CN to negotiate on vests

CN North America has agreed to negotiate with the UTU a requirement that U.S. operating crews wear special reflective safety vests while on duty. UTU earlier told CN that its required safety vest contributed to unsafe conditions.

General Chairpersons Warner Biedenharn (GO-413) and Dave Huitt (GO-377) said the reflective vests Grand Trunk Western Railway and the Illinois Central were requiring be worn by operating employees are defective.

On Grand Trunk, brakemen found that while riding on the sides of cars, portions of the vest fly upward, restricting vision.

Of the IC, where temperatures on the south end of the railroad frequently hit 100 degrees with 90 percent humidity, the vests, with no perforations, act like a steam bath, trapping heat and perspiration inside. “We had engineers and conductors feeling dizzy and not able to think clearly because of their elevated body-heat levels,” Biedenharn said.

“In fact, according to experts, heat is the number-one cause of weather-related deaths.”

With assistance from Assistant President Rick Maceau, International Vice Presidents David Hakey and Mike Futhey and the UTU Law Department, Huitt and Biedenharn took the problem directly to CN’s chief labor negotiator and CN’s law department.

CN now has agreed to negotiate a solution to the problems with the UTU.

R&S members okay deal

ROCHESTER, N.Y. — UTU members employed by the Rochester & Southern Railroad (R&S) in five different crafts have overwhelmingly approved a new five-year contract, General Chairperson Dave M. Murphy said.

Crafts voting on the pact included conductors and engineers, maintenance-of-way employees, signalmen and clerical workers.


Murphy cited UTU International Vice President Tony Lammone and National Mediation Board (NMB) Mediator Dick Hamaza as being “instrumental in getting this put to bed once and for all.”

2005 regional meetings

The dates and locations for the 2005 UTU/UTUIA regional meetings have been set.

• Anchorage, Alaska, June 13-15
• Orlando, Fla., July 18-20
• Anchorage, Alaska, June 13-15

Watch the UTU News and UTU website (www.utu.org) for details.

UTU takes the lead in training new hires

CHICAGO — Local UTU people training new hires locally is what’s happening at Union Pacific’s Chicago Service Unit.

This innovative peer-training effort, which lasts a minimum of 14 weeks, is instilling more confidence in the trainees to do the jobs they are eventually assigned, and creating greater trust among veteran conductors and brakemen of the rookies’ abilities.

The training program is designed, controlled and implemented entirely by UTU members working at UP’s Chicago Service Unit. The UTU trainers are known as “super conductors,” having been chosen by their peers to perform the training based upon their demonstrated skills, ability to communicate and enthusiasm. The training previously was performed by an outside contractor.

More than 100 new hires have successfully completed the UTU training program, which began in March; at least that many more will be trained by UTU super conductors by year-end.

“Training new hires over the territory they will actually work, and being trained by the most skilled of the crews with which they will work, is something that should be expanded on the UP and adopted by every other railroad,” said UTU International President Paul Thompson, who toured the training facility at UP’s Proviso Yard in July with other UTU international officers.

How does local training by UTU super conductors differ from that of an outside contractor?

• UTU trainers work with the new hires at night, on weekends and in all weather conditions when outside contractors are not available.

UTU “super conductors” train new hires on Union Pacific

• Super conductors instruct the new hires on unique local conditions.
• New hires are assigned to actual runs with a super conductor.
• Super conductors remain available to mentor new hires after training is completed.

UTU problems develop on the job, a new hire is brought back for remedial training.

Communication between the new hire and the most skilled crews is key, UTU officials say.

Alaska Railroad says, ‘Safety first’

Even in the 21st Century, something about Alaska brings out the pioneering spirit. For employees of the Alaska Railroad, the new frontier is safety, and helping push the boundaries is conductor Lynn Reitz, a member of Local 1626 in Anchorage.

“When I came here in 1982, we were still operating on train orders through ‘dark’ territory,” Reitz said.

“But there’s been a lot of positive changes in the last three years, and we’ve taken a 1940s railroad to the cutting edge.”

The changes go beyond the evolution of technology and include a revolution in the way the most skilled of the crews with which they will work, is something that should be expanded on the UP and adopted by every other railroad,” said UTU International President Paul Thompson, who toured the training facility at UP’s Proviso Yard in July with other UTU international officers.

How does local training by UTU super conductors differ from that of an outside contractor?

• UTU trainers work with the new hires at night, on weekends and in all weather conditions when outside contractors are not available.

UTU “super conductors” train new hires on Union Pacific

• Super conductors instruct the new hires on unique local conditions.
• New hires are assigned to actual runs with a super conductor.
• Super conductors remain available to mentor new hires after training is completed.

UTU problems develop on the job, a new hire is brought back for remedial training.

Communication between the new hire and the most skilled crews is key, UTU officials say.

Alaska Railroad says, ‘Safety first’

Even in the 21st Century, something about Alaska brings out the pioneering spirit. For employees of the Alaska Railroad, the new frontier is safety, and helping push the boundaries is conductor Lynn Reitz, a member of Local 1626 in Anchorage.

“When I came here in 1982, we were still operating on train orders through ‘dark’ territory,” Reitz said.

“But there’s been a lot of positive changes in the last three years, and we’ve taken a 1940s railroad to the cutting edge.”

The changes go beyond the evolution of technology and include a revolution in the way the most skilled of the crews with which they will work, is something that should be expanded on the UP and adopted by every other railroad,” said UTU International President Paul Thompson, who toured the training facility at UP’s Proviso Yard in July with other UTU international officers.

How does local training by UTU super conductors differ from that of an outside contractor?

• UTU trainers work with the new hires at night, on weekends and in all weather conditions when outside contractors are not available.

UTU “super conductors” train new hires on Union Pacific

• Super conductors instruct the new hires on unique local conditions.
• New hires are assigned to actual runs with a super conductor.
• Super conductors remain available to mentor new hires after training is completed.

UTU problems develop on the job, a new hire is brought back for remedial training.

Communication between the new hire and the most skilled crews is key, UTU officials say.

The Teamsters? ‘No, thanks.’

