UP representation election all about craft autonomy

The UTU on May 27 sent to the National Mediation Board an application seeking unification of all operating crafts on Union Pacific Railroad for representation purposes.

In no way is the UTU’s request identical to the carriers’ Section 6 notice, which demands combining the crafts of engineer and conductor based upon new technology.

There is no new technology to allow single-person crews. The carriers’ Section 6 notice is nothing more than a ploy to open up UTU local crew consist agreements that the UTU is protecting—along with the Federal Employers’ Liability Act—through litigation filed in federal court. (It is instructive that the BLET is making no attempt to protect either crew consist agreements or FELA).

Originally, local unions were formed along craft lines and employees held seniority in the craft they worked, with no provision for progression into other crafts. As technology advanced, train operations and labor agreements changed. Workers began holding seniority in multiple crafts.

Since 1972, new hires have established seniority in both yard and road service. The NMB changed its voting procedures to combine—for representation election purposes only—the three historical crafts of yardman, brakeman, and conductor into a single unit called “train service employees.” Prior to that time, elections were held separately for each of these three historical crafts.

Since 1985, newly hired conductors must accept promotion to engineer. Cross utilization has become common. A brakeman today may be a conductor tomorrow and an engineer the next day.

This is known as cross-utilization. If the NMB orders a representation election on the UP—where more than 1,000 remote control assignments are manned by train service employees and many hold both the engineer and train service seniority—there would be no change to existing collective bargaining agreements. The UTU’s crew consist agreements would not be affected. Any future changes to agreements would have to be approved by each historical craft.

Only the UTU constitution guarantees

A vote to unify crafts on the UP will mean security for everyone

The Official Publication of the United Transportation Union

The Voice of Transportation Labor

“Private owners of freight railroads have an obligation to make their systems safe and efficient by investing in employee training and motivation.”

– Federal Railroad Administrator Joe Boardman to UTU International President Paul Thompson

WASHINGTON, D.C. – The UTU has asked its friends in Congress to introduce legislation permitting individual states to provide retraining and re-education, through driving school, for certain convictions that otherwise would cause bus drivers to lose their commercial driver’s license (CDL).

Bus drivers were put in jeopardy of losing their commercial driver’s license—as well as their jobs—following the 1999 passage of a highway safety bill that bill permits, in certain instances, the disqualification of a driver holding a commercial driver’s license if that driver is cited for infractions while operating a non-commercial, private vehicle in any state.

Thus, bus operators on vacation and caught, for example, in a speed trap, or wrongly accused of a traffic offense hundreds of miles

Buy a cookbook and win!

Everyone purchasing a UTU cookbook between June 1, 2005, and July 1, 2005, will be entered into a drawing for a week’s complimentary stay at a beautiful cabin in North Carolina.

The prize is being donated by Florida State Legislative Director Andres Trujillo and his wife Tammy, who is the daughter of UTU’s former Florida state legislative director, Carl Cochran.

The winner will be drawn at the conclusion of the UTU regional meeting in Orlando, July 20. The winner need not be present.

The cabin is located on more than two wooded acres in Maggie Valley, in the Smoky Mountains, minutes from Cataloochee Ski Resort. It contains two bedrooms and two baths, and can be viewed at www.cvho.com, #36910.

Dates of use will be mutually agreeable.

The cookbook 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.

The cookbooks are $25 each.

Checks or money orders should be sent to: UTU Cookbook, Attn: Cheryl Sneed, 14600 Detroit Ave., Cleveland, OH 44107-4250. All cookbook orders eligible for the prize must be postmarked between June 1, 2005, and July 1, 2005, to be eligible for the drawing.

Get UTU news via e-mail

Information is power and your UTU is trying to give you as much information as it can, as soon as possible.

Savvy members have learned to log on to www.utu.org at least once daily to check the latest transportation news and any important new happenings within the UTU.

The UTU also has created a special e-mail list where UTU members may voluntarily sign up to receive e-mails on important UTU events.

Register for e-mail alerts by going to www.utu.org and clicking on the “register” file at the bottom left corner of the page.

