews.

"We are asking a federal court to prohibit the railroad from violating its labor agreement," Thompson said.

"The result would be promotion of eligible and qualified conductors, brakemen and yardmen to all locomotive engineer vacancies and hiring of sufficient new conductors, brakemen and yardmen at the other end of the employ-

ment pipeline.

"The UTU has gone many extra miles in attempting to help Union Pacific out of its service failures," Thompson said.

"When Union Pacific suffered a system-wide meltdown seven years ago, we defended the carrier before regulatory agencies and encouraged our members to work months on end without rest days, holidays or vacations. In exchange, we were promised by Union Pacific that it would hire sufficient new operating crews. The railroad failed to meet that promise.

"More recently, the railroad came to us again for assistance," Thompson said. "We

went arm-in-arm with Union Pacific to U.S. immigration officials to gain permission for furloughed Canadian operating employees to cross the U.S. border to operate UP trains temporarily until the railroad could hire and train UTU conductors, brakemen and yardmen.

"But once again, after the UTU helped UP out of the fire, the railroad failed to deliver on its promise of promotion, training and new hiring," Thompson said. "Clearly, Union Pacific is a railroad that cannot be trusted to do as it promises. The UTU has no choice but to ask a federal court to force the railroad to honor its labor agreements."

To stay current on this lawsuit, visit the UTU website regularly at www.utu.org.

UTU fights

Continued from page 1

according to GTW General Chairperson David Hiatt.

With their daytime work being eliminated, they will begin to make overnight trips as part of their jobs overseeing train operations, Hiatt said.

"It's more of a lifestyle change than income or job loss," he said. "Most of them are senior employees with a long time on the railroad, and it's not the type of job they would choose to work. They'll have to get a bag and travel, and they're not used to it."

"I am concerned about them (CN/GTW) running trains from Toronto to Chicago without any Federal Railroad Administration

inspections," Michigan State Legislative Director David Brickey said. "They also want our people to do carmen's work there.

"I am hopeful we can do something with the FRA to mandate federal inspections at Battle Creek and to include power brake tests," Brickey said.

"We are working for the members on a couple of fronts," Hiatt said. "We are trying to show the carrier their plan is without common sense.

"They have shut down the yard operation and turned it into a crew-change point. They also plan to eliminate carmen and repair jobs in Lansing and Flint soon.

"That means they will be running trains from Toronto to Chicago without any inspections in between. The carrier is experiencing a lot of bad-order locomotives and boxcars but

they are trying to run them from Chicago to Toronto claiming they broke down en route.

"They also are trying to make our guys do train inspections and sign federal inspection cards, and that is not our work. We want to make sure they do things according to the federal regulations, so we are not cooperating in this effort," Hiatt said.

"This is a slap in the face," said Wayne Morris, 59, a diesel locomotive mechanic with more than 34 years with the railroad and just months to go until retirement.

"We thought we were pretty well set," said Morris, president of the machinists union representing some of the mechanical workers. "They came down and changed this, and morale literally went into the basement. We had a ring of pride about our work in Battle Creek. Most of us have been here 25 and 30 years."

Metra safety

Continued from page 1

Also participating in the safety effort are police departments in Metra's six-county service area. Police will be beefing up their patrols and enforcement at Metra's 224 stations and along its 500 route-miles. Metra asked local police not only to remove trespassing youngsters from railroad property, but to notify their parents.

Additionally, Metra has written to the 3,700 school districts in its service area, asking that school officials incorporate rail safety warnings

in their daily announcements and emphasize that railroad tracks should not be used as a path or shortcut. Videos promoting safety around trains and tracks also have been sent to schools for use in student assemblies. Boy Scout and Girl Scout troop leaders have been asked to speak to scouts about train safety.

Metra also has asked local television stations to insert in programs aimed at children 30-second public service announcements about railroad safety. And Metra is running full page advertisements, in English and Spanish language newspapers, intended to warn adults and children about train safety.

"Improving safety is not something Metra

can accomplish on its own," said Metra Executive Director Phil Pagano. "It is important to get the parents and guardians involved, along with the schools and local community."

Thompson encouraged rail employees of every craft to join the effort "to alert the public to how dangerous it is to try to beat the train through a grade crossing and to trespass on railroad property, and how extra caution should be used when boarding and exiting passenger trains."

UTU conductors and assistant conductors also will be assisting Metra in distributing to passengers safety messages written in both English and Spanish.