Douglas Ritchey, a conductor on NJ Transit and member of Local 60 in Newark, N.J., knows first-hand the difference between the UTU and the Teamsters.

And, knowing what he knows, he knows he does not want to be represented by the Teamsters.

Ritchey, who has worked for NJ Transit for three years, formerly was a truck loader for Pepsi-Cola and member of Teamsters Local 125 in New Jersey.

“There’s a lot of differences between being represented by the UTU and by the Teamsters,” he said.

“First, with the Teamsters, I never saw a labor contract, and I asked repeatedly to be given one.

“Second, we never had any help by interna-
Local 84, Los Angeles, Calif.
Retired North County Transit District conductor Lawson L. Chadwick, who founded the Southern California Chapter of UTU for Life, served as a delegate with the California delegation to the Democratic National Convention in July and participated in the Native American Caucus. To contact Brother Chadwick about his UTU for Life chapter, call (760) 945-3585. Five years ago, Chadwick and his wife moved to a 500-acre ranch in Oceanside, CA 92056, or send e-mail to LCHADD@cox.net.

Locals 194 & 1620, Elkhart, Ind.
These two Northern Southern locals recently presented a UTU PAC contribution in the amount of $1,000 to Democrat Joe Donnelly, a congressional candidate from Indiana's 2nd district, at a rally they hosted for his campaign.

Local 281, Milwaukee, Wis.
Three days after the death of Amtrak conductor Darrell Tischman, who passed away at age 48 on July 9 following a heart attack, said Local Chairperson Mike Doyle, Brother Tischman, who was off on a rail-related injury when stricken, had been working as vice local chairperson in St. Cloud, Minn. He leaves behind a wife and three daughters.

Local 471, Eugene, Ore.
Members of this Union Pacific local are mourning the death of conductor Jim Clai- borne, who died last Saturday following a heart attack at his home on July 19, said Local Chairperson Greg Boam. Brother Claiborne, who had planned to retire in December, leaves behind a wife, two daughters and two grandchildren.

Local 586, Willard, Ohio
This CSX local now has a website with a variety of useful information, resources and links, said Secretary-Treasurer Mike Kelly. View the site at www.ute586.org.

Local 1137, Fargo, N.D.
Members of this local employed by the Red River Valley & Western were grappling with ways to address the need for regularly assigned days off as this issue reached deadline, said North Dakota State Legislative Director John Risch. Local Chairperson Mike Olson and Vice General Chairperson John Filter planned to meet with Risch to discuss the next round of negotiations.

Local 1177, Willmar, Minn.
Past Local Chairperson (switchmen) P.J. “Pat” Connors was set to undergo a kidney transplant on Sept. 2 as this issue reached deadline. Brother Connors’ son, Ben Con- nors, is donating a kidney to his father, said Legislative Representative Bob Pearson, and both will be unable to work for about six weeks. Donations to help with expenses can be sent to: Connors Fund, c/o Robert J. Pear- son, UTU Local 1177, P.O. Box 575, Will- mar, MN 56201.

Local 1190, Ludlow, Ky.
Members of this Norfolk Southern local are proud of Vice Local Chairperson and Assis- tant Legislative Representative Sgt. Jeff Hammons who, along with fellow soldiers of the Army’s 478th Engineer Battalion, was recently awarded the Presidential Unit Citation for service in Iraq, said Secretary-Treasurer Thomas Hein. The cita- tion is the highest award an Army unit can receive. The unit faced 35 days of combat, advanced 800 kilometers into Iraq and crossed four major rivers to destroy nine Iraqi divisions. The award, rate for such units, was pre-
sented to the group by Brigadier General James L. Baurier, Jr., Hein said.

Local 1594, Upper Darby, Pa.
This SEPTA local has created a fund to assist fellow members whose homes and property were destroyed by storms and flood- ing, said General Chairperson Ron Koran and Treasurer Brian Caldwell. Donations can be sent to: UTU 1594 Flood Vic- tims’ Account, PSTC Employees Federal Credit Union, 1402 Bywood Ave., Upper Darby, PA 19082. In June, the local raised $1,100 in the American Cancer Society Bike-A-Thon. Participants included Herb Pemberton, Linne Jenkins, Jay Wilbank, Anne Jordan, Bruce Wertz, Stan Berna- towicz and his daughter, Lindsay, and her friend, Jonathan, and Ron Koran and his son, Steven. William Benitez was UTU Field Supervisor Tom Anziano of Local 1373 (CSX, Philadelphia), who collected $100 from his local to contribute to the event. Also, Kevin Baldwin collected two large containers (10-15 lbs.) of soda pull- tabs to benefit the Ronald McDonald House. Meanwhile, rail rodeo participants never previously credited were James Sams and Fred Washington.

Local 1741, San Francisco, Calif.
Bus operators from this local working for First Student, Inc., the San Mateo School District and Laidlaw Transfit will be participating in the Million Worker March, set to take place in Washington, D.C., on Oct. 17. For information, contact Shane Hoff at (510) 748-9196. Meanwhile, a UTU theme week will likely be evident when Local President Ange Beloy marries James Wesley Jr., a for- mer member of the local, on Nov. 12, 2005. Beloy’s mother and Wesley’s brother are active members of the local.

Local 1973, Chicago, Ill.
Members are mourning the deaths of Metra yardmaster Elbert “Al” Coleman, who passed away at age 62 in July just before he had planned to retire, said fellow Metra employee and Illinois State Representative Eddie Washington of Local 1258 in Elgin, Ill. “He was a brother who knew how to be a true friend, a father, a leader, a teacher, a warrior and a general,” said Washington, “who understood the importance of standing up for the little guy.” A Navy veteran, Brother Coleman began his career as a switchman on the Milwaukee Road.

AUX. Lodge 419, Hammond, Ind.
Joyce Ann Lewis recently became a UTU PAC Dollar-A-Day member when she con- tributed a check in the amount of $265. Lewis, married to Legislative Representative Harry C. Lewis Jr. of Local 597 in Plaines, Ill., earlier donated $100 to the cause, and hoped her action would serve as an example for all auxiliary members.

