**Crew consist under attack**

The UTU’s crew consist agreements with major railroads, which deliver rock-solid job security to UTU members, are under attack by the Brotherhood of Locomotive Engineers and Trainmen (BLET).

These crew consist agreements provide that every train operated by a major railroad will be manned by at least one conductor covered under a contract administered by the UTU.

The BLET has no crew consist agreements. This means that if the carriers are successful in implementing single-person crews (which they are seeking in Section 6 notices filed Nov. 1), it is the conductor who will be assured a job on all freight trains. The position of engineer could be replaced by a computer.

The only means the BLET has for protecting engineers is to scrap the UTU’s crew consist agreements. Continued on page 11

**UTU: Sleep apnea is not a crime**

WASHINGTON, D.C. – The United Transportation Union will move to protect railroad employees, suffering certain treatable medical conditions such as sleep apnea, from removal from duty as recommended by the National Transportation Safety Board (NTSB) and the Federal Railroad Administration (FRA).

The FRA has issued an NTSB-recommended safety advisory directed at rail carriers and their employees who dispatch or operate trains, or who inspect and maintain signal systems, and who suffer from various sleep disorders. The advisory, signed by FRA Acting Associate Administrator for Safety Grady Cauthen, could cause these employees to be removed from service by the carrier.

"Employees should not be removed from service simply because they suffer from a medi-

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**UTU serves wage, rules notices on rail carriers**

The UTU and railroads represented by the National Carriers’ Conference Committee (NCCC) have exchanged formal demands for changes in wages, benefits, work rules and other items.

The demands, called Section 6 notices (named for the section of the Railway Labor Act providing for such exchanges), were delivered Nov. 1.

UTU demands for improvements in existing contracts were served by the individual general committees on their respective carriers.

The NCCC, which bargain on behalf of these carriers, served its Section 6 notices on the UTU International and was told by the UTU also to serve them on the general committees of adjustment.

The carriers involved include Union Pacific, Burlington Northern Santa Fe, CSX, Norfolk Southern and Kansas City Southern.

A complete list of the carriers coordinating their bargaining through the NCCC can be found in the carriers’ Section 6 notice.

These demands can be read at the UTU website (www.utu.org) by clicking on the “Rail Contract Negotiations” button on the lower right of the home page.

**Wages to increase Dec. 1**

UTU members covered under the national railroad agreement will receive a 3 percent general wage increase effective Dec. 1, 2004.

Rate tables reflecting the 3 percent increase have been posted on the UTU website (www.utu.org).

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**News & Notes**

**Time books now available**

The 2005 edition of the UTU’s time books are now available.

The books, one for railroad members, a second for bus and transit employees, are great for keeping track of time worked, runs completed, money earned and taxes withheld.

Time books have been sent via mail and UPS to all local secretaries and treasurers so they can be distributed to individual members at upcoming local meetings and at crew change points.

Contact your local secretary or treasurer if you do not receive your copy.

**Discount airfare set**

UTU has made arrangements with Alaska Horizon Airlines for members, family and friends to receive discounted air fares to the regional meeting scheduled for June 13-15, 2005, in Anchorage, Alaska.

The discounted fares are available on flights taken from June 9 through June 18, 2005.

UTU also has arranged with Northwest Airlines and Continental Airlines for discounted airfares to both Anchorage and Orlando, Fla., site of the regional meeting set for July 18-20, 2005.

To inquire about reservations on Alaska Horizon, call the Group Department toll free at (800) 445-4435 and refer to Code CMA0700.

To make reservations on either Northwest or Continental call (800) 328-1111 and refer to World File Ticket Designator number “NM52A” for Anchorage or “NM52B” for Orlando.

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**Locomotive efficiency on the rise... among U.S. Class I railroads**

<table>
<thead>
<tr>
<th>Year</th>
<th>Units in Service</th>
<th>Aggregate Horsepower (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995</td>
<td>19,500</td>
<td>1,284</td>
</tr>
<tr>
<td>1996</td>
<td>19,812</td>
<td>1,312</td>
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<tr>
<td>1997</td>
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<tr>
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<td>20,008</td>
<td>1,335</td>
</tr>
<tr>
<td>1999</td>
<td>20,008</td>
<td>1,335</td>
</tr>
</tbody>
</table>

Source: Association of American Railroads

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“Employees should not be removed from service simply because they suffer from a medi-
Local 23, Santa Cruz, Calif. Members employed by the Santa Cruz Met-
ropolitan Transportation District and Community Bridges rallied with other unions in late
October to get the vote out. Also last month, Local President Carol J. Moore spearheaded
an effort that sent letters to 5,000 union
workers in Ohio seeking support for Sen.
John Kerry’s bid for the presidency, said Gen-
eral Chairperson Bonnie Moor.

Local 166, Salt Lake City, Utah Members of this Amtrak local are mourn-
ing the passing of Gary L. Bowler, who suc-
cumbed to cancer on Oct. 14, said Secretary-
Treasurer Bill Magazine. Brother Bowler had
served as president and local chairperson of
this local, as well as chairperson of Local 84
in Los Angeles, Calif.

Local 240, Los Angeles, Calif. CTA Pacific
Regional Council offers open house on Thanksgiving Day. All UTU members are
welcome. For information, contact Payer at
(617) 448-1357 or send him e-mail at
utut262@aol.com.

