

UTU News

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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“Not in my administration will we ever become a member of the Teamsters organization.”

– UTU International President Paul C. Thompson

News & Notes

Little, Boyd sentenced

HOUSTON, Texas – Past UTU presidents Charles L. Little and Byron A. Boyd Jr. were each sentenced July 9 in federal court to 24 months imprisonment and a \$10,000 fine by Judge Sim Lake.

Both will face three years of supervised release following completion of their sentences. Both also were ordered to forfeit \$100,000.

Little and Boyd previously pled guilty to violating the Racketeer Influenced and Corrupt Organizations Act by soliciting and accepting payments from certain former UTU designated legal counsel.

Little and Boyd are both retired and neither has any affiliation with the UTU or the UTU Insurance Association (UTUIA).

Also, former UTU/UTUIA employee Ralph Dennis was sentenced to three years probation and a \$2,000 fine. John Rookard, also a former UTU/UTUIA employee, was sentenced to three years probation, including six months of home confinement. Both Dennis and Rookard had pled guilty to the same or similar charges as Little and Boyd.

BLE “breached” duty

OTTAWA – The Canadian Federal Court of Appeal has upheld a ruling of the Canada Industrial Relations Board that the Brotherhood of Locomotive Engineers “breached its statutory duty of fair representation in negotiating three items of a collective agreement” with VIA Rail.

What this means is that the BLE, now a division of the Teamsters Union, has been told by the Canadian government for a second time that it must pay as much as C\$230,000 each to as many as 230 former UTU-represented former VIA Rail conductors – a potential liability in the tens of millions of dollars. Also, many of the adversely affected conductors and assistant conductors, who lost their jobs as a result of the BLE’s failure to represent them in a fair manner, could be allowed to train as locomotive engineers and regain their full train-service seniority.

Soo Line members ratify

WOODBURY, Minn. – UTU-represented trainmen have ratified a five-year contract on the Canadian Pacific Railway’s Soo Line Railroad subsidiary that includes “wage and health and welfare provisions mirroring those in the national agreement,” said General Chairperson Dennis E. Baker (GO-261).

The pact, which became effective June 1, 2004, provides for a general wage increase, brings work-rule modifications, an enhanced 401(k) defined contribution plan and includes benefit-plan cost containment and benefit design changes.

UTU fires back in response to unprovoked BLE&T raid

In nationwide mailing, Hahs, Hoffa urge BLE&T members to raid UTU

The UTU “will do everything necessary” to protect itself and its members from “aggression by the Brotherhood of Locomotive Engineers and Trainmen,” UTU International President Paul Thompson told BLE&T President Don Hahs in a letter dated July 14.

The letter followed a plea by Hahs and Teamsters President James Hoffa to BLE&T officers and members to engage in a nationwide raid on the UTU intended to destroy the UTU as an organization. Railroad employees “need to be part of the Teamsters Rail Conference,” Hahs and Hoffa said, telling BLE&T-represented locomotive engineers that they are in “a unique position” in the cab to recruit UTU members into the Teamsters-dominated BLE&T.

Thompson responded to Hahs that “since being elevated to International president of the UTU, I have reached out to you repeatedly and done all I could to make peace with the BLE&T. I even suggested we review the origi-

nal merger documents and try to address what concerns you had with those documents. You have responded that peace is impossible unless the UTU joins you in an affiliation with the Teamsters Union.

“Now you have dropped a bomb on the UTU with a new raid on our members,” Thompson said, adding:

- The BLE&T has turned to being dominated by a non-railroad union, having admitted its failure at effectively representing its membership;
- The BLE&T claims its affiliation with the Teamsters provides a new-found strength through the power of one million Teamsters who supposedly will stand behind the efforts of rail workers to obtain higher pay and more secure jobs;
- What the BLE&T fails to say is that the Teamsters’ National Master Freight Agreement with trucking companies contains a no-

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Modernization aim of UTU panel

A blue-ribbon committee to examine and make recommendations for ways to modernize the United Transportation Union has been created by UTU International President Paul Thompson.

The recommendations of the nine-person committee will be considered at the UTU’s next quadrennial convention in 2007.

Members of the newly created blue-ribbon committee include UTU past presidents Al Chesser and Tom DuBose; retired assistant general secretary and treasurer Dan Collins; retired member Robert McHenry; retired former general chairperson Dale Hogan; retired Canadian vice president Larry Olson; Bus Department General Chairperson James Williams; retired International Vice President Don Carver; and Local 811 officer Steve Daw-

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Goodbye, BLE&T; Hello, UTU!

BUFFALO, N.Y. – There’s a new UTU local in town, and at least 50 BLE&T members have already flocked to join it.

“We tested the waters over there (BLE&T),” said Norfolk Southern (NS) engineer Mike Seifert, “but there was nothing for us.”

Seifert is among the former officers and members of BLE&T Division 659 who made the new UTU Local 1566 for NS conductors and engineers a reality.

With the help of NS General Chairperson Delbert Strunk Jr., New York State Legislative Director Sam Nasca, Regional Organizer Bob Hagen, GO-687 Secretary Richard Ross and Local President Anna Kauffman of Local 421 in Conneaut, Ohio, NS employees elected officers and took control of their own destiny on July 1.

Besides Seifert, a former BLE&T vice local

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Around the UTU

News from around the U.S. and Canada

Local 23, Santa Cruz, Calif.

Members of Local 23 are employees of either the Santa Cruz Metropolitan Transit District (SCMTD) or Community Bridges, which manages ParaCruz, Metro's paratransit service. In July, van operators approved a contract that brings ParaCruz under the direct control of SCMTD, said General Chairperson **Bonnie Morr**. The pact brings improved medical, dental and vision plans and a better pension plan.

Local 48, Norfolk, Va.

In a recent special election, Local Chairperson and Delegate **T. R. Adams** was elected vice general chairperson for Norfolk Southern GO-679 (former N&W-P), according to General Chairperson **J. A. Houk**.

Local 117, Vancouver, Wash.

Amtrak conductor **Paula Dennis**, who has worked on The Empire Builder since 1987, met with U.S. Sen. **Patty Murray** (D-Wash.) during the celebration of the 75th anniversary of the train in June, said Local Vice President **Mark P. Flanigan**. The Empire Builder offers many of the amenities it did when it rolled for the first time on the Great Northern Railway in June 1929.

Local 168, Chicago, Ill.

Amtrak employees presented a brass lantern to **Roger Ross**, who marked his 60th year of service on June 21, 2004, said Local Chairperson **Doug Silkowski**. Brother Ross, who currently works between Chicago, Ill., and Pontiac, Mich., hired out in 1944 on the Michigan Central and has worked on the New York Central, Penn Central and Conrail. He went to work for Amtrak in 1986.

Local 469, Madison, Ill.

The annual picnic in June drew more than 300 who enjoyed live music, steaks, brats, burgers, ice cream and soda, said Secretary-Treasurer **John I. Payer**. Besides the mayor of St. Louis and other local dignitaries, in attendance were members of Locals 1388, 1405 and 1823 (St. Louis, Mo.), Local 1517 (Cincinnati, Ohio), Locals 1534 and 1290 (Chicago, Ill.), Local 1402 (Dupou, Ill.) and Local 1929 (E. St. Louis, Ill.). Thanks go to the sponsors, including the Midwest Railroaders.

Local 835, Bakersfield, Calif.

Members of this Union Pacific local have established a fund to benefit the family of **Jeffrey I. Henson**, who lost his life May 22 in a motorcycle accident in which his wife Kristin was injured. Henson also left behind a son and a daughter. To donate, call Vice Local Chairperson **Bryan Bechtel** at (559) 360-1692, or send e-mail to bebechtel@comcast.net.

Local 867, Des Moines, Iowa

This Union Pacific local enjoyed its annual picnic July 10 at McCrory Park, where around 100 from all crafts enjoyed the food and fun, said Local Chairperson **Bob Laborde**.

Local 977, Pasco, Wash.

This BNSF local's seventh annual intercraft picnic will be held on Sunday, Aug. 8, from noon to 6 p.m. at Howard Amon Park in Richland, Wash. For information, contact Secretary-Treasurer **Mitchell Newell** at (509) 547-7408.



Los Angeles Metro Red Line operator **Tu Phan** of Local 1565 took first-place honors at the Ninth Annual Metro Raildeo in May. (Photo by Local 1565's **Ramon Peniche**.)

Rail rodeos prove members winners

Regardless of results announced in June by the APTA International Rail Rodeo Committee, Los Angeles Metro Red Line operators **Tu Phan**, **Jesus Valdez** and **Manjit Singh** remain winners.

Members of Local 1565 in West Hollywood, Calif., the three placed first, second and third, respectively, at the Ninth Annual Metro Raildeo earlier this year, said the local's Legislative Representative **Kevin Devlin**. Nineteen operators from all four Metro Rail lines participated in the event.