AUX. Lodge 711, New Castle, Pa.
About 100 attended the annual picnic held July 18 in Pearson Park, where food, games and prizes for the kids helped chase the rainy weather away, according to Pennsylvania Delegate and Board Member Don Dunlevy. Among the prizes were six new bicycles, said Lodge President Anita Rayner.
<table>
<thead>
<tr>
<th>State</th>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>998</td>
<td>Waycross 535</td>
</tr>
<tr>
<td>Arkansas</td>
<td>113</td>
<td>Little Rock 2.93</td>
</tr>
<tr>
<td>California</td>
<td>223</td>
<td>Los Angeles 6.33</td>
</tr>
<tr>
<td>Colorado</td>
<td>771</td>
<td>Colorado Springs 2.93</td>
</tr>
<tr>
<td>Connecticut</td>
<td>1389</td>
<td>Hartford 2.93</td>
</tr>
<tr>
<td>Delaware</td>
<td>1353</td>
<td>Wilmington 3.12</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>1855</td>
<td>Washington, DC 1.25</td>
</tr>
<tr>
<td>Florida</td>
<td>277</td>
<td>Jacksonville 2.93</td>
</tr>
<tr>
<td>Georgia</td>
<td>1972</td>
<td>Atlanta 2.93</td>
</tr>
<tr>
<td>Hawaii</td>
<td>131</td>
<td>Hilo 2.93</td>
</tr>
<tr>
<td>Idaho</td>
<td>1598</td>
<td>Boise 2.93</td>
</tr>
<tr>
<td>Illinois</td>
<td>1869</td>
<td>Chicago 2.93</td>
</tr>
<tr>
<td>Indiana</td>
<td>37</td>
<td>Noblesville 2.93</td>
</tr>
<tr>
<td>Iowa</td>
<td>697</td>
<td>Des Moines 2.93</td>
</tr>
<tr>
<td>Kansas</td>
<td>1355</td>
<td>Kansas City 2.93</td>
</tr>
<tr>
<td>Kentucky</td>
<td>573</td>
<td>Louisville 2.93</td>
</tr>
<tr>
<td>Louisiana</td>
<td>1415</td>
<td>New Orleans 2.93</td>
</tr>
<tr>
<td>Maine</td>
<td>567</td>
<td>Portland 2.93</td>
</tr>
<tr>
<td>Maryland</td>
<td>600</td>
<td>Baltimore 2.93</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>312</td>
<td>Boston 2.93</td>
</tr>
<tr>
<td>Michigan</td>
<td>350</td>
<td>Detroit 2.93</td>
</tr>
<tr>
<td>Minnesota</td>
<td>1739</td>
<td>Minneapolis 2.93</td>
</tr>
<tr>
<td>Mississippi</td>
<td>1637</td>
<td>Jackson 2.93</td>
</tr>
<tr>
<td>Missouri</td>
<td>1499</td>
<td>Kansas City 2.93</td>
</tr>
<tr>
<td>Montana</td>
<td>1498</td>
<td>Bozeman 2.93</td>
</tr>
<tr>
<td>Nebraska</td>
<td>1916</td>
<td>Lincoln 2.93</td>
</tr>
<tr>
<td>Nevada</td>
<td>1949</td>
<td>Las Vegas 2.93</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>1352</td>
<td>Manchester 2.93</td>
</tr>
<tr>
<td>New Jersey</td>
<td>1353</td>
<td>Newark 2.93</td>
</tr>
<tr>
<td>New Mexico</td>
<td>1412</td>
<td>Albuquerque 2.93</td>
</tr>
<tr>
<td>New York</td>
<td>1499</td>
<td>New York 2.93</td>
</tr>
<tr>
<td>North Carolina</td>
<td>1515</td>
<td>Charlotte 2.93</td>
</tr>
<tr>
<td>North Dakota</td>
<td>1132</td>
<td>Fargo 2.93</td>
</tr>
<tr>
<td>Ohio</td>
<td>1973</td>
<td>Columbus 2.93</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>1974</td>
<td>Oklahoma City 2.93</td>
</tr>
<tr>
<td>Oregon</td>
<td>1503</td>
<td>Portland 2.93</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>1415</td>
<td>Philadelphia 2.93</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>1315</td>
<td>Providence 2.93</td>
</tr>
<tr>
<td>South Carolina</td>
<td>1515</td>
<td>Charleston 2.93</td>
</tr>
<tr>
<td>South Dakota</td>
<td>1340</td>
<td>Sioux Falls 2.93</td>
</tr>
<tr>
<td>Tennessee</td>
<td>1544</td>
<td>Nashville 2.93</td>
</tr>
<tr>
<td>Texas</td>
<td>1135</td>
<td>Austin 2.93</td>
</tr>
<tr>
<td>Utah</td>
<td>1413</td>
<td>Salt Lake City 2.93</td>
</tr>
<tr>
<td>Vermont</td>
<td>1353</td>
<td>Burlington 2.93</td>
</tr>
<tr>
<td>Virginia</td>
<td>1353</td>
<td>Richmond 2.93</td>
</tr>
<tr>
<td>Washington</td>
<td>1498</td>
<td>Seattle 2.93</td>
</tr>
<tr>
<td>West Virginia</td>
<td>1352</td>
<td>Charleston 2.93</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>1532</td>
<td>Milwaukee 2.93</td>
</tr>
<tr>
<td>Wyoming</td>
<td>1353</td>
<td>Cheyenne 2.93</td>
</tr>
</tbody>
</table>
The evidence is found in two significant recent events: The UTU’s initiative on Union Pacific in Chicago, where UTU “super conductors” replaced outside contractors to train new hires and on the Alaskan Railroad, where a UTU safety coordinator bridges the communications gap between management and train crews. (These stories can be found on page 4.) On the Alaska Railroad, the UTU safety coordinator identifies high-risk operations and ensures new hires are properly trained and mentored. It is an outgrowth of a UTU initiative begun on CSX five years ago. In fact, even earlier, the UTU was instrumental in convincing CSX to reconsider a failed policy of harsh discipline in favor of an enlightened approach that employees don’t intentionally screw up. The core of that program is peer counseling and mentoring. On Union Pacific, an enlightened general superintendent of its Chicago Service Unit recognized that local people training new hires locally makes more sense than bringing in outside contractors. The super conductor training program at UP’s Proviso Yard is proving its worth through improved morale and new hire retention rates, and, especially, in fewer accidents and injuries. Look for it to be expanded on UP and elsewhere. Making “progress through unity” more than a slogan is what these new UTU safety initiatives are all about.