Local 313, Grand Rapids, Mich. At the request of the CSXT employees in this
joint CSXT/North Norfolk Southern (NS) local, NS General Chairperson Delbert
Strunk and General Committee Secretary
Rich Ross (GO-687) attended a recent meeting. The discussion centered around the
Canadian Pacific’s intention to run trains
between Chicago and the Twin Cities. Other
issues discussed included the potential for
safety measures to be included in the 92-
day dinner for active and retired members on
Dec. 8 at the Mule Barn at 1107 S. Summit
Street, said Local Chairperson Jeremy Ferguson. Such traffic currently operates on CSXT, and a
majority of the work is performed by mem-
bers of this local.

Local 400, Minneapolis, Minn. This CSXT local is holding its holiday par-
ty in the Holiday Inn on the city’s southside,
with dinner served at 7 p.m. Guests will
enjoy a special presentation by the MTA-Minneapolis Streetcar Foundation. A special
presentation will be given by Ramon Ponce of Local 1563.

LACMTA honors top bus operators Miguel Lopez may be the safest person to be
with in Los Angeles traffic.
A member of Local 1565 in West Hollywood, Calif., Brother Lopez was one of four bus opera-
tors from his local to distinguish themselves at the recent Metro Bus Roadeo held by the Los
Angeles County Metropolitan Transportation Authority (MTA), according to the Caltrans legis-
lateive representative Kevin Devlin.
Among the hundreds participating in the competition, Division 7 operator
Audrey McElroy placed eighth, Division 7 operator Juan Romo came in 27th, and Divi-
sion 15 operator Hugo Represa placed 28th.
The competition also included a written mul-
tiple-choice safety test, won by Brother Lopez, who chalked up the highest score. A Division 7
operator, the 54-year-old Lopez has been
employed by MTA since July 1, 1991.
“I wanted a little challenge to see how good I was,” Lopez said. “To be honest, I thought I
was going to win because I did my homework.”
Meanwhile, working for Metro Bus Roadeo this year was EL Monte Division operator Ludu-
vico Castro, a two-time finalist, a 32-year MTA
veteran and a member of Local 1561 in EL
Monte, Calif.

Brother Castro was among 500 employees recently honored by MTA for their achieve-
ments over the past five years during a “Night
of Stars” ceremony. Those honored with a spe-
cial medallion met criteria that included no
disciplinary action, no lost time due to
injuries, no traffic accidents and no more than
30 days of absences over the last five years, the
MTA said.
Other UTU-represented bus operators hon-
ored at the event included 28-year veteran
Carmine Zecardi of Local 1565; 17-year veter-
an Douglas Park of Local 1564 in Los Angeles, Calif.; and 23-year veteran Andrew Harris of
Local 1607 in Los Angeles, Calif.

Local 464, Minneapolis, Minn. This BNSF local will hold its annual holi-
day dinner for active and retired members on
Dec. 8 at the Mile Burn at 1107 S. Summit
Street, said Local Chairperson J. L. “Jim”
McDaniel. Social hour begins at 6:30 p.m.,
with dinner served at 7 p.m. Guests will
include General Chairperson Jim Huston (GO-209) and Kansas State Legislative
Director Don Lindsey Jr.

Local 469, Madison, Ill. This CSXT local is holding its holiday party on
Dec. 8 at the Holiday Inn in Orland Park.

Local 838, Philadelphia, Pa. Members of this local are mourning the recent death of
Amtrak conductor Larry Thomas, 37, who
leaves behind a wife and three children, said Delegate
J. J. McCollum. Earlier this year, Thomas, a diabetic,
needed immediate medical attention after taking Aleve
for a headache. The medication sent his blood pressure
soaring and may have damaged his kidneys, said Trea-
surer Eric Feld of Local 1375 in Philadelphia.

Local 1313, Amarillo, Texas Long-time members of this BNSF local want to offi-
cially welcome the nearly 90 new BNSF employees who have come aboard in 2004 and encourage them to
become involved in the UTU, said Local Chairperson Gary Clements.

Local 1524, Houston, Texas This Union Pacific local offers best wishes to
recent retiree O.J. Huddleston, who
worked for the Houston Belt & Terminal
(HBT), and then the Union Pacific when it
bought the HBT, for 59 years and retired in
September at 80 years of age. Local Chair-
person James McDaniel said Brother Hud-
dlston was always a good union man who
supported UTU PAC.

Local 1594, Upper Darby, Pa. Forty-four members of this local employed as bus operators by SEPTA were lauded at the annual safety banquet held Oct. 30, said General Chairperson Ron Koran. The event
paid tribute to those who achieved 10 years
or more of safe service this year. Meanwhile, a
suggestion contest is being circulated making
ideas to pursue in the upcoming negotiations,
and plans are being made for a holiday party, Koran said.

Local 1741, San Francisco, Calif. Four members of this bus operators’ local, including Local President Ange Belsey, David Kush, Jim Charanas and Shane Hoff,
participated in the recent Million Worker
March in Washington, D.C., where they met
with International Vice President and Bus
Department Director Roy Arnold. Particip-
ants rallying around the Lincoln Memorial called for universal health care, a national
living wage, more school funding, repeal of the Taft-Hartley Act and 18 other items.
Officials of many unions spoke at the rally, as
well as Martin Luther King III, Dick Gregory
and Danny Glover.

Local 1760, Detroit, Mich. This CSXT local’s annual holiday party will
be held Dec. 21, said Secretary-Treasurer Jer-
ry D’Ortenzio. For more information, con-
tact him at (734) 522-1049. Meanwhile, members are mourning the recent death of
William “Bill” Holman, 66, who passed away on Aug. 22.