Their accomplishments qualified Brothers **Phan** and **Valdez** to compete in the American Public Transportation Association's (APTA) international event on June 5 at Miami-Dade Transit's William Lehman Center in Miami, Fla., with Brother **Singh** serving as the team's alternate.

For **Phan**, it was the fifth time he competed and the fourth time he came out on top. In 2002, he placed second, but won the international competition with fellow operator **Robert Rodriguez** of Local 1565. Brother **Rodriguez** was unable to compete this year because of a broken leg. **Valdez**, this year's second-place finisher, has entered the Metro's Raildeo four times, with his finish this year representing his personal best.

Though the Metro Red Line operators took no honors at the international this year, **George O'Donnell** and **Stan Savchuck**, employees of SEPTA and members of Local 1594 in Upper Darby, Pa., placed seventh in APTA's operators' event and second in the maintainers' event, said General Chairperson **Ron Koran**.



Keith Smith (left), president of Local 1565, congratulates Metro Red Line operator **Jesus Valdez** on his showing in the Metro Raildeo. (Photo by **Ramon Peniche**.)

Local 1031, Savannah, Ga.

Members of this CSXT and Norfolk Southern (NS) local are mourning the loss of **Jerel Dale Oliver**, 53, who passed away June 25 after battling leukemia since 1988, said Local Chairperson **Archie Mungin Jr.** Brother **Oliver**, who leaves behind a wife and two children,

had been a railroader for 31 years and served as local chairperson for NS engineers for more than 20 years.

Local 1175, Duluth, Minn.

Members of this BNSF and Minnesota, Dakota & Western local are especially proud of conductor and yardmaster **Douglas S. McLellan**, a specialist at Bagram Air Force Base in Afghanistan, said Legislative Representative **Richard A. Olson**. **McLellan's** friends at Local 1177 in Willmar, Minn., his former local, join in praying for his safe return to family, friends and coworkers.

Local 1594, Upper Darby, Pa.

Congratulations go to SEPTA employees **George O'Donnell** and **Stan Savchuck**, who placed seventh in the operators' event and second in the maintainers' event of the American Public Transportation Association (APTA) International Rail Rodeo held in Miami, Fla., in June, said General Chairperson **Ron Koran**. Those who had also competed in the events at SEPTA include **Jim Sams**, **Fred Washington**, **Bob Tracey** and **Mel Sadic**. Later in the month, members enjoyed perfect weather at the annual picnic at Dorney Park. As this issue went to press, members also were participating in the American Cancer Society's Bike-A-Thon.

Local 1741, San Francisco, Calif.

Members of this bus operators' local volunteered to shuttle demonstrators on June 19 to participate in SEIU's March for Healthcare, said Local Secretary **James Charas** and Vice Chairpersons **Brock C. Estes** and **David M. Kush**. Meanwhile, **Ange Beloy** has taken the reins as local president and soon will be involved in contract talks with **Laidlaw**. At the same time, Local Chairperson **Victor Lau** has filed charges with the National Labor Relations Board against First Student in San Rafael for harrasing operators and bringing in nonunion temporary workers.

Local 1778, N. Vancouver, B.C.

Secretary-Treasurer **David Moorhouse** has invited all members to take a look at this BC Rail local's website, shared with Local 1923 in Prince George, B.C., where a special photo feature, "A Day in the Life," now appears. The address is www.utubc.com.

Local 1949, Baltimore, Md.

With the assistance of the National Foundation for Transplants (NFT), a committee is raising funds for CSXT yardmaster **Larry D. Webb**, who is in line for a heart transplant at the Univeristy of Pittsburgh Medical Center. **Webb** needs to cover \$125,000 for the procedure, as well as \$3,000 to \$5,000 monthly for post-transplant medications. Donations to the NFT campaign are tax deductible and can be mailed to: NFT, P.O. Box 946, Cumberland, MD 21501. Checks should be marked with a memo indicating they are for **Webb**. Donations can also be made through the NFT's website at www.transplants.org. Those wishing to volunteer or suggest fundraising ideas should contact **JoAnn Parker** at (301) 777-1770.

Local 1971, Atlanta, Ga.

Best wishes from the members of the local go out to yardmaster **James L. Roy**, who resigned the presidency of the local and retired in June with 38 years of service.

UTU begins to formulate Section 6 notices

The UTU is beginning the process of formulating Section 6 notices to be served on rail carriers negotiating under the umbrella of the National Carriers' Conference Committee (NCCC), which will include proposals to increase wages, benefits, improve working conditions and update operating rules.

As mandated by the Railway Labor Act and the current national agreement, these Section 6 notices will be served on most of the nation's rail carriers on or about Nov. 1, 2004, to become effective no earlier than Jan. 1, 2005.

The serving of the Section 6 notices is the first step in reaching a new national agreement with railroads represented by the NCCC.

The carriers represented by the NCCC also have been working on their own wage and rule

notices which they will serve at or about the same time the UTU notices are served.

All officers and members are invited to submit proposals for the Section 6 notices to the UTU International.

The UTU International will be cataloging the numerous proposals submitted by members during the months of August and September.

Beginning the week of Oct. 4, a committee of general chairpersons from the Association of General Chairpersons, District 1, will review the proposals submitted and begin to fine-tune those suggestions into proposals for the carriers.

During October, the union will convene the full Association of General Chairpersons, District 1, which will review and finalize the union's Sec-

tion 6 notices.

Soon thereafter, the Section 6 notices will be reproduced and mailed to all U.S. general chairpersons for serving on the affected railroads on Nov. 1.

Under the Railway Labor Act, the current national agreement between the UTU and NCCC will remain in effect until a new agreement is reached. As specified in the current national agreement, cost-of-living adjustments will be paid as specified therein during the process of reaching a new agreement.

"Through the *UTU News* and the UTU website members will be kept apprised of the Section 6 notices and negotiations with the NCCC," UTU International President Paul Thompson said.

Former UTU officials urge activism, organizing

You only get out of the UTU what you put into it, past UTU officials told attendees at the union's two regional meetings in Reno, Nev., and Boston.

Speaking in Reno, UTU Past President Tom DuBose and Past Assistant President Corky Swert urged members to intensify their grass roots efforts to recruit new hires by telling the truth and avoiding rhetoric.



DuBose

"The dark cloud over our union has been removed," DuBose said. "Now, we must put that tragic incident aside and put into practice what unionism is all about – all for one and one for all."

Union membership "is not a slot machine," UTU Past President Al Chesser told those attending the Boston regional meeting.

"Union members have responsibilities beyond putting in money, pulling the handle and expecting good things to fall out." In a successful union, "every member lights a fire in their belly and goes to work for each other and their union," Chesser said.

Swert said that "all of us have to believe in ourselves and our union and be salespersons for the UTU. Collectively we can handle any problem and straighten out any difficulty. Organizing always has been and always will be local. Many young people coming into union jobs today did not grow up in a union family, did not learn about unions in school and often don't understand that

the wages, benefits and quality of life they enjoy are the result of collective bargaining and solidarity and not gifts from employers."

DuBose implored all UTU officers, members and employees "to put aside their personal agendas" and join with President Thompson, Assistant President Rick Marceau and General Secretary and Treasurer Dan Johnson in their efforts "to get the UTU and UTUIA back on the right track."



Swert

Chesser challenged UTU members to follow in the footsteps of rail labor activist Eugene V. Debs and to help make a reality Debs' dream of uniting all rail operating unions under a single umbrella dedicated to making rail jobs more secure by shifting freight from trucks to the rails.

"Eugene V. Debs was a philanthropist," Chesser said. "He had no money, but he gave of himself to organize rail labor at a time when unions were unlawful and union organizers and members were being shot dead by federal troops and police for the 'crime' of seeking better wages, benefits and working conditions. Eugene V. Debs gave everything he had for our benefit."

Union officers and experienced union members must do more to educate new members about the role of unions, Chesser said. "Ninety percent of new hires know nothing about why we have unions" and how improved wages, benefits and

working conditions were achieved only through the "shedding of blood and loss of lives. We each have a responsibility to protect and build this union," Chesser said.

Each member must play an active role in their union, Chesser said. "The UTU belongs to its members and not its officers."



Chesser

"The officers are not the only ones responsible for the welfare of our union," DuBose said. "Each member must stand watch and there are many ways to fulfill this obligation. You can attend your local meetings regularly and engage your local, general committee and International officers in constructive and positive dialogue."

"Get the facts first and then speak out constructively on issues, policies and activities you feel are wrong," DuBose said. "Always remember that character is more important than achievement. Destiny is not a matter of chance: it is a matter of choice. Our members are entitled to freely express their opinions. They are not, however, entitled to their own set of facts."

"Unity among us all will be the key to our survival and long-term existence," DuBose said. "Be sure to always stand up for your union every single day – on and off the job. Remember, you are the shareholders of this organization. What you do or don't do may well have lasting effect on you, your family and your union for years to come."