Be sure to double check your information for accuracy before sending. Your e-mail address will be kept strictly confidential.

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Be sure to double check your information for accuracy before sending. Your e-mail address will be kept strictly confidential.
Both express their gratitude to those who rep- 

ductors, were reinstated to their jobs follow-

Local 469, Madison, Ill.

Local 343, Hamilton, Ont.

Local 465, Gillette, Wyo.

Local 469, Madison, Ill.

This local representing workers from Con-

Local 577, Northlake, Ill.

Local 597, Des Plaines, Ill.

Around the UTU

News from around the U.S. and Canada

Local 160, Chicago, Ill.

Local 211, Binghamton, N.Y.

Local 343, Hamilton, Ont.

Local 465, Gillette, Wyo.

Local 469, Madison, Ill.

Local 577, Northlake, Ill.

Local 597, Des Plaines, Ill.

Local 750, Knoxville, Tenn.

Local 760, Elkhart, Ind.

Local 1620, Elkhart, Ind.

Local 1637, Wishram, Wash.

Local 1637, Wishram, Wash.

BNSF conductor Dewey DesRochers recently went to bat for unionists and work-

Local 1741, San Francisco, Calif.

Members of this bus local, which includes bus operators, staff members and yard work-

Local 211, Binghamton, N.Y.

Members of this local are mourning the deaths of active member John Hen-

Local 211, Binghamton, N.Y.

Local 343, Hamilton, Ont.

Local 465, Gillette, Wyo.

Local 469, Madison, Ill.

Local 577, Northlake, Ill.

Local 597, Des Plaines, Ill.

Local 750, Knoxville, Tenn.

Local 750, Knoxville, Tenn.

Local 750, Knoxville, Tenn.

Local 160, Chicago, Ill.

Local 160, Chicago, Ill.

Members of this UP engineers local, in 

wheaton, Ill., said Legislative Rep. Harry C. 

Local 160, Chicago, Ill.

Local 211, Binghamton, N.Y.

Local 343, Hamilton, Ont.

Local 465, Gillette, Wyo.

Local 469, Madison, Ill.

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Local 597, Des Plaines, Ill.

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Local 211, Binghamton, N.Y.
MINNEAPOLIS – The United Transportation Union and BNSF Railway are headed to arbitration over BNSF’s unilateral changes to the 2005 UTU agreement that took effect on April 27.

U.S. District Court Judge James M. Rosenbaum ruled May 10 that the matter is a “minor dispute” under the Railway Labor Act because he could not find BNSF’s position was “involuntary,” although he did not necessarily agree with the railroad’s position.

“Minor disputes” are subject to the mandatory arbitration provisions of the Railway Labor Act.

UTU general chairpersons, whose members are affected, will decide the most appropriate way to arbitrate the issues.

Although Judge Rosenbaum refused to enjoin BNSF Railway from continuing the practices that led to the work stoppage, he also declined to grant the railroad a strike injunction, saying he expected the parties to remain in place.

The UTU voluntarily halted its April 27 strike, involving about 8,000 UTU members, after Judge Rosenbaum said he would give the matter further consideration, which he did.

The work stoppage lasted just under two hours. At no time did the work stoppage affect any passenger or commuter operations.

UTU general committees on former Burlington Northern Northern lines of BNSF Railway sought strike authority in response to the carrier’s violation of the 1985 national agreement.

Section 3 of Article XIII of that agreement provides that engineers with train-service seniority only can use that seniority if they cannot hold an engineer’s position. The BNSF violated the status quo under that agreement by permitting engineers, who could hold an engineer’s position, to remain in train service.

The work stoppage did not affect the former Archesen, Topeka & Santa Fe Railway (ATSF) portion of BNSF because UTU had an agreement there that permitted junior engineers at the location to be forced back to engine service.

FRA to increase safety inspections, study fatigue

The Federal Railroad Administration (FRA) has announced it will redirect inspectors to safety hot spots, invest in new high-tech equipment to inspect track, and accelerate research into the role of fatigue in railroad accidents.