The record on Bush? Fewer jobs, benefits and bargaining rights

By James M. Brunkenhoefer

The core of our negotiating strategy has been interest-based bargaining, whereby each side enters negotiations attempting to address the other party’s needs and concerns. This strategy has worked well at the national level and for rail and bus general committees that utilize the interest-based bargaining approach. As we formulate Section 6 notices in preparation for renewed national bargaining later this year with most of the major railroads over wages, benefits and work rules, we will again follow an interest-based bargaining approach whose success is best seen when we compare our wages, benefits and working conditions with those in other industries and by non-union employers.

Our goal, of course, remains the same as it has since the founding days of labor unions: More, now. As for those born on third base with a pocket stuffed with cash, and who think they hit a triple; well, we will take care of that matter on Election Day in November.

WASHINGTON WATCH

By James M. Brunkenhoefer

Many decades ago, a Democratic candidate for president named Al Smith said we should look at the record. America didn’t, and Herbert Hoover was elected. You know the rest of that story. I suggest we all follow Al Smith’s advice when we go to the polls in November. It is never UTU’s intention to tell you how to vote. But it is our hope you will consider your union’s opinions in shaping your own.

The record of UTU-endorsed candidates demonstrate they will work to protect the jobs and quality of life of working families. Consider that when a Democrat was in the White House, virtually every week somebody representing you was at a White House meeting or on the phone with an administration official. Your problems were on the president’s agenda to discuss with his cabinet, senior staff and members of Congress. This has not been the case with the Bush administration. Could this be why health-care costs have risen, why more Americans have no health-care insurance, why jobs have been exported, why new jobs pay a fraction of jobs lost and have fewer benefits, and why collective bargaining rights continue to be eroded? Could this be why the problem with fatigue is not being solved by this administration or the Republican controlled Congress?

The record of the Bush administration is one of being unfriendly to working families. Jobs are fewer, health-care insurance is tougher to find, health-care insurance where available is becoming unaffordable, big corporations are canceling pension and health-care benefits for retirees, and the image of America around the world is not positive.

Meanwhile, the record of John Kerry and John Edwards is one of support for working families, support for bus and rail transportation, an understanding of the economic problems facing the average American and a determination to improve the image of America by partnering with other peaceful nations.

Candidates for the U.S. House and Senate and other offices endorsed by the UTU—candidates from both major parties—also possess positive records.

No matter how you intend to vote Nov. 2, you can’t vote unless you are registered. You can register yourself, your family and even your friends by using the “Register to Vote” link on the UTU website at www.utu.org.

Something else to consider is whether you should apply for an absentee ballot. Transportation industry workers who may be away from home on Election Day definitely should apply.

Above all else, plan to cast an informed vote on Election Day!
State Watch

Candidates endorsed by the UTU

COLORADO
State Director Rick Johnson urges members in the Centennial State to support the following candidates:
- Senate: Ken Salazar (D)
- House of Representatives:
  1st Dist. Donna DeGorte (D)*
  2nd Dist. Mark Udall (D)*
  3rd Dist. John Salazar (D)
  4th Dist. Stan Matsunaka (D)
  6th Dist. Joanna Comn (D)
  7th Dist. Dave Thomas (D)

MAINE
New England Legislative Director George Casey urges members in the Pine State to support the following candidates:
- Senate: Tom Allen (D)*
- House of Representatives:
  1st Dist. Michael Michaud (D)*

MASSACHUSETTS
New England Legislative Director George Casey urges members in the Bay State to support the following candidates:
- Senate: Ron Wyden (D)*
- House of Representatives:
  1st Dist. David Wu (D)*
  2nd Dist. Greg Walden (R)*
  3rd Dist. Earl Blumenauer (D)*
  4th Dist. Peter A. DeFazio (D)*
  5th Dist. Darlene Hooley (D)*

RHODE ISLAND
New England Legislative Director George Casey urges members in the Ocean State to support the following candidates:
- Senate: Patrick Kennedy (D)*
- House of Representatives:
  1st Dist. James Langevin (D)*

VERMONT
New England Legislative Director George Casey urges members in the Green Mountain State to support the following candidates:
- Senate: Patrick Leahy (D)
- House of Representatives:
  1st Dist. Snell Wright (D)*

NEW YORK
State Director Sam Nosca is urging members in the Empire State to vote for the following candidates:
- House of Representatives:
  3rd Dist. Peter T. King (R)*
  4th Dist. Carolyn McCarthy (I)
  7th Dist. Joseph Crowley (D)*
  11th Dist. Major W. Owens (D)*
  15th Dist. Charles Rangel (D)*
  17th Dist. Eliot Engel (D)
  24th Dist. Sherwood Boehlert (R)*
  27th Dist. Brian Higgins (D)
  29th Dist. John R. Kuhl (R)

OREGON
State Director Delmer Hanson urges members in the Beaver State to support the following candidates:
- Senate: Ron Wyden (D)*
- House of Representatives:
  1st Dist. David Wu (D)*
  3rd Dist. Earl Blumenauer (D)*
  5th Dist. Peter A. DeFazio (D)*
  6th Dist. Darlene Hooley (D)*

Wisconsin
How many UTU locals can claim that virtually every member contributes at least $10 per month to UTU PAC? UTU Local 1293 at Altoona, Wis., is usually the one to claim.

In July 2004, there were only three members, out of 46, who did not contribute at least $10 per month to the union’s political action fund.

Those members were working out west, and we will talk with them about the importance of UTU PAC when they get back,” promised Legislative Director Ken Staves.