Call to action: 13(c) protections under attack

WASHINGTON, D.C. – Legislation now being considered by the Congress could slash job and income protection for transit employees, and, eventually, bus, rail and commuter employees.

The legislation is S. 1072, which, along with companion H.R. 3550, is being considered by a joint congressional conference committee made up of House and Senate members. The next step will be for the legislation to be voted on in the House and Senate chambers.

UTU members are urged to telephone and e-mail their member of Congress and both U.S. senators and ask that they oppose any legislative language that would negatively affect Section 13(c) protective arrangements for transit employees, said UTU National Legislative Director James Brunkenhoefer.

Tell them that the negative language is being considered in the highway bill now before a House-Senate conference committee.

So-called Section 13(c) protective arrange-

ments come from a provision in the Federal Transit Act. The protective arrangements provide that employees of federally subsidized transit companies impacted by a change in operators will not lose any rights or benefits.

Members are urged to contact their representatives and ask that they oppose any legislation that would negatively affect Section 13(c) protective arrangements for transit employees.

This means no loss of collective bargaining rights, pension benefits, seniority, vacation, sick days, personal leave or travel passes. Also, the employees will not suffer a reduction in earnings, and will have a priority of re-employment if there is a layoff or job elimination. And, they will be

guaranteed paid training or re-training as necessary to hold jobs.

These transit-employee protections extend for a period of six years following a change in operator and are administered by the U.S. Department of Labor.

"Although separate six-year labor protections exist for Amtrak and freight railroad employees, those protections also would be at risk if Section 13(c) protective arrangements for transit employees are diluted by Congress," Brunkenhoefer said.

The legislation being considered now by the conference committee would reduce existing transit-employee protective arrangements from six years to four years.

To find the names, telephone numbers and e-mail addresses of your U.S. congressman and U.S. senators, go to the UTU website home page, www.utu.org. Look to the left in the red area and click on "Washington Updates." Then click on "Contacting Congress" and follow instructions.

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Is Hoffa another Custer?

Just who are these Teamsters the BLE&T is in bed with?

News reports say the Teamsters, under indefinite federal court control because of failure to clean up internal corruption and break ties with organized crime, mortgaged their Washington, D.C., headquarters to stay solvent. Their Central States Pension Plan is on life-support; truck driver retirement benefits have been slashed.

Speculation is the Teamsters' interest in rail employees is aimed at grabbing funds from the solvent Railroad Retirement system, which could jeopardize the financial security of every railroad family.

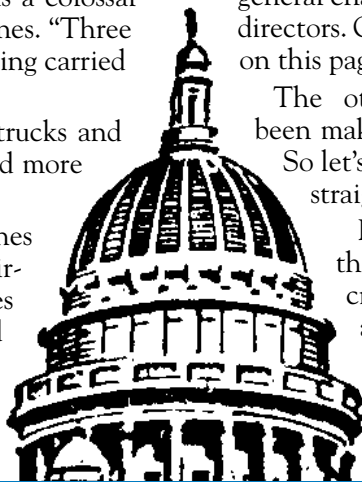
The BLE&T claims the Teamsters have muscle. In fact, the Teamsters have lost half a million truck driver members and haven't organized a major trucking company since 1980.

The Teamsters' promise to organize Overnite Trucking was a colossal flop. Only 687 of 13,000 Overnite employees walked picket lines. "Three years ago, Jimmy Hoffa came in as George Patton; now he's being carried out as George Custer," said an Overnite official.

Hoffa promised to block entry into the U.S. of Mexican trucks and drivers. The Bush administration and Supreme Court splashed more egg on Hoffa's face.

Unable to organize truckers, the Teamsters turned to airlines for a short-lived honeymoon. More than 11,000 Northwest Airlines flight attendants and some 3,000 Southwest Airlines mechanics recently disaffiliated, complaining their crafts had no voice.

Do the Teamsters offer greener pastures? Only if you prefer Astroturf to real grass.



WASHINGTON WATCH

By James M. Brunkenhoefer

Tell Congress: "Stop the bickering!"

Our government exists to help the people of this great nation. Unfortunately, partisan politics is keeping that from happening.

Debate in Congress no longer is a battle of ideas, but too frequently a series of personal attacks. Instead of attacking ideas, many members of Congress instead mount personal attacks, discrediting the person rather than the idea. As a result, insults are traded and the business of the people is not being conducted.



Brunkenhoefer

As we know, in November there will be a national election. So instead of Congress being in session and debating ideas and doing the work of the people, there will be even more personal attacks.

Worse, Congress won't even be in session. From now until Election Day, Congress will be in recess more than two-thirds of the time.

This means little else in the way of legislation will be accomplished this year. Everyone's focus will be on getting re-elected.

I believe, as I'm sure you do, that people are elected to do their jobs and not elected just to get re-elected. Much of the people's business that needs to be done is being put off until after the election, as if the election is more important than what the people of this nation desire.

Telling the truth

By Paul C. Thompson
International President

I have been in the labor movement all my adult life. Among the most important lessons I have learned is that for a labor union to be effective, it must have strong leadership at the local committee level.

Issues must be addressed with our members in a constructive manner. Although debate is the life blood of any organization, debate must be constructive to be effective. When we allow negativity to invade our discussions, we lose sight of constructive solutions.

I encourage each UTU member to learn the facts and stand up for your union by working in a constructive manner. Controversial issues must be addressed. The place to address them is at union meetings where constructive debate can be held based upon facts and not speculation and rumor.

Assistant President Rick Marceau, General Secretary Dan Johnson, I and other International officers are always available to provide factual responses to questions that cannot be answered by general chairpersons or legislative directors. Our e-mail addresses are on this page.

The other organization has been making many false claims.

So let's begin to set the record straight with facts.

It is the UTU and only the UTU that protects craft autonomy. Every agreement must be ratified by every historical craft affected.

The UTU pio-



Thompson

neered craft protection among train and engine service employees who move in and out of various craft assignments – from engineer to conductor to brakeman. This protects junior people from being furloughed, and provides additional job opportunities and job security for our members.

The UTU pioneered an agreement requiring engineer vacancies first be offered to qualified ground-service employees working under UTU contracts. Every operating employee – be it engineer or train service employee – owes their job to the efforts of the UTU.

The UTU has distinguished itself as a union able to negotiate contracts that protect our members' interests without attacking the interests of other crafts.

Unlike the other organization, which crossed our picket lines when we struck the Soo Line, or offered to sell the fireman's position for \$1.50 a day, the UTU sought to include locomotive engineers in an unprecedented job-protection agreement when remote control was introduced.

The BLE declined to join with us and now is involved in a failed effort to stop new technology. No labor union ever has blocked the introduction of new technology.

The UTU accomplishes its objectives through fair dealing and positive, can-do attitudes. "Progress through unity" says it all.

That's why the overwhelming majority of operating employees say, "The UTU is my union and I'm stickin' with the UTU."

This means that important legislation to ensure every mode of transportation is made more safe in the face of terrorist threats won't get done.

Nor will a sorely needed new railroad safety bill be enacted, nor legislation passed to ensure improvements are made in our electric distribution system to prevent another wide-scale blackout as occurred in the Northeast and parts of the Midwest last summer.

We need secure funding for Amtrak and something as simple as Congress confirming new members of the Amtrak Board of Directors. None of this is being accomplished.

The important business of the people is not being conducted

Another important piece of legislation not being tended to is reauthorization of highway spending legislation, which includes money for transit projects (which also helps Amtrak) and provides for 12 million construction jobs.

I think it is time for some of those people to wake up and smell the coffee and do their jobs. If Congress doesn't do its job, many will not be re-elected because the voters do not want procrastination on important issues.

What UTU members and retirees can do is to telephone and e-mail their representatives and senators and tell them politely that you want fewer personal attacks and more attention paid to the business of America.

State Watch *News from UTU State Legislative Boards*

Candidates endorsed by the UTU

MISSOURI

State Legislative Director **Larry Foster** is urging members in the state to vote for the following candidates:

Senate: Nancy Farmer (D)

Governor: Bob Holden (D)*

Congress:

1st Dist. William Clay (D)*

3d Dist. Steve Stoll/Russ Carnahan (D)

4th Dist. Ike Skelton (D)*

6th Dist. Charlie Bloomfield (D)

7th Dist. Roy Blunt (R)*

8th Dist. Jo Ann Emerson (R)*

9th Dist. Linda Jacobson (D)

TENNESSEE

State Legislative Director **Jerry Anderson** is urging support for the following candidates for Congress:

2d Dist. John J. Duncan Jr. (R)*

4th Dist. Lincoln Davis (D)*

5th Dist. Jim Cooper (D)*

6th Dist. Bart Gordon (D)*

8th Dist. John Tanner (D)*

9th Dist. Harold Ford Jr. (D)*

KANSAS

State Legislative Director **Donald Lindsey** is urging members to vote for the following candidates:

Senate: Sam Brownback (R)*

Congress:

1st Dist. Jerry Moran (R)*

2d Dist. Nancy Boyda (D)

3d Dist. Dennis Moore (D)*

* = Incumbent candidate

National Legislative Dept.