Local 1778, N. Vancouver, B.C. The fall issue of this BC Rail local’s
newsletter, The Meeting Point, is now avail-
able on the website shared with Local 1923 in
Prince George, B.C., said Secretary-Trea-
surer David Moors. This issue features
articles about work/rest rules, negotiations
and DIPP, and includes a special postcard
from Junkyard Dog.

Auch. Lodge 803, Jacksonville, Fla. Magnolia Lodge recently contributed
$1,000 to UTU PAC, said Secretary-Treasur-
er Sue Boling. Money was raised by raffling a wristwatch and through a “bucketless” bake
sale. The lodge is now seeking other contributions to help needy families over the holidays.

UTUIA Unit #16 The unit recently sold tickets for a drawing to raise
money for Habitat for Humanity, said Unit President Dan McElroy and Secretary-Treasur-
er Nile Drago. Winner of the drawing, Doug
Demaree of Local 461 in Arkansas City, Kan.,
received a fishing trip and room and board.
$500 will be donated to the charity in his name. Second-
place winner Bryan Dance of Local 305 in
Lincoln, Neb., won a UTU golf putter.

WASHINGTON, D.C. – Union Pacific Railroad should not be permitted to export safety-sensitive jobs to Mexico, the United Transportation Union told the Federal Railroad Administration (FRA) in concert with the Transportation Communications Union (TCU).

Union Pacific is seeking from the FRA a waiver that would permit the railroad to have crucial train-safety inspections on northbound cross-border rail traffic performed in Mexico by employees of Transportación Ferroviaria Mexicana (TFM). Such tests would affect locomotive and freight car safety appliances, including brake systems, initial terminal inspection, end-of-train device testing, pre-departure inspection and daily inspection.

Union Pacific’s desire to have Mexican workers inspect trains for safety defects related to train-safety inspections would throw out work of dozens of skilled carmen who belong to the Brotherhood of Railway Carmen Division of TCU.

“Officers and members of TCU and its Carmen Division are time-tested friends of the UTU and their dedication to safety is unquestioned,” UTU International President Paul Thompson said.

By exporting these crucial safety inspections to Mexico, Union Pacific said it could save five to seven hours in transit time on cross-border rail traffic moving north through Laredo, Texas. As many as 16 UP northbound freight trains daily would be affected.

The UTU said train and community safety are far more important than alleged slightly faster train service by a railroad notorious in Texas for a high rate of safety-related incidents.

Were Union Pacific permitted by the FRA to export these safety-sensitive jobs to Mexico, UP trains originating in Mexico would be traveling up to 1,000 miles into the U.S. before highly skilled, U.S.-trained inspectors had the opportunity to check crucial safety systems.

“TFM is a baby railroad with only a few years of operating experience and no demonstrated or documented safety performance,” UTU Associate General Counsel Dan Elliott told the FRA.

“U.S.-trained carmen have been making these train-safety inspections for decades and their dedication to safety is unquestioned,” Elliott said. “This is nothing more than an attempt by the UP to avoid rigorous safety inspections – a grab for more corporate profits at the expense of safety.”

The UTU has learned that the Texas Mexican Railway (Tex-Mex) intends to seek a similar waiver in the near future. The Tex-Mex operates about 10 trains daily to and from Laredo, Texas.

“We will join our brothers and sisters at TCU in opposing that waiver as well,” Thompson said.

UTU leading way on improved cab standards

WASHINGTON, D.C. – The Federal Railroad Administration (FRA) said newly manufactured and rebuilt freight locomotives will be designed to meet minimum crashworthiness safety performance standards of the FRA.

Newly manufactured and rebuilt freight locomotives will be designed to meet minimum crashworthiness safety performance standards of the FRA, the agency said, to better ensure that the structural integrity of the locomotive cab is maintained in the event of an accident or collision.

The proposed rule builds upon, and significantly augments, industry standards implemented in 1989, the FRA said.

“While we are certain that the proposed crashworthiness standards will better protect our members in the event of an accident, the fact remains that noise, temperature and vibration are environmental factors linked to the early onset of fatigue in our industry,” said UTU Assistant President Rick Marcateu.

“We need additional locomotive cab improvements, and the UTU is seeking them as part of the its 2009 National Section 6 notices,” Marcateu said.

The proposed regulation would require that the locomotive withstand a frontal impact with an object intended to simulate the lading carried by a heavy highway vehicle, as well as an oblique impact with an object simulating a misaligned or offset intermodal container on a train traveling on adjacent parallel tracks.

Proposed standards include the integration of anti-climbing features, collision posts, short-hood structures and under-frame structural improvements. External fuel tanks will be strengthened to decrease the chance of a rupture and the interior of the locomotive cab will have emergency egress, emergency lighting and reconfigured controls, the FRA said.

“Locomotive engineers and conductors deserve increased safety protection as they transport the goods and raw materials that keep the American economy moving,” said FRA Acting Administrator Ellen R. Onorato. “We have spent considerable resources researching and testing the applicability of new technology. It exists, it works, and we should use it to protect the lives of our railroad workers.”

The Railroad Safety Advisory Committee, a consensus-oriented rule-making body of representatives from the FRA, the railroad industry, rail labor, manufacturers, suppliers and others, examined this issue and recommended these regulatory improvements, the FRA said.