The local represents conductors and engineers working for the Union Pacific in the Altoona, Superior and Spooner, Wis., areas.

Local Chairperson Mark Mueller, Secretary/Treasurer Bob Drabek and I explained to the members how things get done (in the legislature) and they came through, they all got on board,” Staves said. “We also got good help from State Legislative Director Tom Dwyer.”

You should always expect a train

With school back in session and carpooling in full swing, please review these rail-safety tips and share them with your neighbors and your child’s school bus operator:

• Always stop, look and listen at a highway-rail grade crossing, even if it has lights, bells and gates.
• Just because you don’t see a locomotive doesn’t mean the freight or passenger cars you see aren’t approaching. Some trains are pushed or don’t have conventional locomotives.
• When approaching a grade crossing, turn off or turn down distracting radios and other gadgets. Just be quiet and present.

In the wake of the successful ratification vote, a representation vote will be conducted Sept. 22 for operators employed by First Transit at Spartanburg, S.C.,

The Bus Department also will start training bus locals on the East Coast before Thanksgiving.

Additionally, I am always actively looking for bus properties to organize, so if you know of bus employees who could benefit from UTU representation, please let me know.
BLE sells out passenger conductor

On VIA Rail in Canada, the BLE promised to protect conductors if they joined the BLE. Then the BLE agreed to operate VIA Rail passenger trains with engineers only. In a story in its own April 1999 newsletter, headlined, “VIA Rail drops conductors,” the BLE reported, “The role of conductors will be merged, with the BLE moving the ultimate responsibility for the safe operation of trains into the cab.”

What did the BLE do? It sold out the conductors it had sold out after falsely promising to protect their jobs. BLE told them, “There can be no reasonable expectation on the part of UTU members that they would obtain all that had been promised.”

Which was the first union to sign a remote control agreement with a U.S. railroad? It was the BLE in an agreement negotiated March 12, 2001, by current BLE President Don Hohensee when he was a BLE vice president.

That agreement on Montana Rail Link eliminated train-service employees on remote-control operations, replacing them with two engineers.

By contrast, the UTU has always attempted to include engineers in the remote control agreements it negotiated.

In Canada, the BLE walked away from the table when the UTU sought a joint protective agreement with Canadian National on remote control. In the U.S., the other organization declined a merger, which would have shared remote control jobs with engineers.

Protecting crafts is what the UTU is about

• The UTU is the only labor union that has limited various operating crafts while protecting craft autonomy. Every agreement must be ratified by every historical craft affected by that agreement. Smaller crafts have an equal vote as larger crafts.

• Craft autonomy has been fully protected under the UTU Constitution since 1969.

• The UTU pioneered craft protection among train and engine service employees who move in and out of various craft assignments—from conductor to brakeeman.

• The UTU pioneered an agreement allowing qualified ground-service employees, working under UTU contracts, to transfer into engine service, retaining their ground-service seniority. Every operating employee—be it engine or train service employee—owes their job to the efforts of the UTU.

• Crew-consist and remote control agreements protect our members from total elimination via the adverse effects of new technology.

• The UTU led the way in coordinating Railroad Retirement reform, which reinstituted full retirement benefits at age 60 for those with at least 30 years of service. The other organization initially declined to participate in this effort and then said, “me, too.”

• The UTU took the lead in amending the early-retirement medical plan by reducing the age 60 to the minimum age for eligibility.

• The UTU is the leader in allowing its rail members to choose from multiple medical benefits plans and medical benefit providers. The other organization is now saying, “me, too.”

The truth about the Teamsters

• The Teamsters have lost half a million truck-driver members in recent years and haven’t organized a major trucking company since 1980.

• Where the Teamsters hold contracts for truck drivers, those over the road drivers earn less than railroad operating employees and have fewer benefits.

• The Teamsters’ Central States Pension Plan is on life-support, with truck-driver retirement benefits having been slashed.

• By contrast, the Railroad Retirement Trust fund has been growing and benefits were liberalized, including reinstatement of the full-benefits early-retirement option at age 60. In fact, there is speculation the reason the Teamsters want a merger with rail unions is eventually to make a grab for funds from the solvent Railroad Retirement Trust fund. If the Teamsters control rail labor, then rail labor would have no independent voice in Washington to protect Railroad Retirement.

• When Teamsters President Jim Hoffa took office, he said his number-one objective was to organize Outsourcing Trucking. Only 657 of 13,000 Outsourcing Trucking employees walked a Teamsters picket line demanding union recognition.

• The Teamsters abandoned that attempt to organize Outsourcing, admitting failure of the ill-conceived strike they called.

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

• Unable to organize truckers, the Teamsters turned to airlines for a short-term honeymoon. More than 11,000 Northwest Airlines flight attendants and 3,000 Southwest Airlines mechanics recently disbanded, complaining their crafts had no voice within the truck-driven-dominated unions.

• Virtually the entire ruling body of the Teamsters is made up of former airline employees.

• The Teamsters’ contract with trucking companies limits how much freight can move by rail in trailers and containers. The Teamsters Union always was, and always will be, a foe of the railroads and railroad job security.

UTU makes the difference in protecting your job

The best way to avoid bad agreements is to negotiate good ones.

National agreements negotiated by the UTU have consistently improved wages, benefits and working conditions, and preserved one of the best health-care insurance plans available.

Perhaps this is why the Brotherhood of Locomotive Engineers (BLE) habitually says, “me, too,” after the UTU brings agreements with the carriers.

It is instructive in the one bargaining round where the BLE did take the lead, negotiations broke down, and the Van Wart Study Commission was established during the term of President Reagan (when the BLE endorsed for president). The Van Wart Study Commission’s horrendous recommendations included raising the basic day to 160 miles (from its then 100 miles); eliminating all artisans and special allowances permitting carriers to establish extra boards at all points and use extra crews in lieu of pool or assigned crews; allowing road crews to do unlimited switching; using straight-time employees at will, ahead of those who would qualify for overtime; and permanently capping new-hire pay at 70 percent of the then-existing rate. The Van Wart Study Commission also recommended “that carriers be permitted to institute operations changes without prior negotiations, so that rates and service standards may be established immediately.”