UTU National Legislative Department employee **Jenny Miller** is shown with television game show host **Alex Trebek** on the set of *Jeopardy!* in Hollywood. Miller appeared on the show in July but did not win. (She, like many others, lost to megawinner **Ken Jennings**.) Simply progressing through the numerous tests of trivia knowledge necessary to reach the pinnacle of being chosen to appear on this televised show is a grueling effort that took Miller almost a year to achieve.

Idaho

The Idaho Legislative Board, along with officers of Locals 265 and 78 at Pocatello, jointly met with five separate new-hire classes on the Union Pacific Railroad, according to State Director **George Millward**.

A total of 53 new employees, and now new UTU members, received instructions on their new jobs, the labor agreements and other aspects of the work, Millward said.

"The success in getting these new members is the result of being straightforward and honest in the things we explained to them," he said. "The BLE/Teamsters have been clouding most of the true issues with what appeared to be almost fairy tales, but the new members saw right through them."

Millward thanked Local 265 Chairpersons **Mel Teshima**, **Steve Roberts**, **Jack Correll**, **Greg Wilson** and member **Brad Barbre**, as well

as Local President **Mike Mattox** of Local 78, for their hard work.

Millward also said the UTU is continuing to assist these new employees with their training from switchman/brakeman to conductor to engineer to remote control operators, all of which are covered by UTU agreements.

"The BLE&T/Teamsters wish they had something to offer these new employees instead of just lip service," Mattox said. "We wish to welcome aboard all of our new members."

Ohio



From left, Ohio Legislative Board Chairperson and State Director **Joseph A. Boda Jr.**; candidate for Congress **Jane Mitakides** and Ohio Assistant State Legislative Director **Luther "Glenn" Newsom**.

Ohio State Legislative Director **Joe Boda** is urging members in the state to vote for **Jane Mitakides**, the Democratic candidate for the state's Third Congressional District.

Mitakides comes from a two-generation Baltimore & Ohio Railroad family instilled with a strong railroad union background, Boda said.

The district is a key swing region for this year's presidential election as well as for labor, Boda said. "Jane brings a new, fresh face to the Democratic Party in Ohio. She has garnered support from labor, but also from management due to her opponent's inability to act in their best interest. A vote for Jane and for **John Kerry** is the right step in taking back Congress and the White House."

Bus Department

By **Roy Arnold**, vice president-director

Trains, airplanes, autos... or buses?



The Supreme Court ruled President Bush may allow Mexican trucks and buses, with Mexican drivers, to operate in the U.S. as part of the North American Free Trade Agreement (NAFTA). The UTU fought hard to prevent these vehicles from crossing into the U.S., but to no avail.

There is no question that vehicles entering the U.S. from Mexico are unsafe, that they cost American bus operators their jobs and that they will undermine the U.S. bus industry. I have seen on these buses faulty lighting and side mirrors, license tags and mufflers attached with tape, and malfunctioning windshield wipers. Moreover, many of our bus depots lack security and it would be easy for terrorists to enter the U.S. through this free-access corridor.

Instead of free access to U.S. highways, we should have trade depots at Mexican border crossings where freight and passengers would be interchanged – similar to how ocean ports operate. These depots would serve as inspection sites to ensure safety.

On behalf of the UTU, I will continue to voice my concerns and assist our Washington, D.C., lobbyists on this matter. I shall continue to keep you updated on any progress.

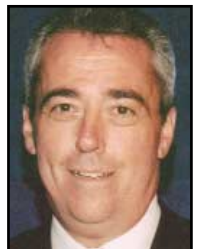
I recently had the great pleasure to meet with brothers and sisters of Local 167, who are employed at the Albany, N.Y., airport. Their chairperson is **Joe Vecchio**, who recognizes the importance of being affiliated with a strong union.

Many thanks go to **Rich Deiser**, alternate vice president-East, as well as **Calvin Studivant** and **Ron Koran**, who recently assisted **Benjamin Fye** in negotiating a new contract with wage increases for Local 1589 in New Jersey.

Yardmasters

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

Have you taught your kids unionism?



Sure, you've spoken with your children about drugs and the importance of an education, but have you spoken to them about unions?

Most children have no idea that employers once used a private army of gun-toting Pinkertons to break up union rallies and assault pickets. They haven't a clue about how federal troops once shot and killed workers whose only "crime" was to protest low wages, lack of benefits and unsafe working conditions.

Too many young men and women today think that all they have to do to get a raise in pay is to go ask the boss, who will give it without delay. Is that what we want our children to believe as they enter the work force?

Your children should know that railroad robber baron **Jay Gould**, when confronted with strikers, said, "I can hire one half of the working class to kill the other half."

The sad fact is that many conservative, union-hating lawmakers would like to return to those days of unbridled capitalism. They could get their wish if new generations of voters are kept in the dark about labor history.

I was raised in a union home and learned first hand how my father (a retired conductor of Local 1477) was able to put bread on the table, pay for doctors and medicine and buy warm clothing for the winter because of the security and the stability the UTU brought into our home.

So I try to explain to my daughter, **Amanda**, how unions give the working men and women dignity in the workplace – how unions ensure seniority, a decent day's pay, overtime pay, health-care insurance, paid vacations and an impartial hearing on grievances. I hope you, too, are sharing these facts with your children.



Regional Meeting Photo Scrapbook



Reno



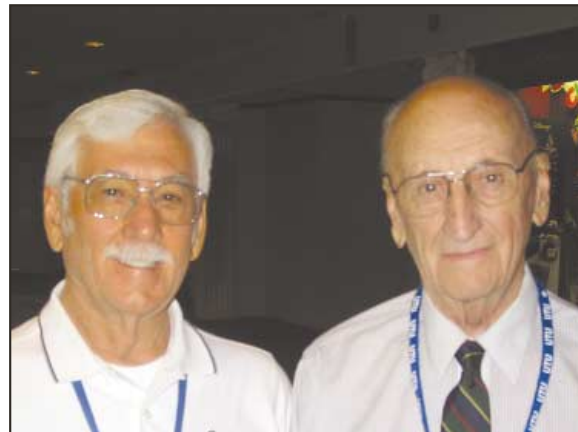
Former International President Tom DuBose shares a laugh with Assistant Oregon State Legislative Director Greg Boam, a member of Local 471 at Eugene, Ore.



Left to right, Rick Renna (local chairperson, L-1813, W. Colton, Calif.); Katy Burns; wife Lynda; sons Ricci and Chris, and granddaughter Caressa.



Past International Assistant President Corky Swert urges attendees at the Reno regional meeting to "be salespersons for the union." (See page 3)



Retirees Daniel W. Sanford (left) of Local 1570 (Roseville, Calif.) and John Burge of Local 1043 (Sparks, Nev.). Burge, a retired general chairperson, initiated the first job insurance program for union members.



Local 1629 (Phoenix, Ariz.) Local Chairperson Bill Chrisman and wife Laura look over the new UTU cookbook with International Assistant President Rick Marceau and wife Marit.



Blake Barnes, five months, with mother Stacy Barnes, wife of Chris Barnes, local chairperson of Local 1366 at Salt Lake City, Utah.



From left: Jay Smith (L-835, Bakersfield, Calif., vice general chairperson on the Union Pacific); daughter Dana; Dana's husband Russell Brucker (secretary-treasurer of L-835, Bakersfield) and baby Cassidy, seven months.



The Reno regional meeting local committee: (left to right) Martin Banks (L-1117, Las Vegas, Nev.); Hugh Johnson (L-1117); Nevada State Legislative Director Jack Fetters (L-1117); Local Chairperson Marvin White (L-1697, Lubbock, Tex.) and Local Chairperson Charles "Rod" Nelms (L-1043, Sparks, Nev.).



Striking coal miners (from left) Berthila Leon, Jesus Salazar and Bill Estrada, employees of CW Mining Co., set up an information table at the Reno meeting.

Boston



UTU Auxiliary members pose with the UTU's new cookbook. From left are National Legislative Director Charlie Belden, Roberta Thompson, Kay Vahldick, Sue Boling and President Edythe Walter.



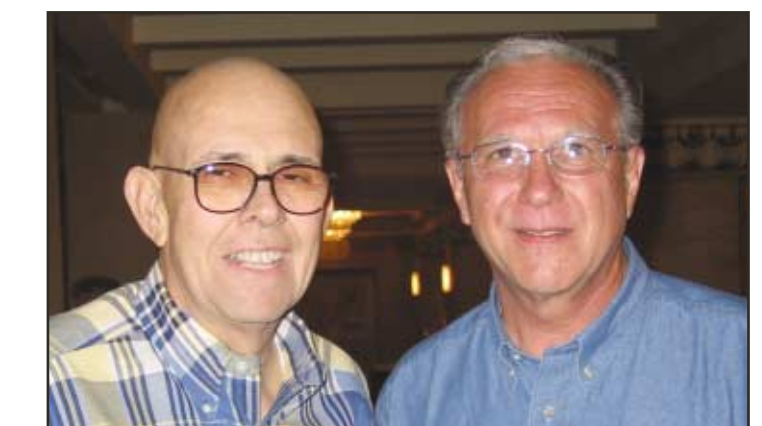
From left, New England States Legislative Director George Casey; former Democratic candidate for president Michael Dukakis and International President Paul Thompson.