Transportation Secretary Norman Mineta said the FRA plan will help prevent train accidents caused by human error, improve the safety of hazmat shipments, minimize the dangers of crew fatigue, deploy state-of-the-art technologies to detect track defects, and focus inspectors and safety regulators on safety trouble spots, “the fundamental factors that cause rail accidents.”

One of the primary safety issues addressed in the plan is human error, the largest single factor accounting for 38 percent of all accidents over the last five years, Mineta said.

Under the plan, FRA will seek to develop a new federal rule to address human factor accidents. Mineta said the department is also accelerating research into the role fatigue plays in accidents to help railroads set better crew schedules.

Mineta also announced the implementation of a new plan for deploying inspectors and resources to safety hot spots before accidents occur. The FRA will soon add its fleet two more so-called T-18 track geometry cars – inspection vehicles designed to identify track defects.

The safe transport of hazardous materials by rail is also a major focus of the plan. Mineta said the railroads will begin providing local emergency response teams a ranked listing of the top 25 hazardous materials transported through their communities.

And by July, Mineta said, the FRA will launch a new pilot program providing emergency responders with real-time information via secure websites about the hazardous materials involved in train accidents.

District 1
Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

District 2
Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania

District 3
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia

District 4
Indiana, Michigan, Ohio

District 5
Illinois, Wisconsin

District 6
Arkansas, Louisiana, Oklahoma, Texas

District 7
Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

District 8
Arizona, California, Colorado, Nevada, New Mexico, Utah

District 9
Alaska, Idaho, Montana, Oregon, Washington, Wyoming

UTUNews www.utu.org
Do not make Amtrak Wal-Mart on wheels

We cannot permit Amtrak to become a low-wage, poor-benefits, anti-union Wal-Mart on wheels, which seems the objective of Amtrak President David Gunn.

Instead of supporting bi-partisan legislation already passed by the House Transportation and Infrastructure Committee, which would provide Amtrak with $2 billion annually over six years, Gunn prefers to pick on Amtrak’s loyal work force that has kept the carrier operating through three decades of perpetually lean years.

Gunn’s reward is to sack assistant conductors, scrap the Federal Employers’ Liability Act (FELA), cancel Railroad Retirement for new employees, open routes to private operators using non-union crews, and negotiate wages, work rules and working conditions free from provisions of the Railroad Labor Act.

Conductors and assistant conductors are foremost responsible for passenger safety and are the front line of defense against terrorist threats. Gunn knows that full well.

UTU International President Paul Thompson told Gunn, “I predict hell will freeze over before those proposals gain passage by Congress. Your comments are shameful, anti-union rhetoric predicting hell will freeze over before those proposals gain passage. Gunn knows that full well.

Why Labor Act.

ers’ Liability Act (FELA), cancel Railroad Retirement for new employees, Transportation and Infrastructure Committee, which would provide dent David Gunn.

union Wal-Mart on wheels, which seems the objective of Amtrak President, Joe Boardman, a Republican from New York, is a friend of the UTU. Within 24 hours of his Senate confirmation, Joe invited me and UTU New York Legislative Director Sam Nasca to a private meeting in his office to discuss rail safety and Amtrak.

I was pleasantly surprised when Joe volunteered he had read one of my prior columns calling for a tough cop to walk the rail safety beat. “I’m going to be that tough cop,” Joe told me, looking directly into my eyes and grasping my hand.

Joe Boardman also promised to be an advocate for intercity rail passenger and commuter operations. And he assured me that when policy decisions are made at the Federal Railroad Administration (FRA), the UTU will be consulted. The disgrace of FRA decisions being made in concert with carrier officials — while shutting out rail labor — is to be no more, Joe assured me.

Indeed, Joe said he read every word of the Pulitzer Prize-winning series on rail safety published by The New York Times, and he has no inten tion of perpetuating the cozy relationships with carrier officials that brought great discredit upon the FRA.

He wants every transportation issue studied with the following five factors in mind: safety; post-9/11 security; mobility, reliability and consistency; economic competitiveness; and environmental protection.