UTU cookbook makes a great holiday gift

Looking for a tasty holiday gift? The UTU cookbook created to raise funds for breast cancer research, Labor of Love for the Cure, suits any discerning palate.

The book is a compilation of recipes and helpful household hints submitted by UTU members and others, collected by volunteers at the UTU International office. Proceeds from the sale of the book are donated to the Case Comprehensive Cancer Center of the University Hospitals of Cleveland and Case Western Reserve University for breast cancer research.

“Labor of Love for the Cure cookbook finally became available for distribution late last year,” said UTU International President Paul C. Thompson. “I would like to take this time to thank everyone who made this project possible and thank you in advance for purchasing this cookbook. Together, we can help fund the research necessary to eradicate this dreaded disease.”

Thompson’s wife Roberta was diagnosed with breast cancer last year. Following surgery at the Cleveland Clinic, she received successful follow-up treatment at the Case Comprehensive Cancer Center.

Also last year, Betts Miller, the wife of UTU General Counsel Clint Miller, passed away after a long-fought battle with the disease. Marcyle Hotelz, the wife of former Local 94 Secretary-Treasurer and Legislative Representative David Hotelz, also battled breast cancer. The book is dedicated to their memory and to others in the UTU family who have suffered as a result of the disease.

To order a cookbook and to help raise funds for breast cancer research, please complete the order form at left. Be sure to include your name, complete mailing address and telephone number. On the order form, please indicate the number of books you wish to purchase.

The cost of each book is $25, which includes shipping and handling. Write the total amount of your enclosed check in the appropriate space.

Make checks payable to UTU Cookbook. Cost of the cookbook is $25, which includes shipping and handling for each book ordered. Please indicate the number of books desired and the total cost of your order.

<table>
<thead>
<tr>
<th>Quantity x Cost per book</th>
<th>Total amount enclosed</th>
</tr>
</thead>
</table>

Full Name
Address
City
State
Zip
Telephone Number with Area Code

Complete and mail to: UTU Cookbook, Attn: Cheryl Sneed, 14600 Detroit Ave., Cleveland, OH 44107-4250
You are the future of this great union

The railroads are finally awake and are increasing employment. We are welcoming thousands of new members into the UTU.

Please excuse some of our grumpy older members. They continue to suffer exhaustion and fatigue from being overworked by an industry that was slow to recognize the need for more employees. So while some of our old heads may be a little grumpy and wish new hires had more experience, you are truly a pleasing sight and we all welcome you aboard.

What is most urgent for every new hire is staying safe on the job. The lessons taught in safety class were not idle chatter. The railroads are finally awake and are increasing employment. We are welcoming thousands of new members into the UTU.

As for what you do off the job, that is your business, unless it involves ingesting non-prescription drugs. There have been too many instances where drug use caused other crew members, as well as the user, to be seriously injured or killed. If you choose to use, this is not the career for you.

Don’t be fooled in thinking drug use can be hidden. There are many places selling substances to mask drug use. Don’t be fooled. They also leave their own signature by eliminating elements that should be in the sample. Attempting to alter the sample is considered to be more serious than failing a test. It usuall involves the permanent dismissal of the employee. Rather than ensuring that the contract’s requirement for a discipline process is carried out, there is probably nothing your union can do to help. If you have a problem, ask your fellow employees about Operation Red Block.

As you look around, you will notice a lot of older employees. I doubt any utility class were not idle chatter. The railroad environment can be deadly. Yes, you may see some more experienced employees occasionally cutting a corner. It is wrong and dangerous and doubly wrong and dangerous for those with less experience. Safety rules are the result of years of experience and dreadful accidents.

For contract negotiations

Our legislative department works on behalf of our members, not just with the congressional leadership as well as regulators at the National Mediation Board, National Labor Relations Board, Federal Railroad Administration, Federal Motor Carrier Safety Administration, Surface Transportation Board and other agencies.

Our staff helps respond to hundreds of member questions weekly about health-care insurance, seniority protection, working conditions, rates of pay and contract interpretation. International staff also assists with research for contract negotiations and arbitration cases.

Our public relations department maintains a website, publishes this newspaper, provides other research and coordinates the UTU for Life program.

The International provides these services at one of the lowest member costs among unions. International dues of $20.50 per month have not been raised since 1999 even though costs have been rising steadily. Engineers belonging to the Brotherhood of Locomotive Engineers and Trainmen pay more than $27 monthly in International dues, and that amount will rise to more than $38 when a per capita assessment to the Teamsters goes into effect Jan, 1, 2006. Here is how the $20.50 per month in UTU International dues is spent:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund:</td>
<td>$15.50</td>
</tr>
<tr>
<td>Quadrennial Convention Fund:</td>
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<td>Maintenance of Membership Fund:</td>
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<td>Education &amp; Training Fund:</td>
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<td>$.25</td>
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<tr>
<td>Total:</td>
<td>$20.50</td>
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As you look around, you will notice a lot of older employees. I doubt any industry has a more mature work force. It is predicted a majority of the rail work force will retire within the next 10 years. Many dedicated, hard-working local officers are preparing to pass responsibilities of their office to someone willing and able to assume a leadership role at the local and higher levels.

Almost all full-time officers, whether they are general chairpersons, state directors or International officers, are nearing retirement. They are anxious to reach out and assist those interested in growing in the trade union movement. Clearly, there are many opportunities on the job and within the union for new hires.

In the meantime, work safely, support your union and take an active role.