The most popular t-shirt at the meeting.



Members of the union's Bus Department were well represented at the Boston regional meeting. Above, (left to right) Toya Bennett, Theresa Zeller and Kathleen Sitongia, all members of Local 172 at Darby, Pa., attend the opening session. All work for Delco Transportation.



UTU General Secretary and Treasurer Dan Johnson and Ohio State Legislative Director Joe Boda Jr.



Members of the Boston regional meeting planning committee worked hard to make the event a success. They are (left to right): Tom Driscoll (L-262); Brian Lawlor (L-1473); Joe Motte (L-1462); George Casey (L-1473); Dick Chartrand (L-254) and Blair Reid (L-104) with wife Tracey.



Past International President Al H. Chesser greets Assistant Michigan State Legislative Director Jerry Gibson (L-313, Grand Rapids, Mich.), his wife Carmella and children Kelsey, Hailey and Kegan.



Rockland Coaches employees (left to right) Michael Byrne, Ralph Styverson and Alternate Vice President - Bus - East Rich Deiser. All are members of Local 1558 at Bergenfield, N.J.



J.D. Davis (left; president and delegate from Local 931, Greenville, S.C.) and wife Joann talk with Ray Humphreys (Local 594, Meridian, Miss.) and his wife Sue.

RRB annual report says fund healthy

CHICAGO – Thanks to an investment return of approximately 22.6 percent, the annual reports submitted to Congress in June by the U.S. Railroad Retirement Board (RRB) bore generally favorable conclusions.

The RRB report addressing the retirement system concluded that “barring a sudden, unanticipated, large decrease in railroad employment or substantial investment losses, the Railroad Retirement System will experience no cash-flow problems for at least 22 years.”



As of Sept. 30, 2003, total Railroad Retirement System assets, comprising assets managed by the National Railroad Retirement Investment Trust and the Railroad Retirement System accounts at the U.S. Treasury, equaled \$24.2 billion, the RRB reported.

Still, the 2004 report indicated that the long-term stability of the retirement system remains questionable. “Under its current financing structure,” the report said, “actual levels of railroad employment and investment return over the coming years will largely determine whether corrective action is necessary.”

Projecting income and outgo under optimistic, moderate and pessimistic employment assumptions, the 2004 report indicated no cash-flow problems occur throughout the 25-year projection period under the optimistic and moderate assumptions. Cash-flow problems arise only under the pessimistic assumption, but not until 2026. The report recommended no financing changes.

The projected account balances were higher in 2004, compared with those in 2003, primarily because of the 22.6 percent return on investment, which significantly exceeded the 6 percent return expected, the report said.

The RRB’s unemployment system report found that “even as maximum benefit rates increase 35 percent (from \$55 to \$74) from 2003 to 2014, experience-based contribution rates are expected to maintain the unemployment system’s solvency.”

Retiree’s ponderings result in blueprint for peace, prosperity

Many have probably wondered about the same economic questions that puzzled retired conductor **J.W. Smith**.

Pondering such riddles as “Why does it take so much work to pay the mortgage?” and “Why can’t the nations of the world share resources?,” most give up quickly and get back to taking care of the matters of day-to-day life.

But Brother Smith’s dogged pursuit of answers led him to a Ph.D. and authorship of textbooks increasingly found on college campuses and at research centers worldwide.



J.W. Smith

No ordinary textbooks, Smith said his works explain how “war and world poverty can be eliminated in 10 years and all citizens of this Earth can have a quality life in 50 years. Simple changes in the legal structure would eliminate monopolies and plunder by trade, and we could all work just two or three days a week with no loss of food, fiber, shelter or recreational opportunities.”

Bearing such provocative titles as *Cooperative Capitalism: A Blueprint for Global Peace and Prosperity*; *Economic Democracy: The Political Struggle of the Twenty-First Century*, and *Why? The Deeper History Behind the September 11th Terrorist Attack on America*, Smith said his books aren’t just for experts and college professors.

“Housewives or kids, they understand what I’m telling them. It’s simple as ABC!” Smith said.

The not-so-simple path that drew Smith into the world of academia and utopian solutions began when the “self-educated, voracious reader” went to work in 1953 in Forsythe, Mont., on the Northern Pacific as a brakeman and member of the Brotherhood of Railroad Trainmen. He retired in 1993 as a member of Local 891 in Whitefish, Mont.

“Walking my train one day,” Smith said, “I came across three hobos. One was coming to the Northwest with a bunch of students. I began explaining to him my ideas, telling him, ‘Nobody needs to be a hobo.’ When my first book came

out in 1989, he remembered my name, contacted me, and invited me to give a workshop. A professor there got me into a Ph.D. program at the Union Institute & University in Cincinnati.”

Today, working through The Institute for Economic Democracy to promote his concept of “supercharged capitalism,” Smith said he makes no money on his efforts but is simply trying to spread an “economic philosophy to break the chains which enslave us. Labor has operated under philosophies designed to maximize the excess rights of capital; isn’t it time labor built its own philosophical base for full rights for all?”

To get the word out, Smith is making his books available at a 20% discount to UTU members. For information, contact Smith at (623) 583-2518, send e-mail to cc@ccus.info or read samples of his writings at <http://www.ied.info/index.html>.

Former Vice President J.E. Harden Jr., 78, dies

FITZGERALD, Ga. – Former UTU Vice President **James E. Harden Jr.**, 78, passed away June 17, 2004, in Tifton, Ga.



J.E. Harden Jr.

A member of Local 1790 in Fitzgerald, Ga., Harden began his career in 1947 as a brakeman for the Atlantic Coast Line. He was elected general chairperson of the Seaboard Coast Line grievance committee in 1978, alternate vice president of the UTU in 1979 and moved up to vice president in 1982. He was re-elected to that post at the 1983 and 1987 UTU conventions. He retired Jan. 1, 1992.

Harden served in the U.S. Army during World War II, and was a member of Central United Methodist Church and a Sunday school teacher. He is survived by his wife Mary S. Harden, two sons, five grandchildren, a great grandson, a brother and a sister. Memorial may be made to the American Cancer Society, P.O. Box 9, Fitzgerald, GA 31750.

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
2	Boucher, Jack E.	Toledo, Ohio	369	Proud, William R.	St. Thomas, Ont.	1245	Black, James W.	Dallas, Ga.
2	Styndl, Kenneth G.	Brook Park, Ohio	386	Geiser, Walter E.	Wilkes-Barre, Pa.	1252	Rodney, William G.	Sanger, Calif.
94	Borders, John R.	Gardner, Kan.	386	Piccioni, Nazarene	Pottsville, Pa.	1299	Young, Charles R.	Homewood, Ill.
202	Rouse, James L.	Denver, Col.	453	Earleywine Jr., Charles E.	Palestine, Ill.	1315	Powell, John F.	Berea, Ky.
211	Ludgate, Joseph P.	Port Charlotte, Fla.	454	Jones, Gilbert E.	Baltimore, Md.	1366	Savage, Frank L.	Springville, Vt.
225	Yantko, E.G.	Garfield Heights, Ohio	506	Schrant, Ralph W.	Hays, Kan.	1376	O'Neill, James P.	Newark, Ohio
233	Brenner, Harris W.	Huron, S.D.	525	Sparks, Richard A.	Grand Forks, N.D.	1382	Holt, Alvin C.	Milwaukee, Wis.
240	Aichlmayr, Edward	Stanton, Calif.	610	Steele, John D.	Joppa, Md.	1383	Kipilla, Michael F.	Joliet, Ill.
240	Johnson, George J.	Eugene, Ore.	631	Greenfield, Ernest P.	Brunswick, Md.	1393	Simonick, Francis J.	Lakewood, Col.
240	Shaw, Lynn E.	Victorville, Calif.	662	Purcell, Harvey W.	Sandston, Va.	1397	Crnkovich, A.M.	Columbus, Ohio
265	Stamper, John W.	Burley, Idaho	734	Daron, Robert A.	Niles, Mich.	1423	Olson, Theodore K.	Galesburg, Ill.
292	Carhart, Raymond D.	Cazenovia, N.Y.	744	Baker, William R.	Monticello, Ind.	1477	Showalter, Raymond H.	Houghton Lake, Mich.
298	Lancaster, Gerald P.	Monticello, Ind.	753	McMorries, Murray M.	Memphis, Tenn.	1501	Salter Jr., Weyman L.	Denham Springs, La.
298	Prucha, John W.	Ocala, Fla.	768	Burns, Richard L.	Macon, Ill.	1518	Schooler, Lawrence A.	Columbus, Ind.
298	Stevens, Milton O.	Hammond, Ind.	768	Shuck, Gayle L.	Danville, Ill.	1522	Moran, Richard A.	Laurel, Md.
303	Povenmire, John D.	Fort Scott, Kan.	769	Brown Jr., Luther E.	Fredericksburg, Va.	1534	O'Connor, Thomas G.	Griffith, Ind.
305	Hanneman, Theodore E.	Lincoln, Neb.	782	Boyd, Jack	Asheville, N.C.	1598	Hudson, John H.	Vidalia, Ga.
312	Klass, Carl E.	Sun Prairie, Wis.	782	Shelton, Ray	Weaverville, N.C.	1608	Kirchner, Ronald J.	Santa Clarita, Calif.
338	Stewart, William F.	Chickamauga, Ga.	811	Huff, William D.	Sacramento, Calif.	1628	Fetsick, Harry N.	North Braddock, Pa.
367	Gallea, Wayne W.	Papillion, Neb.	830	Bortner, L.W.	Harrisburg, Pa.	1637	Delaney, Ralph H.	Wishram, Wash.
			847	Rice, Floyd T.	Birmingham, Ala.	1770	Pierce, Stanley J.	Roseville, Calif.
			998	Carter, Andrew	Waycross, Ga.	1790	Harden Jr., James E.	Fitzgerald, Ga.
			1043	Burns, Clifford E.	Sparks, Nev.	1790	Mathews, Harold R.	Fitzgerald, Ga.
			1074	Stewart, Ernest W.	Brownsville, Pa.	1872	Noonan, Fraser J.	Ottawa, Ont.
			1129	Whitley, Jacob O.	Raleigh, N.C.	1957	Medlock, Richard D.	New Iberia, La.
			1216	Burns, David E.	Falls City, Neb.	1978	Fee, William M.	Rahway, N.J.