“Railroads must invest in human resources by hiring talented people and training and motivating them, as well as measuring the quality of training and motivation to ensure incremental and continual improvement,” Joe said.

He is familiar with and supportive of the UTU’s peer training initiatives on Union Pacific and Conrail Shared Assets Areas, which use super conductors to mentor new employees, who are trained in the territory in which they will be working.

“Private owners of freight rail roads have an obligation to make their systems safe and efficient by investing” in employee training and motivation, Joe said.

Although Boardman was chosen for this post by a president who is anti-Amtrak, Joe emphasized his personal support for Amtrak: “Judging passenger rail strictly on its financial performance, or its success in minimizing financial demands to the federal government, is a test no other mode of transportation is asked to meet, meet, or can meet.”

I look forward to a constructive working relationship with Joe Boardman at the FRA.

What is Congress doing? Almost nothing.

Congress was supposed to pass a new transportation bill by October 2003. That was almost two years ago. We’re still waiting. The legislation is needed to provide funding for the transit agencies and commuter railroads that employ our members and move America to and from their jobs.

Congress has also failed to pass an energy bill that is supposed to keep the lights from going out — again! First, Congress fought over whether there should be more oil drilling in Alaska, and now they are fighting over whether to protect chemical companies who make a cancer-causing product that is seeping into our drinking water. Meanwhile, the catastrophe of another massive power failure looms.

Call it growing residents desperately want a new law that protects them from another Enron scam where manipulation of the electric supply made home heating and cooling unaffordable for many.

Congress appears to have no interest in our current everyday problem found at the gas pump. So long as oil companies are doing well financially, the price of gasoline doesn’t seem to be a problem to most lawmakers. Could that be related to the fact that the president and vice president have roots in the oil business?
Negotiations are continuing

Your Bus Department has been successful negotiating good contracts recently for Local 104, Sault Ste. Marie, Ont. (Chairperson Blair Reid); Local 1582, Albany, N.Y. (Chairperson Russell Galliard); Local 1670, Harlingen, Tex. (Chairperson Joe Bass), and Local 1596, Spartanburg, S.C. (Chairperson Margaret Foster).

We also have negotiated improvements in vacations for members of Local 1900, Ft. Lauderdale, Fla. (Chairperson Albert Collie).

We are also providing assistance with arbitrations to Locals 161, 167, 172 and 1496.

Members attending regional meetings will have a full schedule of educational meetings plus the opportunity to interact with other bus members from throughout the nation. I encourage those attending to take notes and, upon return, share that knowledge with other members — especially our newer members, many of whom are still becoming acquainted with trade unions and the role we play in improving the quality of life for working families.

Please share with us in Cleveland news about your activities at the local and general committee level. Remember, also, to share photographs of events involving members. And don’t forget that the UTU News has a monthly photo contest. I would like to see more bus photos entered in that contest.

NMB ruling not consistent

What a shame the National Mediation Board (NMB) acted so quickly on a carrier request for mediation during this just-commenced round of negotiations with major railroads (BNSF, CSX, KCS, NS and UP).

Placing the UTU and the National Carriers’ Conference Committee (NCCC) into mediation at so early a stage of negotiations is unprecedented. The decision ignores the UTU’s ground-breaking and highly successful efforts using interest-based bargaining to reach win/win agreements that are regularly ratified by the membership.

Especially bruising is that this NMB decision flies in the face of a prior NMB ruling that denied a UTU request for mediation under similar circumstances. In that 2002 case, a carrier argued that a moratorium barred negotiations. And the NMB declined to act on the UTU mediation request until a federal court issued a ruling upholding the UTU position.

In this round, the carriers asked for mediation because the UTU said neither its locally negotiated crew consist agreements nor the congressionally passed Federal Employers’ Liability Act (FELA) are appropriate subjects for collective bargaining at the national level. The UTU backed that position up with a court filing. A federal district court has scheduled the matter for argument in August.

We wonder what the role of a mediator will be, seeing that the subject matter the NCCC wants to discuss in negotiations is tied up in this just-commenced round of negotiations with major railroads. The NMB declined to act on the UTU mediation request until a federal court issued a ruling upholding the UTU position.