UTU PAC HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			Buckles, Maria A.	934	Alliance, Nebr.	*Hill, Don W.	202	Denver, Colo.	*Gonzales, Vincent	544	Havre, Mont.	Linares, Nestor	1241	Richmond, Calif.
Van Bree, Frank E.	72	Battle Creek, Mich.	Christensen, James	951	Sheridan, Wyo.	Decker, J. L.	202	Denver, Colo.	Colburn, Kurt J.	610	Baltimore, Md.	Payne Jr., Thomas J.	1241	Richmond, Calif.
*Farris, Gregory N.	78	Pocatello, Idaho	Harnish, April R.	951	Sheridan, Wyo.	Maxfield, Jeffrey N.	202	Denver, Colo.	Flaig, David C.	610	Baltimore, Md.	Sannicolas, Frank J.	1241	Richmond, Calif.
Tello, Michael F.	911	Minneapolis, Minn.	Sharp, Grover W.	951	Sheridan, Wyo.	Milligan, Marlin C.	202	Denver, Colo.	McBee, Kenneth R.	610	Baltimore, Md.	Willard Jr., John C.	1245	Atlanta, Ga.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Michels, Randy E.	1003	Kankakee, Ill.	Morrison, Mark D.	202	Denver, Colo.	Waller, Thomas E.	610	Baltimore, Md.	*Hagen, Gerald A.	1293	Altoona, Wis.
Combs, Aaron T.	1003	Kankakee, Ill.	Morrison II, Malcolm	1011	Hamlet, N.C.	Lathrop, Robert C.	233	Aberdeen, S.D.	Williams, Calvin	610	Baltimore, Md.	*Huye, David	1337	New Orleans, La.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Melville, Clewon	1245	Atlanta, Ga.	*Guelzow, Harry	265	Pocatello, Idaho	Baker Jr., Allen E.	631	Brunswick, Md.	Brown Jr., Larry E.	1337	New Orleans, La.
Pearson, Robert G.	283	Portland, Ore.	Beck, Rodney W.	1423	Galesburg, Ill.	Jacobs, Sam E.	265	Pocatello, Idaho	Nelson, Steven M.	631	Brunswick, Md.	Conrad, Michael D.	1376	Columbus, Ohio
Bienick, Michael S.	419	Camden, N.J.	Holsapple Jr., Glenn	1503	Marysville, Kans.	Bartels, Terry D.	281	Milwaukee, Wis.	Snow, Anthony	867	Des Moines, Iowa	Smith, Virgil A.	1383	Trenton, N.J.
Davis Jr., Rexford E.	622	Birmingham, Ala.	St. John, Wm. A.	1557	Memphis, Tenn.	Verran, Edward A.	281	Milwaukee, Wis.	*Adkins, E. Fred	891	Whitefish, Mont.	Keating, William J.	1445	Elizabeth, N.J.
Detwiler, Dennis W.	933	Jefferson City, Mo.	Tuck Jr., George P.	1814	Spartanburg, S.C.	Harris, Jay S.	303	Springfield, Mo.	*Paul, William J.	891	Whitefish, Mont.	Sobotka, John J.	1445	Elizabeth, N.J.
Drummond, Bruce	951	Sheridan, Wyo.	Casteel Jr., Gerald	1957	Silsbee, Tex.	King, David J.	303	Springfield, Mo.	Schultz, Jacob W.	891	Whitefish, Mont.	Brown, Prentis C.	1501	Baton Rouge, La.
Reckard, Rodney L.	951	Sheridan, Wyo.	DIAMOND CLUB (\$300 OR MORE PER YEAR)			Jansen, David P.	311	La Crosse, Wis.	*Fox, Charles E.	898	Boston, Mass.	Day, Trevor B.	1501	Baton Rouge, La.
Ungrecht, Terry L.	951	Sheridan, Wyo.	Morton, Larry W.	265	Pocatello, Idaho	Kellogg, Eric C.	311	La Crosse, Wis.	*McCullough, C.P.	904	Evansville, Ind.	Goudeau, David L.	1501	Baton Rouge, La.
O'Brien, John D.	1290	Chicago, Ill.	McClaren, Robt. W.	375	Edgemont, S.D.	Baird Sr., Thomas L.	318	Hornell, N.Y.	Selbe, James W.	915	Handley, W.Va.	Hand, Adam J.	1501	Baton Rouge, La.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Wood Jr., Willard O.	508	Smithville, Tex.	Gillies, Frank D.	322	Milwaukee, Wis.	Kelly, Timothy J.	937	Mart, Tex.	Olyphant, Adam	1501	Baton Rouge, La.