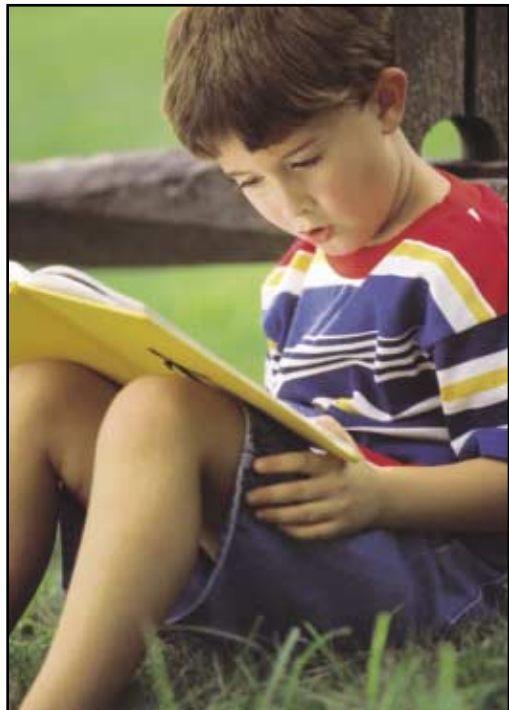
Don't put off until tomorrow...

How many times have you thought "I really should check into some life insurance for my son or daughter (or grandson or granddaughter)," and the next thing you know, a year or more has gone by and you have not found the time to do so?

It's never too early to start thinking about life insurance for children and grandchildren. Permanent life insurance provides **living benefits** and is a wonderful way to leave a legacy for your youngsters. What better way to show them you care?

Permanent life insurance is very inexpensive at young ages and premium-paying choices are endless. Premiums can be paid in one payment or over the lifetime of the insured, or for any period in between.

Return the coupon below or call (800) 558-8842 toll-free for personal service.



Information, Please



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

Full Name of Member _____ 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 child 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

8/04

UTUIA announces scholarship winners

The following students have been selected to receive \$500 scholarships from the United Transportation Union Insurance Association:

District 1

Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

Devon M. McGinnis, grandson of Timothy F. Donovan of Local 385, Croton-on-Hudson, N.Y.; Michael P. Laurent, son of William W. Laurent of Local 1582, Albany, N.Y.; Calvin L. VanWinkle II, stepson of Robert A. Partridge of Local 645, Babylon, N.Y.; Ashley B. Kelley, granddaughter of Warren T. Kelley Jr. of Local 385, Croton-on-Hudson, N.Y.; Michelle L. Clookey, stepdaughter of Richard L. Merritt of Local 394, Albany, N.Y.

District 2

Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania

Brian R. Martin, grandson of Daniel F. Dwyer Jr. of Local 1949, Baltimore, Md.; Ryan M. Gratacos, son of William Gratacos Jr. of Local 1949, Baltimore, Md.; Janell R. Miller, granddaughter of Winton C. Flatt of Local 1390, Trenton, N.J.; Ashlee L. Mangan, daughter of William P. Mangan of Local 1628, Pittsburgh, Pa.; Christine A. Denny, daughter of Sidney P. Denny Jr. of Local 800, Jersey City, N.J.

District 3

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia

Leslie R. Tynes, daughter of Ronald P. Tynes of Local 584, Meridian, Miss.; Heather N. King, daughter of Max E. King of Local 974, Nashville, Tenn.; Andrew E. Miller, grandson of Daniel F. Peterson Sr. of Local 903, Jacksonville, Fla.; Brandon W. McNeil, grandson of Robert W. McNeil of Local 1557, Memphis, Tenn.; Elizabeth Sullivan, daughter of James P. Sullivan of Local 1315, Covington, Ky.; Pamela H.

McComas, daughter of Roger L. McComas of Local 1327, Peach Creek, W. Va.; Kristal L. Russell, granddaughter of Arlis S. Spiers of Local 1334, Hattiesburg, Miss.; Ikeyonia N. Harper, daughter of Johnny F. Harper of Local 1334, Hattiesburg, Miss.

District 4

Indiana, Michigan, Ohio

Jeremy S. Malcolm, grandson of Winfield S. Malcolm Jr. of Local 298, Garrett, Ind.; Alexander M. King, grandson of Woodrow M. King of Local 1663, Indianapolis, Ind.; Stephanie N. Peoples, daughter of James L. Peoples of Local 601, Crestline, Ohio; Jason A. Brennan, son of David E. Brennan of Local 298, Garrett, Ind.; Ashley B. Tomlin, granddaughter of William A. Tomlin of Local 1517, Cincinnati, Ohio; Jennifer L. Fansler, granddaughter of Fanzo O. Fansler of Local 1816, Toledo, Ohio; Samantha V. Carter, granddaughter of Harry V. Carter of Local 6, Indianapolis, Ind.

District 5

Illinois, Wisconsin

Cassie J. Witherell, granddaughter of Harold D. Witherell of Local 195, Galesburg, Ill.; Erin M. Stearns, granddaughter of James F. Stearns of Local 528, Chicago, Ill.; Sarah J. Graves, daughter of Gary W. Graves of Local 1525, Carbondale, Ill.; Heather M. Morris, daughter of Timothy J. Morris of Local 281, Milwaukee, Wis.

District 6

Arkansas, Louisiana, Oklahoma, Texas

Tyler F. Bunting, grandson of Robert E. Hill of Local 1016, Enid, Okla.; Faith S. Lowery, daughter of Lyndel W. Lowery of Local 9, Slaton, Tex.; Kristin L. Poole, granddaughter of William P. Alford of Local 524, Palestine, Tex.; Dustin T. McGrath, son of William T. McGrath Jr. of Local 564, Cleburne, Tex.; Bryan S. Bebermeyer, stepson of Mitchell A.

White of Local 770, Heavener, Okla.

District 7

Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

Brittany E. Tanner, granddaughter of Frank H. Tanner of Local 306, Eagle Grove, Iowa; Samuel W. Lenius, son of Deborah L. Lenius of Local 1137, Fargo, N.D.; James S. Medina, grandson of John C. Bivans of Local 650, Minneapolis, Minn.; Amanda G. Parry, daughter of Harold G. Parry of Local 375, Edgemont, S.D.; Jamie L. Wendt, daughter of Robert R. Wendt of Local 1059, Minot, N.D.; Nickolas E. Weyers, son of Russell E. Weyers of Local 7, North Platte, Neb.

District 8

Arizona, California, Colorado, Nevada, New Mexico, Utah

Laura B. Dooley, daughter of Charles E. Dooley of Local 32, Glendale, Calif.; Dustin J. Metz, grandson of Tad J. Pope of Local 1366, Salt Lake City, Utah; Brett Pope, son of Tad J. Pope of Local 1366, Salt Lake City, Utah; Jennifer M. Schieving, daughter of Mark E. Schieving of Local 1366, Salt Lake City, Utah; Kiana S. Castile, daughter of Darryl R. Castile of Local 1607, Los Angeles, Calif.; Douglas M. Bierman, son of Carl E. Bierman of Local 204, Pueblo, Col.; Michelae N. Robertson, daughter of B.W. Robertson of Local 1564, Los Angeles, Calif.