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Agreements that protect jobs? Only the UTU insists upon it!

Only the UTU has crew consist agreements. Negotiated property by property, crew consist agreements require a conductor on every assignment; and, in many instances, a brakeman. Carriers want to break these agreements so they can run engineer only. The UTU has taken the carriers to court. An initial ruling was favorable to the UTU. The UTU will do what is necessary to protect its crew consist agreements. If the BLET gained train-service collective-bargaining rights, the BLET could make an agreement eliminating the conductor and/or brakeman for the benefit of engineers.

It happened on Canada’s VIA Rail. The BLE told conductors, “Join the BLE and we’ll protect you.” Instead, the BLE made an engineer-only agreement and hundreds of conductors lost their jobs. The BLE later told Canadian government officials, “The BLE cannot be held accountable for what was said during a campaign and there can be no reasonable expectation on the part of UTU members that they would obtain all that had been promised.”

Every trainman should ask, “Where would I work if the BLET gained control of the trainman agreements and negotiated engineer-only agreements?”

Think about the “I” in the BLET name. Does it stand for “trainman” or “treachery”? Ask a VIA Rail conductor. Actions speak louder than words.

NS wanted plastic bags for toilets. Only UTU fought for all workers!

Orange plastic bags and toilet paper were Norfolk Southern’s (NS) idea of toilet facilities for crews. The UTU – and only the UTU – said, “We won’t take it any longer.”

UTU’s national legislative director began pulling one of the orange plastic bags behind him as he walked the halls of Congress. Lawmakers and the media stared. They asked questions. The UTU had answers.

NS executives stay in four-star hotels and have private restrooms. Train crews, both male and female, were given orange plastic bags and toilet paper.

A shamed NS agreed to start equipping its locomotive fleet with toilets. The fight is not over. The UTU is now demanding NS keep locomotive toilets clean and odor free. The UTU will prevail here, too. As usual, the other organization was – and remains – out to lunch on this issue.

Also, NS installed microphones inside the locomotive cab for accident investigation purposes. But, the UTU demanded they be placed underneath the cab floor to ensure crew privacy – and NS capitulated!

Equality among members? Only the UTU demands it!

Under the UTU constitution, every UTU agreement must be ratified by every historical craft affected. The voice of the smaller crafts is just as equal as the voice of larger crafts.

The BLET permits a majority of active members to ratify agreements. The BLET has no craft separation or craft protection.

There is no place for elitism within the UTU, where every craft has an equal voice. Smaller crafts don’t get the shaft under the UTU constitution.

Consistently, the UTU has been the leader on issues important to train and engine service crews, such as Railroad Retirement reform, FELA, Amtrak funding, drug testing, harassment and intimidation by employers, and the fight against longer, heavier trucks that take freight off the rails and put railroad workers on the street. Who will better protect your interests? The union that negotiated crew consist agreements and that protects craft autonomy, or the union that is ruled by truck drivers?

The answer is clear: The UTU is the better choice for prosperity and security.
Habit of getting involved results in honor for couple

Old habits are hard to break, and when those habits contribute to a better world, it might be best to leave well enough alone.

During his 40 years on the Soo Line, Robert N. Reed habitually contributed his time and talents to those around him in the union. Among the officers he held were local president, legislative representative and delegate of Local 1078 in Thief River Falls, Minn.

Since retiring in October 1990, Brother Reed, 73, contributes his efforts to those around him in the community. The habit of volunteering, reinforced by his wife Patsy, resulted in the two being chosen last August as Pennington County’s (Minn.) Outstanding Senior Citizens for 2004.

The retired conductor began his career on the Soo Line as a brakeman in September 1952 and was promoted to conductor in 1957. Along the way, he joined the Brotherhood of Railroad Trainmen. Today, because the membership of Local 1078 was transferred to other locals, Reed is a member of Local 525 in Grand Forks, N.D.

The Reeds were honored as outstanding senior citizens primarily for their efforts at the Northwestern Medical Center’s (NWMC) Convalescent and Nursing Care Unit. But that involvement began with involvement in the Golden Pioneers.