It took the UTU almost 20 years to undo the recommendations of the Van Wart Study Commission. The contract our members overwhelmingly ratified in 2002 did just that. Not surprisingly, the BLE said, “me, too!”

By obtaining trip rates, the UTU forever put to rest carrier attempts to increase the basic day; rolled monies attributable to national pay elements into trip rates so carriers no longer could sharp-shoot them; and brought post-'85 employees to wage parity with respect to those national pay elements.

The UTU is proud of its leadership role in negotiating some of the best agreements out there. The history of the UTU is a history of protecting crafts. The history of the BLE is attacking and selling out other crafts.

Consider the facts:

• The 1962 Presidential Railroad Commission recommended the fireman be eliminated—and Congress passed such a law.

• After the two-year expiration of the law, a UTU predecessor, the Brotherhood of Locomotive Firemen and Enginemen (BLF&E), gained a new protective agreement for firemen.

• The 1962 Presidential Railroad Commission recommended the fireman be eliminated—and Congress passed such a law. If the BLE could sharp-shoot them, and brought post-'85 employees to wage parity with respect to those national pay elements. The UTU also negotiated crew-consist agreements preserving trainmen crafts, and jobs.

• The BLF&E was fighting to preserve the fireman craft, the BLE, on April 1, 1966, told its members to cross BLF&E picket lines. “Go back to your jobs and ignore picket lines,” is what BLE said, as reported by United Press International.

• BLE attacks fireman craft

Incredibly, the BLE then signed an agreement in 1964 for engineers to work without firemen in exchange for $1.50 more per day per engineer.

In the face of this atrocious attempt by the BLE to sell out firemen, the UTU negotiated a national fireman manning agreement retaining the fireman as a viable craft.

The UTU also negotiated crew-consist agreements preserving trainmen crafts, and jobs.

So, while the BLE attempted to get rid of conductors and brakemen.

As reported by the Daily Labor Report on Oct. 16, 1985, the BLE proposed its “Lake Erie Plan” to reduce train-crew size to just two engineers represented by the BLE.

In exchange for helping carriers eliminate conductors and brakemen, BLE-represented engineers were to receive up to an 80 percent increase in pay. BLE President John Sirium predicted technology would permit engineer-only operations.

It was only because of UTU crew-consist agreements that the BLE’s Lake Erie Plan could not be put into effect.

That explains the current BLE strategy to merge all operating crafts into the Teamsters. Then the BLE could eliminate crew-consist agreements, allowing engineers to become the sole operating employees on all freight trains.

It is essential to understand that only existing moratoriums of the on-property crew-consist agreements held by the UTU provide protection for all trainmen against elimination of the conductor’s position on every assignment.

There has been more BLE aggression against trainmen. As reported by The Journal of Commerce on Aug. 23, 1998, the BLE “authorized its members to cross UTU picket lines and return to work” during a UTU strike against Soo Line Railroad.

That newspaper described BLE’s sub-action as “unprecedented.” A skewed Transportation Communications Union President Robert Scandletti told TCU members to display “solidarity” with the UTU.
The Railroad Retirement Act, like the Social Security Act, provides annuities for spouses and, in some cases, divorced spouses of retired railroad employees. The age requirements for a spouse annuity depend upon the employee's age, date of retirement and years of railroad service.

If a retired employee with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60. Certain early retirement reductions are applied if the employee first became eligible for a railroad annuity before July 1, 1984, and later or retired at ages 60 or 61 before 2002. If the employee was hospitalized a disability annuity, has attained age 60 and has 30 years of service, the spouse can receive an unreduced annuity the first full month she or he is age 60, regardless of whether the employee annuity began before or after 2002 as long as the spouse's annuity beginning date is after 2001.

If a retired employee with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Full retirement age for a spouse is gradually rising from age 65 to age 67, just as for an employee, depending on the year of birth. Reduced benefits are still payable at age 62.

The spouse of an employee receiving an age and service annuity (or the spouse of a disability annuitant who is otherwise eligible for an age and service annuity) is eligible for a spouse annuity at any age if caring for the employee's unmarried child, and the child is under age 18 or became disabled before age 22. Some other general eligibility requirements do apply. An annuity may also be payable to the divorced wife or husband of a retired employee if their marriage lasted for at least 10 years, both have attained age 62 for a full month and the divorced spouse is not currently married.

For more information, contact the nearest office of the Railroad Retirement Board. Find the address and phone number of the nearest office by calling the automated toll-free RRB Help Line at (800) 808-0772, or visit the web site at www.rrb.gov.

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

Benefit estimate available on web

The U.S. Railroad Retirement Board’s website now offers railroad employees a retirement planner that provides retirement anniversary estimates. To help assess privacy, a password must be established with the board to use the service. To establish a password, visit www.rrb.gov/mainline/.

The same webpage also allows those without a password to request service and compensation history, a replacement Medicare card, proof of monthly annuity rate or a duplicate tax statement. With a password, the service and compensation history can be viewed online.

Retiree marks 100th birthday

Best wishes for continued life in good health recently went out from the U.S. Railroad Retirement Board (RRB) to a retired UU member who marked his 100th birthday.

Gust DeBacker of Local 322 in Milwaukee, Wis., a conductor who retired from the Chicago, Milwaukee, St. Paul & Pacific Railroad in August 1969, became a centenarian on Aug. 2, 2004, the RRB said.