District 9

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Jessica M. Christie, granddaughter of Joseph E. Keller of Local 1713, Everett, Wash.; Haley C. Cowan, daughter of Jay P. Cowan of Local 1280, Casper, Wyo.; Ian S. Montgomery, son of Don A. Montgomery of Local 891, Whitefish, Mont.

Coombs named UTUIA Volunteer of the Year

Terry W. Coombs has been named the United Transportation Union Insurance Association's Volunteer of the Year for 2004.

Coombs is a member of UTU Local 204 and UTUIA Local Unit 16 at Pueblo, Colo. He lives in Alamosa, Colo.



Coombs

Coombs has spent most of his adult life in service to various organizations. He is currently district advancement chairman for the High Mountain District of the Boy Scouts of America. His duties are to help young men in southern Colorado become Eagle Scouts. He approves all Eagle Scout service projects for the district and holds the Board of Review as the final step in an individual becoming an Eagle Scout.

He has assisted 110 young men in achieving

this status in his nine years as a volunteer.

Prior to serving as district advancement chairman, he served seven years as scout master for Troop 291. He was scout master of the year several years in a row and was awarded the District Award of Merit. In 1995 Coombs was awarded the Silver Beaver Award, the highest award a volunteer leader can achieve.

Coombs also is heavily involved with the San Luis Valley Chapter of the American Red Cross. Until recently, he was a member of the board of directors and is currently volunteering as a disaster action team captain. Disaster team members help disaster victims by arranging temporary housing, clothing and food until permanent arrangements can be made, and also are responsi-

ble for working in and managing shelters in case of an emergency evacuation.

Coombs also is a trained presenter for the Operation Lifesaver Program, and enjoys speaking to groups about safety around railroad tracks and railroad crossings. In addition, he is the area coordinator for San Luis Valley in Southern Colorado.

Coombs is a 35-year union member, having served as president of the local in Alamosa for a number of years until it was consolidated with UTU Local 204 in Pueblo, Colo.

Terry has been married for 35 years to his wife, Cecilia. The couple has three grown children.

Terry enjoys writing poetry and fishing and hunting, in addition to his volunteer work.

United Transportation Union Insurance Association is proud to honor Terry W. Coombs as its 2004 Volunteer of the Year!

BLE&T raid

Continued from page 1

strike clause and **requires a reduction in the number of highway trailers that may move by rail;**

- Moreover, **railroad labor negotiations still are governed by the Railway Labor Act**, which is designed specifically to prevent interruptions to interstate commerce. Rail work stoppages typically result in government intervention, such as the 1982 Van Wart Study Commission, which produced devastating results;

- The Van Wart Study Commission came about after the BLE took its engineers out on strike in hopes it could make the locomotive engineer the highest paid crew member. That failed strike led to creation of the Van Wart Study Commission by the White House and Congress. The Van Wart Study Commission recommended a **two-tier pay system, an increase in the basic day and no additional pay for the engineer;**

- The best contracts – in the future, as in the past – are those **voluntarily negotiated and ratified by the membership.** This has been the

successful strategy of the UTU, which during the latest round of bargaining secured for its members across the board wage increases and obtained pay parity that resulted in huge increases for post-1985 employees;

- Additionally, with regard to health care, the UTU was **the only organization that retained a zero-cost option for members**, health care choices not available to other organizations and improved health care benefits;

Will the Teamsters try to make a grab for Railroad Retirement?

- The fact is that the **Teamsters Union has not organized a major trucking company in almost 25 years;**

- Teamsters President Jim Hoffa promised when he took office that he would organize non-union Overnite Transportation, then owned by Union Pacific. **The Teamsters abandoned attempts to organize Overnite and**

admitted failure of the colossally ignorant strike they called, which was the biggest flop since the failed Professional Air Traffic Controllers Association (PATCO) strike;

- Some 12,000 flight attendants from Northwest Airlines, plus 3,000 mechanics from Southwest Airlines, recently **disaffiliated with the Teamsters**, saying the driver-dominated union had no interest in other crafts and disrespected them;

- The Teamsters Central States Pension Plan is nearly bankrupt, and there is speculation that one aim of the Teamsters is to gain a sufficient number of railroad employees that they can **make a grab for funds in the financially healthy Railroad Retirement fund** – a grab that would put current and future rail workers' pensions in jeopardy. Thompson said he "finds it strange that the Teamsters contend that the reason the Central States Pension Plan is nearly bankrupt is due to the stock market. By contrast, the Railroad Retirement Trust Fund has earned approximately \$7 billion over the past 30 months."

Separately, Thompson told UTU officers and members attending a regional meeting in Boston that, "Not in my administration will we ever become a member of the Teamsters organization."

Modernization

Continued from page 1

son, who is also a member of the UTU Executive Board.

Thompson said the combination of new technology, inroads by truckers and carrier mergers in the 35 years since the UTU was formed in 1969 "have taken their toll on the UTU as they have on all other unions with large numbers of members employed in the railroad industry.

"For example," Thompson said, "UTU predecessor Brotherhood of Locomotive Firemen and Enginemen fought a courageous battle to save the fireman, only to lose the fight in Congress by the forced elimination of firemen with less than 10 years' seniority. Since the creation of the UTU, we have fought to protect our membership and not try to fight changes in technology, because that is a fight no union has ever won."

In looking for ways to modernize itself in the wake of a vastly changed environment facing all unions, Thompson recalled how 35 years ago, three of the four presidents of predecessor unions "gave up their positions as president in order to bring about the UTU. Think for a

moment what these three former presidents sacrificed in order for each of us to have the union we have today," Thompson said. "They put their own personal agendas aside for the good of future generations because it was the right thing to do. Their footprints will always be remembered.

"Our International union must recognize additional changes that will be necessary for us to properly represent our membership," Thompson said. "Our membership is not interested in the politics of its leadership, but rather leadership that is interested in representing our membership. For change to occur that will benefit our current membership as well as future generations, we must remove all political agendas from recommended changes.

"The politics should take place at our convention every four years and not during the four years between conventions," Thompson said. "I promise you that I will follow this principle, and I hope the officers of my administration will follow my leadership."

In explaining his nine appointments to the blue-ribbon committee, Thompson said that past presidents Al Chesser and Tom DuBose "have maintained a continuing interest in our union since leaving office. Dan Collins is one of the few members still active who was part of the 40 members from the four predecessor organiza-

tions that developed the original unification agreement and UTU constitution that guide us today. Bob McHenry served three presidents as their authority on constitutional issues.

"Dale Hogan is a former enginemen's general chairperson who consolidated his general committee with the conductors, trainmen and yardmen committee on the former Missouri Pacific Lines," Thompson said. "Larry Olson was president of UTU Canada and was responsible for bringing our Canadian membership back under the UTU International umbrella. By doing so, Larry's position as president of UTU Canada was eliminated.

"James Williams holds one of the best bus contracts in North America," Thompson said. "Don Carver was part of the group that brought the Railroad Yardmasters of America into the UTU. Steve Dawson ran for a position and was elected as an International trustee — an attritable position. Immediately after Steve was elected, he resigned and attrited-out this position. Steve's action will have saved the UTU several million dollars by the time Steve is of retirement age.

"Nobody can question the integrity of any of these nine individuals," Thompson said. "None of them has a political agenda. Their only interest is in doing what is right and best for the UTU."

New local

Continued from page 1

chairperson who is now legislative representative for Local 1566, officers of the local include Local Chairperson Joseph R. Zagarino Jr., Vice Local Chairpersons Randy King and Jay Rankin, Local President Fred Symes, Secretary-Treasurer Joseph Grygorcewicz and Delegate Mike Leach.



Strunk

A number of issues led to the creation of Local 1566 and the continuing exodus of members from BLE&T Division 659. "From day one of the Conrail split-up, there was no UTU local for NS employees," said Zagarino, a 38-year-old engineer and former local chairperson for BLE Division 659. "Their best interests were not being represented."

Zagarino said that "among issues we had trouble with were NS and Conrail equity, pool mileage, proper rest, manpower and local representation, especially for the conductors."

The seeds of discontent were planted as far back as 1992, when the NS local closed because of employee buy-outs. "Our membership there dropped to less than 20, so the local was merged into Local 421 in Conneaut, Ohio," Strunk said. "But since the NS acquisition of that portion of Conrail on June 1, 1999, employee numbers increased to the point where a new local could be established."

The pent-up demand for a UTU local took Regional Organizer Hagen by surprise. "There were big problems between two BLE&T divisions in the terminal, and they weren't fulfilling the needs of the people there. I found people waiting in line to transfer to the UTU!"