“That’s a group of retirees doing community work,” Reed said. “We clean ditches, work in youth programs, and raise money for scholarships, the kidney fund, the food shelf and similar things. I asked someone from NWMC to speak at a meeting of the Golden Pioneers, and when she asked for volunteers, I got involved at the hospital.”

Predictably, Reed met the guest speaker who got him involved at the hospital through his involvement with the Little Brother/Little Sister program. “I asked someone from NWMC to volunteer for things,” Reed said, “and my wife makes sure I follow through!”

J.L. Evans, former Calif. SLD, dies at 83

Retired former California State Legislative Director James L. Evans of Local 811, San Bernardino, Calif., passed away March 2, 2005. He was 83 years old.

Brother Evans, born Aug. 10, 1921, began his rail career on the Atchison, Topeka & Santa Fe Railway as a brakeman in the early 1940s, and after briefly leaving the railroad, was hired as a fireman. He joined Arrowhead Lodge 314 of the Brotherhood of Locomotive Firemen & Engineers in December 1944. Later, he went to work as a switchman on the State Belt Railroad and joined the Brotherhood of Railroad Trainmen. Both unions were UTU predecessors.

Assembling assistant state legislative director on Jan. 1, 1964, Brother Evans took the post of legislative director on Jan. 1, 1973, and held that position until his retirement on July 1, 1988.
New golf items available at UTU online store

A new line of UTU-logo golf items is now available through the UTU’s online store. The new items include a golf towel with embroidered UTU logo, Top Flite golf balls, tees and ball markers, a new UTU polyester/blend windshirt. These items can be viewed and purchased online by visiting the UTU website at www.utu.org and clicking on the UTU Gear tile.

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

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

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

Give a gift that keeps on giving. Call us today at (800) 558-8842.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION

NOTICE OF PRIVACY POLICY

At the United Transportation Union Insurance Association, protecting your privacy is very important to us. The reason we collect information is to better serve your needs. Having accurate information about you permits us to provide you with an appropriate range of insurance products. The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

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

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

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

We may share the above non-public personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements.

We may share this non-public personal information with affiliated or non-affiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

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

6/05

Morgan Cox named new UTUIA director of sales

International President Paul C. Thompson has announced a number of changes in the continuing effort to improve the products and services provided by the United Transportation Union Insurance Association (UTUIA). Effective June 1, Morgan D. Cox will assume the position of director of sales for the UTUIA.

Cox is currently headquartered at the UTU International in Cleveland and is in charge of the union’s Discipline Income Protection Program (DIPP).

In his new role as director of sales he will continue to handle the DIPP program.

Cox replaces Sam Hale, who will continue to serve the members as field supervisor.

“I express deep appreciation to Sam Hale for serving in this position for the last several years,” Thompson said. “Sam will continue to work in the field, where he has always been a sales leader.”

Thompson said that, in the very near future, the UTUIA would begin to restructure the territories of its field supervisors to provide better service to the membership. “We currently have vacant territories and now is the best time to undertake this endeavor,” he said.

Also, an advertisement run in last month’s UTU News seeking candidates for field supervisor positions has produced a number of well-qualified candidates.

New golf items available at UTU online store

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

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

Give a gift that keeps on giving. Call us today at (800) 558-8842.
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bargain regarding repeal of FELA, an act of
are protected by moratorium and cannot be
March 15 after the carriers demanded the UTU
section of the RLA by which carriers and their
local crew consist agreements that
mediation because of the UTU's position on
Carriers' Conference Committee (NCCC) in
16 decision placing the UTU and the National
The legislative language was delivered to
UTU friends in Congress by UTU National
303x559]On April 25, the NCCC asked the NMB to
the NMB awaited a federal court decision where
The local crew consist agreements provide
individually must approve every change to an
crew autonomy whereby each historical craft
The BLET constitution does not do that.
“If the UTU acquires the BLET agreements,
neither the Teamsters nor BLET has made any
Nov. 1, 2004:
The legislative language was delivered to
U.S. Senate that the NMB to reconsider

Meet the new FRA administrator

UTU International President Paul Thompson (right) and UTU New York State Legislative Director Sam Nazca (left) met May 3 with the new Federal Railroad Administrator, Joseph Boardman. The three discussed rail safety and security issues, FRA's role in enforcing safety laws and regulations, and the importance of a national intercity rail passenger network and Amtrak. (See President Thompson's column on Page 4.)