WORK SAFELY, support your union and take an active role.
State Watch

News from UTU State Legislative Boards

Iowa

Longtime Iowa State Legislative Director Lambert Burkhalter, who passed away Sept. 24 at the age of 83, was honored recently by Sen. Tom Harkin (D) for his years of dedication to the state and organized labor. Burkhalter served as UTU state legislative director from 1970 until his retirement in 1981. In the photo above, Lambert, right, is shown when he attended the Iowa State Legislative Board’s annual reorganization meeting earlier this year as the honored guest. Shown with Burkhalter are (left to right) Judy Shaw, Iowa legislative board office secretary for 30 years (including the terms of Burkhalter and three other state directors); Cong. Leonard Bowell (D), and current State Director Patrick Hendricks.

Alabama

International President Paul Thompson will be attending an open forum informational conference hosted by Local 762 on Thursday, Nov. 18, at 5:30 p.m. at the Prattville Holiday Inn, 165 North and Exit 179, Prattville, Ala.

There is a forum and Local President Dale Barnett and Secretary-Treasurer Jimmy Weekly extend an invitation to all who want to attend and visit with President Thompson and participate in the conference.

There will be a buffet dinner served at 5:30 p.m., followed by the conference. There are a limited number of rooms available; anyone needing assistance with room reservations should contact the Alabama State Legislative Board office at (334) 264-8758.

Nevada

Former UTU Nevada State Legislative Director Leonard K. Fitzgerald, 85, passed away Oct. 11 at Reno, Nev., according to Assistant State Director Rod Nelms.

A member of Local 1541 in Sparks, Nev., Fitzgerald began his career in 1936 and was promoted to conductor in 1941. Throughout his career he held various positions in the former Brotherhood of Railroad Trainmen and UTU, including local chairperson and legislative representative. He was a delegate to numerous conventions, served on the UTU Board of Appeals and was a member of the International Legislative Committee in Washington, D.C., Nelms said.

Fitzgerald also served his country in World War II in Italy and Africa.

He is survived by his wife, Josephine, three sons, a daughter, a sister and numerous grand-children and great-grandchildren.

A memorial-fund donation may be sent to the Trinity Episcopal Church, 200 Island Ave., Reno, NV 89505.

Minnesota

The state legislative board has completed its reorganization, with Phillip J. Qualy (Local 650, Minneapolis) continuing as state director; Robert Pearson (Local 1177, Willmar) elected assistant state director and Richard Olson (Local 1175, Duluth) elected secretary.

“The current board has a number of veterans who bring a wealth of knowledge and experience, as well as some new, young legislative representatives who have done a great job from the start, working to enforce safety law on the Union Pacific and CP system,” Qualy said. “I especially want to commend Jack Westbrook (Local 911, Minneapolis) for doing a great job on some vital safety issues.”

Qualy also said the committee wanted to commend John Smullen, former state director, for his years of dedication and work with the Switching Operations Fatality Analysis (SOFA) group.

North Carolina

North Carolina State Legislative Director Dickie Westbrook and Assistant Director Glenn Lamoon recently attended a press conference on Norfolk Southern’s East Carolina Business Unit in Raleigh, N.C., where two rail safety grants were announced. The first, a $492,000 grant, will be used to research the use of locomotive-mounted digital video cameras to capture real-time data of Highway-rail grade crossing collisions and trespass incidents. “The project will analyze more than 450 accidents caught on video-equipped engines to try to determine what can be done to make crossings and railroads safer,” Westbrook said. The second grant, for $79,000, will be used to design and construct a pedestrian underpass in the town of Clinton, N.C. Above, Westbrook (left) and Lamoon (right) meet with Betty Monro, acting administrator of the Federal Railroad Administration, who attended the meeting.

The state director also said the legislative representatives had worked hard during the election to get the vote, volunteering with local telephone banks and on direct-mail campaigns.

Qualy said he will be working to get funding approved for Northstar commuter passenger operations in the state. “It appears the project will be passed in the transport funding bill early in 2005, and this will be the first of, hopefully, several heavy-rail commuter systems in the state.”

Qualy also thanked members in the state “for voting for their own jobs and families first.”

Bus Department

By Roy Arnold, vice president–director

Bus security must come first

For the 26 years I have been a bus operator, I have been advocating improved safety and security. Unfortunately, many employers do not see bus security as a priority until something serious happens. It took 9/11 for my employer to use government funding to provide safety shields for their bases.

As I travel to bus locals throughout the country, I constantly see how lax security is. Neither passengers, their baggage nor carry-on items are inspected. At a bus terminal in El Paso, Texas, a sawed-off shotgun went off in a duffle bag just as baggage handlers were preparing to unload freight. It was only a matter of time before terrorists and others looking to make a gruesome killing went off in a duffle bag.

When you have a ticket agent in New York getting her throat slashed by a lunatic who jumped over the ticket counter, it is time to stop waiting patiently and quietly. This near-fatal attack could have been prevented had the company installed safety glass between the agents and the public. But no, the company, wanting what it calls a better relationship between employees and customers, refuses to install a protective glass shield. As we say in Texas, bull chips.

We should be mad as hell and not take it anymore. Together, let us demand a national policy that security come first. United, we will make a difference.

Yardmasters

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

Yardmasters ratify three contracts

Three contracts have been ratified by members of the Yardmaster Department, all providing improved wages and health-care benefits.