NOTE: Errorrously included in this listing recently was Charles Young of Local 1299, who resides in Homewood, Ill.
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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Local City</th>
<th>Address</th>
<th>Sex</th>
<th>Date of Birth</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schmitz, Gregory E.</td>
<td>1503 Marysville, Kans.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rhines, Richard</td>
<td>1042 Oklahoma City, Okla.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lund, Eugene C.</td>
<td>583 Fond du Lac, Wis.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gillies, Frank D.</td>
<td>322 Milwaukee, Wis.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fox, John N.</td>
<td>311 La Crosse, Wis.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Everson, Cory J.</td>
<td>311 La Crosse, Wis.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McCarthy, Jerry T.</td>
<td>265 Pocatello, Idaho</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gennetta, Ronald S.</td>
<td>204 Pueblo, Colo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td>1584 Lancaster, Calif.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thompson, Rick L.</td>
<td>1059 Minot, N.D.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shepard, Kent D.</td>
<td>544 Havre, Mont.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boardman, William E.</td>
<td>256 Watervliet, N.Y.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patterson, Ray A.</td>
<td>166 Tall Lake City, Utah</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Griffith, Susan M.</td>
<td>1099 Hammond, Ind.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnell, James W.</td>
<td>1256 Northlake, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td>1584 Lancaster, Calif.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 three months

<table>
<thead>
<tr>
<th>Name</th>
<th>Local City</th>
<th>Address</th>
<th>Sex</th>
<th>Date of Birth</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Babler, John W.</td>
<td>597 Des Plaines, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Teshima, Melvin K.</td>
<td>265 Pocatello, Idaho</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mitchell, Josiah</td>
<td>324 Seattle, Wash.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilson, Jerry T.</td>
<td>265 Pocatello, Idaho</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Babler, John W.</td>
<td>597 Des Plaines, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Griffith, Susan M.</td>
<td>1099 Hammond, Ind.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnell, James W.</td>
<td>1256 Northlake, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td>1584 Lancaster, Calif.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DIAMOND CLUB ($300 OR MORE EACH YEAR)**

- Schmitz, Gregory E. 1503 Marysville, Kans.
- Rhines, Richard 1042 Oklahoma City, Okla.
- Lund, Eugene C. 583 Fond du Lac, Wis.
- Gillies, Frank D. 322 Milwaukee, Wis.
- Fox, John N. 311 La Crosse, Wis.
- Everson, Cory J. 311 La Crosse, Wis.
- McCarthy, Jerry T. 265 Pocatello, Idaho
- Gennetta, Ronald S. 204 Pueblo, Colo.
- White, Herbert Lee 1584 Lancaster, Calif.
- Thompson, Rick L. 1059 Minot, N.D.
- Shepard, Kent D. 544 Havre, Mont.
- Boardman, William E. 256 Watervliet, N.Y.
- Patterson, Ray A. 166 Tall Lake City, Utah
- Griffith, Susan M. 1099 Hammond, Ind.
- Bunnell, James W. 1256 Northlake, Ill.
- White, Herbert Lee 1581 Green River, Wyo.

**DOUBLE DIAMOND CLUB ($600 OR MORE EACH YEAR)**

- Babler, John W. 597 Des Plaines, Ill.
- Teshima, Melvin K. 265 Pocatello, Idaho
- Mitchell, Josiah 324 Seattle, Wash.
- Wilson, Jerry T. 265 Pocatello, Idaho
- Jensen, Craig M. 168 Chicago, Ill.

**DOLLAR-A-DAY CLUB ($365 OR MORE EACH YEAR)**

- Babler, John W. 597 Des Plaines, Ill.
- Teshima, Melvin K. 265 Pocatello, Idaho

**DIAMOND PLUS CLUB ($400 OR MORE EACH YEAR)**

- Babler, John W. 597 Des Plaines, Ill.
- Mitchell, Josiah 324 Seattle, Wash.
- Wilson, Jerry T. 265 Pocatello, Idaho
- Jensen, Craig M. 168 Chicago, Ill.
- Mitchell, Josiah 324 Seattle, Wash.
- Wilson, Jerry T. 265 Pocatello, Idaho
- Jensen, Craig M. 168 Chicago, Ill.
- Mitchell, Josiah 324 Seattle, Wash.
- Wilson, Jerry T. 265 Pocatello, Idaho
- Jensen, Craig M. 168 Chicago, Ill.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Local City</th>
<th>Address</th>
<th>Sex</th>
<th>Date of Birth</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Griffith, Susan M.</td>
<td>1099 Hammond, Ind.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnell, James W.</td>
<td>1256 Northlake, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td>1584 Lancaster, Calif.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**UNITED TRANSPORTATION UNION**

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

- Griffith, Shawn M. 454 Baltimore, Md.
- Williams, Dave L. 432 Champaign-Urbana, Ill.
- Peterson, Jason P. 432 Champaign-Urbana, Ill.
- Flessner, Rodney E. 432 Champaign-Urbana, Ill.
- Crippin, Grady Block 432 Champaign-Urbana, Ill.
- Adkins, Jeremy A. 432 Champaign-Urbana, Ill.
- Chambers, Gregory M. 338 Chattanooga, Tenn.
- Lopez, Stephen E. 331 Temple, Tex.
- Allred, Kevin H. 324 Seattle, Wash.
- Bethel, James E. 322 Milwaukee, Wis.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Local City</th>
<th>Address</th>
<th>Sex</th>
<th>Date of Birth</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Griffith, Susan M.</td>
<td>1099 Hammond, Ind.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnell, James W.</td>
<td>1256 Northlake, Ill.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td>1584 Lancaster, Calif.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Robert C.</td>
<td>1581 Green River, Wyo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* = Retired member

For more information on UTUIA’s ULTIMATE PAR policy, Please Print.

<table>
<thead>
<tr>
<th>Full Name of Member</th>
<th>Sex</th>
<th>Date of Birth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Griffith, Susan M.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnell, James W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Herbert Lee</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Morrison, Brian T.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gawish, William M.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archer, James A.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anthes, Larry C.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

www.utu.org www.utu.org
Continued from page 1

Teamsters

Continued from page 1

The class, designed by UTU super

The Alaska Railroad employs approximate-

The Alaska Railroad says that employees will feel

The foundation of our training is that repeti-

The UTU treats you like a family member.

The Union Pacific yard in 1978 in North Platte,

The railroad was the largest improvement the

Viewing a training aid in a classroom set up by UTU

Continuing from page 1

“Normally, a trainee沙漠 in the first two

Alaska Railroad

Continued from page 1

thinking behind the operations. “The railroad

The Alaska Railroad says that employees will feel

For Reitz, who began his rail career in a

Alaska Railroad says that employees will feel

The foundation of our training is that repeti-

The UTU treats you like a family member.