UTU fights for CDL

Continued from page 1

from home, are at significant economic risk.
Moreover, states are powerless to make ex-
ceptions from the federal law, nor are they permitted to
provide remedial training as an alternative to
canceling the commercial driver's license. States
also are barred by law from issuing a provisional
license permitting the holder of a commercial
driver's license to continue working.

Crew consist

Continued from page 1

16 decision placing the UTU and the National Carriers' Conference Committee (NCCC) in
mediation because of the UTU's position on
these issues.

The NMB has scheduled a June 22 mediation
session involving the UTU and the NCCC.
“The UTU will participate in this session, but
only to point out the impracticality of mediation over these issues, and to indicate its willingness
to bargain to conclusion about all other issues in
the parties' Section 6 notices,” Thompson said.
The NCCC represents, among others, BNSF
Railway, CSX, Kansas City Southern, Norfolk
Southern and Union Pacific in this round of bar-

The two sides mutually broke off negotiations March 15 after the carriers demanded the UTU
bargain over local crew consist agreements that
are protected by moratorium and cannot be
handled nationally.
The carriers also demanded that the UTU
bargain regarding repeal of FELA, an act of
Congress not appropriate for bargaining under the RLA.
Also on March 15, the UTU filed its lawsuit.
Subsequently, both sides mutually agreed not to
engage in self-help, which would include prom-
ulgation by the carriers of crew consist changes
continued in their Section 6 notices.
On April 25, the NCCC asked the NMB to
invoke mediation, even though Thompson told
the NCCC that the UTU was prepared to talk
about all issues in the parties' Section 6 notices
except the two issues before the court.

Timeline

Nov. 1, 2004: UTU files Section 6 Notices with National Carriers' Conference Committee (NCCC), NCCC files its own demands on UTU;
Feb. 14, 2005: First negotiating session held;
March 15, 2005: UTU, NCCC break off negotiations after NCCC demands that UTU bargain over crew consist, repeal of FELA, UTU files federal lawsuit over NCCC demands;
April 25, 2005: NCCC asks National Mediation Board (NMB) to invoke mediation;
May 11, 2005: UTU President Paul Thompson issues statement: "UTU will pro-
tect its agreements!";
May 16, 2005: NMB orders mediator be assigned to negotiations; sets June 22 as first mediation session involving UTU, NCCC;
May 25, 2005: UTU asks NMB to reconsider assignment of mediator;

continued in their Section 6 notices.
On April 25, the NCCC asked the NMB to
invoke mediation, even though Thompson told
the NCCC that the UTU was prepared to talk
about all issues in the parties' Section 6 notices
except the two issues before the court.
UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Please note that these meetings last 2 1/2 days and conclude on the afternoon of the third day. Registration fees are $150 per person; children 11 years of age and under are complimentary. On-site registration will be $200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, contact your bank. Registration forms with payment must be received 30 days prior to the start of the meeting.

Which regional meeting will you be attending? ☐ Orlando

Member Registration

Name ____________________________ Address ____________________________ City ____________________________ State/ZIP ____________________________ Phone number ____________________________ Email ____________________________

Meals:
Day 1 ☐ Lunch ☐ No meal ☐ Buffet breakfast ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meal
Day 3 ☐ Buffet breakfast ☐ No meal

Spouse Registration ☐ Orlando

Spouse name ____________________________ Relationship to member ____________________________ Phone number ____________________________ Email ____________________________

Meals:
Day 1 ☐ Lunch ☐ No meal ☐ Buffet breakfast ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meal
Day 3 ☐ Buffet breakfast ☐ No meal