*Redden, James E.	6	Indianapolis, Ind.	Geiger, Gerald R.	544	Havre, Mont.	Holtsman, Charles E.	331	Temple, Tex.	Grano, Leroy R.	945	La Junta, Colo.	Porter, Scott A.	1501	Baton Rouge, La.
Beelman, Mark W.	168	Chicago, Ill.	Blomgren, Robert B.	577	Northlake, Ill.	Mazza, Bryan W.	349	Kansas City, Mo.	Kelley, Stephen P.	945	La Junta, Colo.	Gastmann, Catherine	1503	Marysville, Kans.
Wood, Donald L.	202	Denver, Colo.	Bennett, Michael T.	744	Frankfort, Ind.	Owen, George E.	349	Kansas City, Mo.	Liming, Milton J.	945	La Junta, Colo.	*Seward Jr., Fred W.	1571	El Paso, Tex.
Perry, Jim J.	257	Morrill, Nebr.	Cassaro, Angelo, J.	744	Frankfort, Ind.	Owen, Joshua M.	349	Kansas City, Mo.	Root, Albert A.	949	Baltimore, Md.	*DeBeck, Daniel M.	1620	Elkhart, Ind.
Lindauer, Terrell K.	265	Pocatello, Idaho	Henwood, Zachary	857	San Antonio, Tex.	*Sutton, Joseph L.	367	Omaha, Nebr.	Griffin, Gene A.	951	Sheridan, Wyo.	Vollmer, Michael J.	1620	Elkhart, Ind.
Rogers, Gary L.	265	Pocatello, Idaho	MacAskill, Donald J.	891	Whitefish, Mont.	Pankonin, Ted L.	367	Omaha, Nebr.	Dorr, Marvin L.	951	Sheridan, Wyo.	Perry, Bradley J.	1886	Houston, Tex.
Clark, Charles L.	286	North Platte, Nebr.	Michelena, Gale D.	951	Sheridan, Wyo.	Wray, Todd A.	376	Louisville, Ky.	Matto, Michael D.	951	Sheridan, Wyo.	Sandel, Chad R.	1886	Houston, Tex.
Glossip, Larry W.	303	Springfield, Mo.	Puckett, Kent B.	1245	Atlanta, Ga.	Woods, Jackie L.	464	Arkansas City, Kans.	Miller, Hugh A.	951	Sheridan, Wyo.	Betts, Sharon J.	1947	Lake Charles, La.
Barndt, Larry K.	375	Edgemont, S.D.	Donegan, Kelly P.	1344	Mandan, N.D.	*Adams, John K.	490	Princeton, Ind.	*Marcum, Ronald	1062	Huntington, W.Va.	Gray, Paula J.	1949	Baltimore, Md.
Hlad, Michael E.	486	Glendive, Mont.	GOLD CLUB (\$100 OR MORE PER YEAR)			*Mayfield, Charles L.	490	Princeton, Ind.	Durfee, Paula Marie	1136	Sterling, Colo.	*Sebring, James G.	1972	Birmingham, Ala.
*Brown, William H.	490	Princeton, Ind.	Smith, Eddie J.	6	Indianapolis, Ind.	*Wright, Billy G.	490	Princeton, Ind.	Weisserber, John W.	1136	Sterling, Colo.	Golden, Maxine	Aux 318	Birmingham, Ala.
Elders, Freddie N.	622	Birmingham, Ala.	Madsen, David H.	78	Pocatello, Idaho	Stuckey, Alan H.	490	Princeton, Ind.	Brookins, Kenneth	1138	Miami, Fla.	Lewis, Joyce	Aux 419	Hammond, Ind.
Baldwin, Michael D.	782	Asheville, N.C.	Belville Jr., Dennis	196	Beardstown, Ill.	*Pettycord, James R.	507	Van Buren, Ark.	Trujillo, Andres	1138	Miami, Fla.	UTU Auxiliary Lodge	177	Decatur, Ill.
			Hance, Brian J.	196	Beardstown, Ill.	Riddick, Glendon V.	511	Atlanta, Ga.	*Blakeley, Jimmie	1188	Oklahoma City, Okla.	Woods, Bobby L.	n/a	Los Angeles, Calif.
						Bezner, Shelby J.	513	Gainesville, Tex.	Kapic, Gary M.	1241	Richmond, Calif.			
						Merritt, Jason K.	513	Gainesville, Tex.						