Strunk said things have been accomplished in the six months since the UTU began laying

tracks for the new local that the BLE&T couldn't deliver in 10 years.

"It's taken just a short time to show who the true leader in rail labor really is – the UTU," Strunk said.

For Local 1566 Vice Chairperson Randy King, a conductor who belonged to UTU Local 318 in Hornell, N.Y., joined BLE&T Division 659 and is now returning to the fold, the decision was easy. "It's my craft," he said. "With the BLE&T, conductors never had any say. Now, we can call our own destiny out of Buffalo."

Engineer Seifert, too, was once a member of Local 318 before joining the BLE&T. "We all make mistakes," he said. "All we got were war stories and the runaround from the BLE&T."

Conductor Mark Wojna, a member of Local 421 before joining Division 659, said he joined the BLE&T "because we wanted to get control over things happening in Buffalo. But it didn't work out that way. It's good to be back."

CSX General Chair Terry Reed retires

JACKSONVILLE, Fla. – UTU General Chairperson John T. “Terry” Reed (GO-049) has retired. He has held UTU elected office since 1971, and for the past 12 years has been a general chairperson.

Succeeding Reed as general chairperson will be John Lesniewski.

“Terry Reed is one of the most effective and dedicated chairpersons in the history of UTU and its predecessor organizations,” said International President Paul Thompson. “His top four priorities always have been to represent members, uphold the integrity of the UTU, ensure a financially sound general committee and determine and weigh all the facts – pro and con – before making decisions.

“Among Terry’s major accomplishments was to negotiate a crew consist agreement giving the UTU the exclusive right to represent trainmen,” Thompson said. “Terry also represents engineers under the BLE&T agreement.

Reed, a member of Local 1517 at Cincinnati, was born Jan. 5, 1942, in Covington, Ky., and began his railroad career June 4, 1966, with CSX predecessor Baltimore & Ohio Railroad, work-



UTU International President Paul C. Thompson, left, congratulates General Chairperson John T. Reed at a reception held in Reed’s honor on June 5, 2004.

ing in yard switching service in Cincinnati.

In May 1985, Reed became general committee secretary and, within four months, was named vice general chairperson. On Jan. 1,

1992, Reed was elected general chairperson.

“Our union is only as strong as its weakest member,” Reed said. “Therefore, each of us must get involved to a degree that makes a difference. My parting advice is for every member to attend local meetings as the first step in pledging commitment to the future and to the brothers and sisters working with you. Don’t sit at the on-duty location and criticize your representatives. Instead, get involved and be positive and help in correcting any recognized problems.

“It is rewarding to know that I have been privileged to belong to a union through my entire working life,” Reed said. “Each and every month I was able and happy to pay my share in the form of union dues. Never in my life have I been forced to eat food bought with non-union dollars. My father belonged to the Metal Polishers Union and fed the family with earnings generated in a union shop. My first job was in a unionized supermarket, and then I went to work for a railroad with a union-shop agreement.”

Reed’s plans for the immediate future are “to make bass fishing my sole occupation and remain devoted to my wife Phyllis, my daughter Melody Warner and my grandchildren.”

Tri-State Rail Conference aims at solidarity

HARVEY, Ill. – The Tri-State Rail Conference held its second seminar at the Chicago Park Inn Hotel here June 5, focusing again on education, union solidarity and communication.

Norfolk Southern General Chairperson Delbert Strunk discussed trip rates, Illinois State Legislative Director Joe Szabo led a discussion on the \$1-billion Chicago Area Railroad Hub Infrastructure Renewal Plan, and Local 528 President Jerry Kalbfell and UTU Vice President John Babler brought those in attendance up to date on remote control operations.

Members of UTU Local 1433 organized the first conference last fall with the objective of promoting unity, strength, effectiveness and constructive relationships among UTU locals,

their members and officers in Illinois, Indiana and Wisconsin. Conferences allow attendees to exchange information on common issues, situations, problems and behavior patterns facing rail employees.

“The conference, which is becoming an annual event, creates an opportunity for the average member to discuss the issues that affect rail employees,” said Local 1433 President Alan Schoo. “These conferences and the interaction help us to become more effective trade unionists and provide new skills to help us deal with the wide variety of situations and behaviors we face in the workplace.”

Members of the Tri-State Rail Conference Executive Board include Schoo, Don Loesch

and Stuart Wallenberg of Local 1433; Kalbfell and David Wells of Local 528; Dan Mielke of Local 171-E; Bobby Mitchell and Chris Taus of Local 171; and Scott Edwards, Larry Grutzus and Richard Ross of Local 1895. Schoo serves also as president, Loesch as treasurer and Wells as secretary.

Money for meeting expenses comes from donations by executive board members and locals. “Executive board members volunteer their time and receive no payments of any kind from the Tri-State Rail Conference,” Schoo said. “Nor do we solicit or accept any donations from or on behalf of any law firm.”

For more information, call (312) 795-0906, or send an e-mail to: schoofly@tbcnet.com.

UTU 35th Anniversary watch now available



Each UTU 35th Anniversary limited-edition gold watch features a brilliant, die-struck, 14-karat gold-filled watch face and a number of certification on the back.

The UTU has commissioned a **35th Anniversary Limited-Edition union-made watch** for the members of this great union. The watch, created by American Time, features a brilliant, die-struck 14-karat gold-filled watch face that captures the detail of the union logo in proof-coin brilliance.

Sequentially numbered from 1 to 1,000 (men’s) and 1 to 500 (ladies’), this limited-edition members’ watch will provide you with an heirloom that will be treasured forever.

The timepieces are created by union-represented watchmakers employed by the American Time Company in Rochester, N.Y., so you know these watches guarantee you quality and reliability in the tradition of the great railroad watches of yesteryear.

The watches are available with either an expansion bracelet or leather band. The cost is \$125 for either the men’s or ladies’ style, plus \$6.95 for shipping and handling.

Also, 20 percent of the purchase price will be donated to the UTU PAC fund, so your purchase gives twice!

Honor this historic event and reserve your limited-edition 35th Anniversary UTU watch today.

To order call (800) 272-5120. You also may download an order form from the UTU website, www.utu.org.

If you prefer, you can fax your order to American Time at (585) 295-8004; please include your choice of men’s or ladies’ watch, band desired, credit card number and expiration date.

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 Mike Heffernan of Local 1929 at St. Louis, Mo., a switchman for the Alton & Southern. "I took this picture July 5, 2004, at sunset. The sun popped out from under a huge thunderstorm and lit everything up red."



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Three UTU members killed in separate railroad accidents

Three UTU members were killed recently in separate accidents.

In New York City, a UTU member employed by the Long Island Rail Road (LIRR) was killed May 26 while doing track work in Brooklyn.

Thirty-year-old Peter Osso of Yonkers was pronounced dead at St. Mary's Hospital shortly after the accident.

Brother Osso was a member of UTU Local 29 in Babylon, N.Y.

LIRR spokesman Sam Zambuto says a track car tipped over and fell on Osso. No one knows why the car tipped, he said.

In Chalmette, La., two railroaders, including a UTU member, were killed June 26 when they experienced the nightmare of every railroad operating employee: their train rammmed a tank truck filled with gasoline.

Norfolk Southern (NS) conductor Anthony J. "Tony" Mills, 58, died hours after the crash as the result of burns sustained in the accident. Brother Mills was a member of UTU Local 1066 in New Orleans, La.

Engineer Dennis Vinson, 57, also passed away as a result of his injuries. Both men suffered burns on more than 90 percent of their bodies.

Louisiana State Police said that the driver of a gaso-

line tank truck that collided with a train caused the accident by disregarding safety signals.

The tank truck driver, Henry Blount, 55, died at the scene of the crash and blaze.

Shortly before the crash, Blount had picked up more than 8,000 gallons of gasoline at the Chalmette Refining plant.

Charles LaBella, 58, a brakeman who lives in Chalmette, jumped off the rear of the train and suffered minor injuries, police said. Brother LaBella is also a member of UTU Local 1066 in New Orleans.

Debra Mills said her husband began working for the railroad after serving in the Army in Vietnam. "He heard that the railroad was a good place to work and that it was hiring Vietnam vets right and left," she said. "He always said the railroad was the best job you could get."

She said her husband never had an accident, but "he always came home telling about people trying to beat the train."

On June 28, Heath Pape, a 23-year-old conductor and member of UTU Local 756, was killed near San Antonio, Texas, following the collision of two freight trains that released a plume of toxic fumes.

Two others were killed and many left critically ill following the accident.

"He always came home telling about people trying to beat the train."



Inside this issue of the UTU News:



LACMTA Metro operator Tu Phan is a winner. See page 2.



Ohio voters should support Jane Mitakides for Congress. See page 5.



Photo highlights from the Reno, Boston meetings. See pages 6 & 7.



UTU's 35th anniversary watch is now available. See page 11.