Child Registration ☐ Orlando

Child name ____________________________ Age ___

Meals:
Day 1 ☐ Lunch ☐ No meal ☐ Buffet breakfast ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meal
Day 3 ☐ Buffet breakfast ☐ No meal

Guest Registration ☐ Orlando

Guest name ____________________________ Relationship to member ____________________________

City/State/ZIP ____________________________

Meals:
Day 1 ☐ Lunch ☐ No meal ☐ Buffet breakfast ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meal
Day 3 ☐ Buffet breakfast ☐ No meal

Golf Registration ☐ Orlando

Name ____________________________ Handicap ___ Name ____________________________ Handicap ___

(Golf fees are $80 per golfer; include in total payment.)

Payment Options

Check/money order (U.S. funds only) $ ______
Credit card number ______
Exp. date ______
Total charged $ ______

Signature ____________________________

Please fax any changes or cancellations or the meeting or the golf outing without penalty. If you have questions, consult your bank.

Avis offers UTU a deal

Avis Rent A Car is offering UTU members special discounts on cars rented at regional meeting locations. UTU members should refer to the Avis Worldwide Discount (AWD) Number, D150699, to get the discount.

The special discounts are available on a wide selection of vehicles and are good from one week before to one week after the event.

To reserve a car, contact Avis at (800) 331-1600 and use UTU’s Avis Worldwide Discount (AWD) number, D150699. Members can also reserve an automobile online, have the discount number automatically included in the reservation and receive an email confirmation. Go to www.avis.com to make the reservation.
This month’s winning photo:

The UTU Public Relations Department awards UTU gear to the union member who submits the best photograph during the previous months.

The winning photo will be published in the UTU News. Exceptional photographs will be included on the UTU website.

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

High-resolution digital photographs should be in the JPEG format and emailed 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 recycle.

This month’s winning photograph was taken by Amtrak conductor Steve Brown, a member of Local 117 in Vancouver, Wash. The photo shows a BNSF Railway train on the Seattle Subdivision near Puyallup, Wash., in the shadow of Mt. Rainier.

Alert members on Union Pacific help avert certain tragedy

CHEYENNE, Wyo. – Two kindergarten students were recently spared a tragic fate by the alert actions of UTU-represented crew members employed by the Union Pacific Railroad, according to UTU Wyoming Assistant State Legislative Director Tim Kenny.

The drama began early on the afternoon of April 29, when six-year-old Zach Beach and his five-year-old sister, Riley, decided to seek adventure, said Brother Kenny, who serves as legislative representative for Local 446 in Cheyenne, Wyo.

Conductor Rod Bomberger, local chairperson (brakemen) and alternate legislative representative of Local 446, was aboard a train about four miles east of Cheyenne, heading west, when he spotted the children standing on the tracks of the busy double main line.

The children had been driven home from their elementary school by a neighbor, who dropped them off in their driveway, according to a report published by the Wyoming Tribune-Eagle. Instead of going inside, they decided to take a walk. At first, they determined to go to Alaska, but changed their minds and set off to visit a friend. In short order, they became lost near a set of railroad tracks.

A passing motorist, Julie Hunt, saw the children waving and took note of the trains behind them. A mother of two, her instincts told her to stop, and she called out to the children standing on the tracks of the busy double main line.

“Then I looked up and saw the eastbound coming around a curve ahead,” said Bomberger.

On the eastbound train, Brother Sexton and Engineer John Briggs of Local 446 in Cheyenne were just leaving Cheyenne on an eastbound train when they were alerted by Brother Bomberger about the children on the tracks ahead.

Bomberger began calling out a warning to the children and tried to wave them off the tracks. “Then I looked up and saw the eastbound coming around a curve ahead,” said Bomberger.

Meanwhile, conductor Gary Sexton of Local 446 and Engineer John Briggs of Local 28 in Cheyenne were just leaving Cheyenne on an eastbound train when they were alerted by Brother Bomberger about the children on the tracks ahead.

“What if the children had been hit by the train?” Kenny said. “Their parents owe Rod (Bomberger) a big expression of gratitude. He saved those children’s lives.”