* = Retired Member



Register now for the Regional Meetings!

The 2004 UTU/UTUIA regional meetings are guaranteed to provide plenty of **fraternalism, education and fun** for the whole family.

Each regional meeting lasts a full three days, with the president's banquet on the evening of the third day. (The second night will be an unscheduled, free night.)

The Boston regional meeting has been designated the joint U.S./Canadian regional meeting.

All those attending must be registered in order to attend any planned social function. Children ages 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 \$200.

The pre-registration fee for the 2004 regional meetings is \$150 per member, spouse or child over age 11. You must make your own room reservations at one of the hotels listed, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the regional meetings but can't spare the time away from work or family. One-day registrations are \$70 (\$25 on the second day.)

The \$150 registration fee covers the welcoming reception the night before the meeting, three lunches, two evening meals and all workshop materials. Those wishing to attend only the workshops do not need to pay the registration fee.

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.

Boston tour set

Boston regional meeting participants are being offered a tour of the city, including historic sites, Cambridge, Beacon Hill, Old North Church and a luncheon cruise around Boston Harbor. Those wishing to take the tour on Wed., July 7, should sign up at the UTU registration desk. Space is limited.

Enjoy golf at the meetings

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 20, in Reno, and Sunday, July 4, in Boston.

In Reno, golfers will play at the Northgate Golf Club in Reno.

In Boston, golfers will enjoy playing the Brookline Golf Club at Putterham, in Brookline, Mass.

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 21-23, 2004, Reno, Nevada

Reno Hilton, 2500 E. Second St., Reno, NV 89595

Hotel reservations: (800) 648-5080 or (775) 789-2000

Reservation code: UTU

Room rate: \$86 single/double; \$10 each additional person

Reservation deadline: HAS PASSED

Parking: Free

July 5-7, 2004, Boston, Mass.

Boston Park Plaza Hotel, 64 Arlington St., Boston, MA 02116

Hotel reservations: (800) 225-2008 or (617) 426-2000

Reservation code: UTU

Room rate: \$110 single/double

Reservation deadline: June 1, 2004

Parking: \$24

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 \$150 per person; children 11 years of age and under are complimentary. On-site registration will be \$200 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?

Reno Boston

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____ Phone number () _____

Spouse Registration Reno Boston

Spouse name _____ Title (if any) _____

Child Registration Reno Boston

Child name _____ Age _____ Child name _____ Age _____

Child name _____ Age _____ Child name _____ Age _____

Guest Registration Reno Boston

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Golf Registration Reno Boston

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 VISA MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$150 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:

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.



This month's winning photograph was taken by **Leo Persick**, a member of Local 331 at Temple, Texas. The photo is of Louisiana & Delta locomotive 1850, which was built in 1956 as an Illinois Central GP-9. The photo was taken at Schriever, La.

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FRA says remote control operations are much safer

Agency finds remote control locomotive accident, injury rates lower

WASHINGTON, D.C. – Remote control locomotive (RCL) operations are as safe or safer than conventional operations, the Federal Railroad Administration (FRA) has reported in response to a congressional directive to investigate their safety.

Both accident and injury rates have declined where RCL has been implemented, the FRA said.

The UTU was behind the Senate Commerce Committee directive that FRA perform an intensive and detailed study of RCL safety. The FRA report is based upon data and other input gathered by its own safety inspectors, individual railroads, the UTU and the Brotherhood of Locomotive Engineers.

The FRA report, termed "preliminary" because a final report will be issued within another 12 months, assessed the impact of RCL operations on safety, including a comparison of the rate of accidents, injuries and fatalities involving RCL operations with similar operations involving manned locomotives.

"Preliminary data indicate the safety record of RCL operations over the past seven months (May 1, 2003 through Nov. 30, 2003) has been quite positive," FRA said.

"RCL train accident rates were found to be 13.5 percent lower than the train accident rates for conventional switching operations over the same period, while employee injury rates were found to be an impressive 57.1 percent lower for RCL operations than for con-

ventional switching operations," the FRA said.

"The UTU did not want remote control technology just as no union welcomed other new technology that threatens employment," said UTU International President Paul C. Thompson. "But like diesel locomotives, radios and end-of-train devices, no union has ever been successful in halting the introduction of new technology.

"After 10 years experience of remote control operations in Canada, it was apparent that major railroads were going to introduce remote control in the U.S.," Thompson said. "It was further obvious that the Bush administration would not stand in the way, especially in light of improved safety data flowing out of the Canadian experience.

"Realizing we could not stop this new technology, and knowing that previous introductions of new technology resulted in significant job losses, the UTU negotiated its implementation," Thompson said. "Those negotiations led to an agreement – overwhelmingly ratified by the UTU membership – assuring not one single UTU member lost a job as a result of introduction of this new technology. That is unprecedented in the history of the railroad industry.

"We also gained for our members additional earnings to operate the new technology," Thompson said, "and sought to gain the same job protections for the other organization, which it declined."

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Inside this issue of the UTU News:



Marcee, Spencer help avert disaster on Amtrak. See page 2.



FRA Administrator Allan Rutter is moving on. See page 3.



Science offers help, hope for those with sleep problems. See page 3.



Your privacy is important to the UTU Insurance Association. See page 9.