On Union Pacific, some 475 yardmasters ratified an agreement involving the UTU and Transportation Communications Union, both covered by the United Supervisors’ Council of America, which was formed following the UP-Southern Pacific merger in 1996. The ratified agreement adopts the TCU national package and includes four general wage increases dating to June 30, 2002, no rules changes and enhanced health-care benefits.

Because of the length of time gaining this new agreement, which has a Jan. 1, 2005, reopening date, we are formulating new Section 6 notices in preparation for the start of a new bargaining round with the UP.

On Long Island Rail Road, UTU-represented yardmasters ratified an agreement providing for a lump-sum payment and three general wage increases through January 2006. Improved health-care benefits were negotiated and yardmasters will now be covered by the defined MTA pension plan. The agreement extends through Dec. 31, 2006.

On Illinois Central, yardmasters ratified an agreement that adopts the UTU national wage package, including 15 minutes turnover time and supplemental sickness benefits. The agreement also includes improved vacation pay, eliminates service scale, increases off-track vehicle benefits and avoids retroactive contributions to health-care agreements.

Agreements still not settled from the 2000 round of collective bargaining include Amtrak, Canadian Pacific (Soo Line) and Canadian National (Wisconsin Central).
Planning offers the key to a secure retirement; UTU/UTUIA can help with investment options.

With a little luck, and after a lifetime of hard work, most UTU members, whether employed by the rail, bus or airline industry, will be able to afford to enjoy their retirement years. However, healthy and secure in the knowledge that their savings, benefits and investments will allow them to relax and enjoy their leisure time, many worry that they may not be able to afford to be as healthy and secure in their retirement years.

In an ideal world, this would be simple. In the real world, this often turns out to happen without some careful planning and attention to details, preferably well before retirement. The information that follows can anticipate every individual’s specific circumstances, but it can serve as a guide to help them avoid some nasty surprises.

In some ways, retirement represents a new way of life. At its core, that new life is remarkably similar to the old life, but many retirees find that they need to learn about new ways of spending money and to be sure they have enough to live on.

For most UTU members, health care in retirement is addressed by their contracts, or options have been negotiated by the UTU International Labor-Medical Committee, which means that the majority of members are eligible for Medicare. While a lot of what you read and hear about health care costs seems to be straightforward, some may be surprised to learn that Medicare does not cover everything you might need, and that there are limits to what Medicare covers, and many retirees opt to purchase some of the services that Medicare does not include.

Many UTU members participate in a pension plan, whether it’s a defined benefit plan or a defined contribution plan. A defined benefit plan usually promises a specific amount of pension in retirement, calculated as a percentage of your pre-retirement earnings. A defined contribution plan, on the other hand, speaks, in general, about a defined dollar amount. Monthly benefits could also be calculated as a percentage of your earnings or as a specific dollar amount. Determining what benefits are available, as well as the cost of each benefit, is important, as benefit amounts will be based on this record.

Monthly benefits are usually calculated as a percentage of an individual’s average indexed monthly earnings (AIME) for the 35 highest-paid years of employment. Any earnings below the AIME are not counted. The Social Security Administration (SSA) uses the average of the highest 35 years of earnings, regardless of whether the AIME was earned while employed by the rail, bus or airline industry. Earnings are indexed to increases in average wages, as calculated by the Bureau of Labor Statistics. These earnings are then used to determine a retirement age based on the retiree’s length of service in the rail, bus or airline industry.

For those looking to receive an estimate of their monthly retirement benefits, the SSA, using a network of government facilities across the country, will provide an estimate of your retirement benefits. To request this information, call the SSA toll-free at (800) 772-1213 or visit the Social Security Administration’s website (www.ssa.gov).

Join our retirement team! To learn how UTUIA can make your retirement more secure, talk to a UTUIA field supervisor today or call toll-free (800) 558-8842.
Proud family totals 218 years on rails

When the Waymires, the Goleys and the Spencers got together earlier this year, the house held 218 years of railroad experience.

Sadly, on Oct. 14, the family patriarch, Richard Waymire of Local 298 in Garrett, Ind., passed away a month shy of his 94th birthday. His first rail job was maintaining switches for the Chesapeake & Ohio. A short time later, he began a work as a brakeman. He was a conductor and member of Local 1282 in Peru, Ind., when he retired in 1975 after 34 years of service.

Brother Waymire fathered three sons who went to work on the railroad, and welcomed into the family the two railroading sons-in-law. His oldest son, Thomas, worked on the former Wabash line as an engineer and retired in 2001 with 34 years of service. His middle son, Joseph, is a CSXT conductor, has 42 years of service, and son-in-law Donald R. Goley is a Norfolk Southern engineer with 39 years of service. Both are active members of Local 1917 in Cincinnati, Ohio.