The carrier gives us the bodies and the UTU does every-

Teamsters

Continued from page 1

ational Teamsters officers at our location. They
told us the only time you see international Teamster

As a UTU member, every time I have called

As a UTU member, every time I have called

As a UTU member, every time I have called

As a UTU member, every time I have called

As a UTU member, every time I have called
CSX and Norfolk Southern are taking separate new approaches in an effort to reduce the number of trespasser and highway-rail grade crossing accidents, injuries and fatalities.

In the U.S. today there are more than 252,000 rail-highway grade crossings and some 170,000 miles of track. Annually, car-train crashes and trespassers hit by trains account for more than $1.1 billion in damages and costs. Train crew members often survive collisions with trains, but they are also physically and emotionally affected by them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

5. The neutral referee shall complete the report no later than July 31. This report shall include an analysis of the expenditures by categories, and shall state the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures that fall within Section 3 shall be calculated for the categories of expenditures to be the sum of all expenditures paid in a manner consistent with the rules established by the AAA. The neutral referee shall have the right to request additional information and the right to request that any party that may be affected by the arbitration in order to fulfill the need for an informed and expeditious arbitration.

9. Each party to the arbitration shall bear their own costs. The arbitrator shall give an opinion concerning the adequacy of the expenditures made and shall state that the arbitrator is of the opinion that the expenditures were necessary and were made in accordance with the decision.

10. The procedure for an appeal shall be as follows: The international shall determine whether an appeal is meritorious and, if so, shall forward a written statement to the arbitrator. The arbitrator shall have the right to request additional information and the right to request that any party that may be affected by the arbitration in order to fulfill the need for an informed and expeditious arbitration.

11. The federal government has also undertaken efforts to reduce grade crossing accidents. The Federal Highway Administration in designing improved highway-rail grade crossings. Currently, the messages are targeted at citizens along CSX routes linking Nashville with Chattanooga, Toledo with Cincinnati, and Gulfport with Pascagoula. The CSX messages are blunt. For example, one billboard message proclaims: “Two words: Closed Casket.” Another advises, “If you’re thinking about beating a train, don’t. Tie goes to the train.” The radio announcements are equally chilling. CSX, at the request of UTU International President Paul Thompson, names the United Transportation Union as a co-sponsor with CSX, the railroad, in the development of the highway-rail grade crossing. The CSX messages will be added to the national general elections.

12. The intent, NS says, is to demonstrate to public safety officials exactly what the train crew encounters during these incidents. The technology also is expected to assist the rail crew in understanding how to react during these incidents.

13. The Internal Secretary/Treasurer and the appellant(s) of the arbitrator shall be consolidated. The AAA shall appoint an arbitrator from a special panel maintained by the AAA for the purpose of resolving the appeal. The arbitrator shall have the right to request additional information and the right to request that any party that may be affected by the arbitration in order to fulfill the need for an informed and expeditious arbitration.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The arbitrator shall have the right to request additional information and the right to request that any party that may be affected by the arbitration in order to fulfill the need for an informed and expeditious arbitration.

15. Each month thereafter for all objectors, an amount equal to 15% of the reduced fees set forth in the neutral referee’s report shall be paid by UTU. The decision of the arbitrator is final and binding on all parties. The decision of the arbitrator is final and binding on all parties. The decision of the arbitrator is final and binding on all parties. The decision of the arbitrator is final and binding on all parties.
UTU protects train, engine crew members on DM&E

SIOUX FALLS, S.D. – United Transportation Union contracts protecting its members are sacred and must be observed by railroads, the United States District Court for the Southern District of South Dakota ruled last month.

The court ordered Dakota, Minnesota & Eastern Railroad (DM&E) to cease using managers to operate its trains and honor its crew consist agreement with the UTU, which mandates that DM&E trains are to be operated solely by qualified conductors and engineers and not by qualified managers.

The case was argued successfully before the federal court by UTU Associate General Counsel Dan Elliott.

When the DM&E in June began using managers to operate some of its trains in violation of its agreement with the UTU, DM&E General Chairperson Phil Craig notified the UTU Law Department. When DM&E President Kevin Schieffer refused to comply with the UTU agreements, the UTU brought its lawsuit in federal court.

Schieffer bragged to the Associated Press that on the Iowa, Chicago & Eastern (IC&E), a DM&E sister railroad where train and engine service employees are represented by the Brotherhood of Locomotive Engineers & Trainmen, managers regularly operate trains to the exclusion of BLE&T-represented employees who lose the work. “BLE&T made it clear they had no objections,” Schieffer said.

Unlike the BLE&T, the UTU did object and took its objections to the court, which found in the UTU’s favor.

The facts of the case were straightforward. Prior to June 2004, the DM&E operated business cars used to promote its operations and entertain customers and lawmakers. Those business-car trains historically were operated by UTU-represented train crews.

When Schieffer sought in June to save money by using managers to operate the trains – as Schieffer had been doing on the IC&E – the UTU’s Craig told Schieffer such operations would violate the DM&E’s crew consist agreement with the UTU.

Schieffer ignored the protest and proceeded to lease the business cars and a locomotive to DM&E subsidiary Cedar American Rail Holdings, which began operating the promotional trains in late June using management crews even though UTU-represented train crews were available.

The court noted that because the BLE&T has not objected to a similar practice on the IC&E – the UTU’s Craig told Schieffer such operations would violate the DM&E’s crew consist agreement with the UTU – Schieffer ignored the protest and proceeded to lease the business cars and a locomotive to DM&E subsidiary Cedar American Rail Holdings, which began operating the promotional trains in late June using management crews even though UTU-represented train crews were available.

The court noted that because the BLE&T has not objected to a similar practice on the IC&E, Schieffer could continue using management crews on that railroad to the exclusion of BLE&T-represented employees.

Doug Gordon keeps the members of Local 771 informed. See page 2.

How does your local compare in UTU PAC donations? See page 3.

Presidential candidate John Kerry greets UTU officer. See page 5.

Retired UP conductor “Mac” McCarty assists retirees. See page 8.