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Local Name City/State
1 Bartlett, Donald D. Naples, Fla.
195 Burkholder, Lambert C. Otrum, Iowa
202 Reid, Phillip J. Flushing, Mich.
233 Johnson, William M. W. Des Moines, Iowa
245 Galvin, William Eugene, Ore.
256 Kenna, Charles H. Grafton, N.Y.
259 Miller, Robert D. Sabula, Iowa
299 Chew, Earl D. St. Joseph, Mo.
292 Sherman Jr., John F. East Strasburg, N.Y.
312 Cords, Robert G. Mesilla, N.M.
369 Malott, Douglas G. Trout Lake, B.C.
385 Marcy Jr., Andrew G. Croton-on-Hudson, N.Y.
389 Westhoff, John N. Oldiam, Fla.
454 Arraje, Joseph A. Thousand Palms, Calif.
457 Greger, Tritony N. Lethilton, N.H.
606 Sobolewski, John Fairmont, W. Va.
607 Hackett, D.R. Thayer, Mo.
645 Clark, Harry O. Somersett, Mass.
656 Russell, Bill J. Cabot, Ark.
807 Calhoun, Sylvester Tucson, Ariz.
830 Wynn, Charles E. Hummelstown, Pa.
891 Stifter, John B. Burgentown, Pa.
897 Kadenko, Mike Mount Joy, Pa.
900 Goossen, Charles A. Lewystown, Pa.
1000 Zachau, James H. Sartell, Minn.
1027 Biggs, Edward F. Cleveland, N.Y.
1039 Christensen, Maurice E. Minot, N.D.
1047 Vargo, Emer L. Bottingua, N.D.
1247 Woolsey, E. J. huntingdon, Pa.
1252 Bowser, Arthur Fresno, Calif.
1259 Banks, Clyde H. Bradenton, Fla.
1265 Vitter, William H. Auron, Ill.
1375 Toney Jr., Donald R. New Berlin, Wis.
1389 Rigg, Garrett L. Ceredo, W.Va.
1462 Jordan, Archie B. Roseland, Fla.
1467 Harmon, C.L. Inverness, Mich.
1518 Hill, Jack E. Grand Island, Neb.
1590 Swain, Robert A. Norfolk, Ohio
1634 Nyberg, Donald J. Temperance, Mich.
1644 Vetter, William H. Whittier, Calif.
1667 Blevins, John L. Baltimore, Md.
1831 Stile, August E. Cedarhurst, N.Y.
1831 Delisio, Tony Staten Island, N.Y.
2022 Wilson, Robert D. Caledonia, N.Y.
2166 Merdzinski, George E. Grandville, Mich.
2170 Hageman, William A. Rockford, Ill.
2187 Jaqua, James H. Spring, Va.
2222 Kinney, John C. Stuart, Fla.
2282 Jackson, Robert W. Sun City, Ariz.
2303 Sibley, Robert C. Elizabethtown, Ky.
2340 Van Metre, Paul E. Quincy, Ill.
2386 Lash, James W. Somersett, Mass.
2405 Voss, Charles E. Cabot, Ark.
2478 Wynn, Charles E. Hummelstown, Pa.
2532 Hageman, William A. Stuart, Fla.
2679 Duncanson, John F. Stuart, Fla.
2753 Alward, John M. Somersett, Mass.
2866 Eisele, Charles H. Elizabethtown, Ky.
2912 Alward, John M. Somersett, Mass.
2957 Hageman, William A. Stuart, Fla.
3023 Moxham, Charles E. Elizabethtown, Ky.
3058 Blevins, John L. Baltimore, Md.
3112 Sabatino, Anthony S. Elizabethtown, Ky.
3154 Lash, James W. Somersett, Mass.
3205 Neu, William J. Somersett, Mass.
3248 Bond, David W. Somersett, Mass.
3293 Millard, Robert D. Elizabethtown, Ky.
3338 Hageman, William A. Stuart, Fla.
3385 Moxham, Charles E. Elizabethtown, Ky.
3430 Eisele, Charles H. Elizabethtown, Ky.
3473 Voss, Charles E. Hummelstown, Pa.
3520 Hageman, William A. Stuart, Fla.
3575 Hageman, William A. Stuart, Fla.
3618 Duncanson, John F. Stuart, Fla.
3666 Lash, James W. Somersett, Mass.
Parents, grandparents...

This holiday, give a gift that will last a lifetime.

Have you ever stopped to think about what you could have done with the money you spent on holiday gifts in the past? If you’re like most parents and grandparents, you go overboard. But what usually happens to those gifts? Do they end up in the corner, rarely played with – or worse yet, broken? Why not give your little ones a lasting gift this holiday season?

“[The best thing I gave each of them was a paid-up $25,000 life insurance policy.]”

Willis G. Croonquist
Local 1177, Willmar, Minn.

Permanent life insurance is a wonderful way to provide a lifetime benefit 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, since premiums can be paid in one easy payment or over just about any period of time you select. Give a gift that keeps on giving by renewing the coupon on the right, or by calling toll-free, (800) 558-8842, for assistance from your UTUA representative.

Retired UTU member Willis G. Croonquist and his wife, Rita, pose for their annual holiday photograph with their seven grandchildren. The Croonquists gave each of their grandchildren a gift that will last a lifetime: a paid-up, $25,000 life insurance policy from the United Transportation Union Insurance Association.

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### Information, Please

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

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### Full Name of UTUIA Sales Dept.
14600 Detroit Ave., Cleveland, OH 44107-4250

11/04

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Menges elected new Auxiliary president

The UTU Auxiliary has a new International president. Carol Menges was elected to the position by a vote of the Auxiliary’s nine vice presidents, who convened in Cleveland recently to conduct the vote and to attend to other Auxiliary business.

The election was necessary due to the recent retirement of UTU Auxiliary International President Edythe Walter. Menges is a member of Auxiliary Lodge 933 in Jefferson City, Mo. Prior to her election as International president, she served as Auxiliary convention delegate, Missouri state legislative director and alternate national legislative director.

Walter joined Auxiliary Lodge 793, Minersville, Ohio, in 1961 and served a variety of offices. She was elected International president in 1998.

“I have enjoyed my many years as a local officer and Grand Lodge officer,” Walter said. “I have made many friends and acquaintances, and I know I will miss seeing and visiting with. The constant being away from home, my age, and the fact my husband, Bob, has been retired for six years after almost 40 years working for the railroad gave me reason to retire,” Walter said. “I feel it is time for me to be with him and do the things we have planned to do while we both have good health.”

Above, Walter (right) administers the oath of office to Menges.
**UTU cooperates in rail fatigue study**

Officers and members of the United Transportation Union are working with representatives of the University of Denver on a study of fatigue in the railroad industry.

Other participants in the study are the Federal Railroad Administration (FRA) and the Union Pacific (UP) Railroad.

Data for the study will be collected between Nov. 3 and Nov. 7 from train and engine service employees at the Union Pacific's Kirby Yard in San Antonio.

UTU Local Chairpersons Greg Burger (Local 756, San Antonio), Robert Boulard (Local 489, San Antonio) and John Dunn (Local 756, San Antonio) will be the contact persons with the UTU for the study.

They will be meeting with Dr. Patrick Sherry, associate professor and director of training at the university's counseling psychology program, on Nov. 3 to start questioning crews.

A three-party endorsement letter will accompany the information-gathering process to authenticate the validity of the study.

The preliminary report will be presented Dec. 15 at a "feedback" meeting, with the final report, including findings, recommendations and countermeasures, due by the end of the year.

Focus group interviews will be conducted with both management and labor employees.

General Chairperson T.L. Johnson said that "there has been a dire need for a study for several years in order to find a solution to alleviate the issues surrounding fatigue in the railroad industry. This study should be beneficial to train and engine service employees."

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**UTU 35th Anniversary watch now available**

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-brilliance.

Each UTU 35th Anniversary limited-edition gold watch face is individually framed by a 58-karat gold-filled watch face and a number of certification on the back.

The UTU has a website, www.utu.org, with information on how to order. 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!
Many post-1985 rail employees have limited knowledge of the UTU's crew consist agreements – the single most important job protection of any rail labor organization. The UTU's crew construct agreements guarantee a conductor will be present on every train that engines (now BLET) did not choose to participate in the PEB's 1992 ruling aided BLET attorneys. The BLET's exclusive representation provision was upheld by the U.S. Supreme Court.

The UTU had no choice but to gain from the carriers the ability to invoke exclusive representation, seniority maintenance, and seniority retention fees. These provisions will be implemented as a defense against continued BLET raiding.

Also, the UTU preserved and protected their service while those trainmen worked outside the craft. It is crucial to understand, however, that while the UTU gained the seniority accumulation provision, it was never put into effect by the UTU except at two locations.

BLET given a choice

The UTU also made clear once before that if the BLET dropped its exclusive representation provisions, the UTU would terminate its seniority accumulation provisions. In 1996, the UTU negotiated a national agreement that provided such a result. But then the BLET embarked on its new raid of the UTU by offering reduced dues to trainmen who would join the BLET.

Clearly, the UTU was given no choice but to seek from the carriers the defense against this latest BLET raid – a defense that will not be used if the BLET takes its raiding practices as described above.

(For more information on crew consist agreements, see the article above by Brian Houston, legislative representative for UTU Local 750 in Knoxville, Tenn.)
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 month.

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.

Please review your employer’s policies regarding use of cameras on the property or during work hours.

This month’s winning photograph was taken by member Barry Prager, a bus operator for Laidlaw Transit and member of Local 1741 in San Francisco, Calif. The photo, of a Laidlaw school bus, was taken in front of the Golden Gate Bridge.

Four railroad employees killed in accidents over past month

It has not been a good month for operating railroad employees.

Four railroaders have been killed in separate accidents over the past month, including three killed in the span of just four days.

First, Brother Raymond Zook, a Norfolk Southern conductor and member of Local 997 at Enola, Pa., was killed in a switching accident Oct. 4, in Harrisburg, Pa.

Three days later, Shawn Young, 31, of Waterloo, Ill., who had been working for the Union Pacific only a few weeks, was crushed to death early on the morning of Oct. 7 when a freight car passing through Springfield, Ill., tipped off the rails and fell on him.

Later that afternoon, Brother Eugene Brown, a member of UTU Local 1092 in Teague, Texas, a Burlington Northern Santa Fe (BNSF) conductor, died following a switching accident at about 9:30 a.m. in the railroad’s yard in Teague.

Finally, early on the morning of Nov. 1, Brother Brian Henry, 45, a BNSF conductor and member of Local 544 at Havre, Mont., was killed when he stepped off his stopped locomotive and into the path of an oncoming train.

Officials are still not sure what happened to Brother Zook. He was found beside the tracks in the yard. Results of an autopsy have yet to be released.

Neither Zook nor others in the immediate area were working with remote-controlled locomotives. Zook, 58, hired out in 1970 and was looking forward to retirement in a year and a half, Local 997 Chairperson Don Samsel said.

Neither was Brother Brown working on or near remote-controlled locomotives, according to Local 1092 Chairperson Glenn D. “Dale” Welch.

Brown, age 60, had 31 years of service and was 20 days away from retirement, Welch said. He was the father of two daughters and a son.

Henry, who had only been railroading since May, apparently stepped off his eastbound train about 5:20 a.m. and into the path of an approaching westbound freight that he was to inspect as it rolled by.