The Official Publication of the United Transportation Union

www.utu.org

News & Notes

NKCR workers pick UTU
WASHINGTON, D.C. – Train and engine serv-
ing crews of the Norfolk, Kansas Col-
orado Railway (NKCR) have chosen the UTU as
their collective bargaining representative,
according to information released last month by
the National Mediation Board.
“We want to thank the dedicated employees
on the NKCR line for putting their faith and trust in
the UTU,” said UTU International President Paul
Thompson.
“This is the fourth property owned by Omni-
TRAX where the workers have sought to join
the UTU, and we promise to deliver the quali-
fy representation they expect and deserve,”
said John Nadalin, the UTU’s director of
strategic planning, who coordinated the
organizing effort.
The third short line in three months to join the
UTU family, the NKCR operates approximately
559 miles of track in three states and carries a
diverse mix of wheat, corn, coal and fertilizer.

Verify plan providers
All participants in the Managed Medical Care
Program (MMCP) received a letter recently from
the Governing Committee of the NRC/UTU,
the Joint Plan Committee of the National
Health and Welfare Plan and the Medical
Provider Affairs Committee advising them of
“In-Network Providers” in order to obtain maximum
MMCP benefits.
It is very important that participants verify
that the medical providers being used by them
and their family members are, in fact, providers
that participate in a network that has been approved
by the plan.
In-network benefits are available under MMCP
only for services rendered by providers in plan-
approved networks.

Two retired officers pass
John F. Kalfas Jr., 82, retired former CSX gener-
al chairperson, and retired Missouri Pacific
Upper Lines General Chairperson Charles I.
Shelton, 86, have passed away.
Kalfas died Jan. 21 near Pittsburgh, Pa.; Shel-
ton in Jefferson City, Mo.
Kalfas, a member of UTU Local 1379 in Pitts-
burgh, began his career as a conductor with the
Baltimore & Ohio Railroad (B&O) in 1952. He
served for many years as B&O, then CSX, gener-
al chairperson. He retired in December 1985
after a 44-year rail career.
A member of Local 931 in Jefferson City,
Shelton worked for the MoPac for 41 years.
He served as general chairperson from 1972
to 1975.

WE’RE BACK IN AFL-CIO!

The UTU rejoined the AFL-CIO Feb. 27
and UTU International President Paul
Thompson was elected unanimously as a vice
president on the federation’s executive coun-
cil, which guides the work of the federation.
Both actions took place at the AFL-CIO Execu-
tive Council’s winter meeting in San Diego.

Not since UTU Past President Al
Chesser was similarly elected dur-
ing the 1970s has a UTU presi-
dent gained the honor of being
elected an AFL-CIO Execu-
tive Council vice president.
The AFL-CIO is an acronym for the American
Federation of Labor and Congress of Industrial Orga-
nizations, which merged in 1955 to form what is commonly
known and widely respected as the
House of Labor.
There are some 53 AFL-CIO-member
international and national unions, repre-
senting more than nine million working men
and women of every race and ethnicity and
walk of life.
“This is one of the proudest accomplish-
ments of my life, to bring the UTU – the union inspired
by labor legend and uniter Eugene V. Debs – back
into the AFL-CIO,” Thompson said.

“Re-affiliation with the House of Labor will
benefit our membership as the AFL-CIO is
the voice of the common man and the pro-
tector of middle-class America,” Thompson said.
“We look forward to working within the federation
with all of organized labor. Every-
one should remember that the AFL-CIO
will always be the House of Labor.
Above all, we must never, ever for-
got whom we talk for and who
we represent: the working men
and women of America.”

In welcoming the UTU back into the federation,
AFL-CIO President John J.
Sweeney said, “Union work-
ers earn 28 percent more each
week than non-union workers
and are much more likely to
have health and pension benefits.
Unions give working people a voice
in government. They represent working families before lawmakers, and make sure
politicians never forget that working families
voted them into office.”

Thompson said that “in this era of near-
unbridled corporate greed, with employers
encouraged and emboldened by anti-labor
forces in the White House and Congress, uni-
Continued on page 10

UTU files suit over rail training

The United Transportation Union on Feb.
24 asked a federal district court in E. St. Louis,
III., to order the nation’s major railroads to
honor a commitment to bargain collectively
over issues of employee training.

Carriers named in the lawsuit are BNSF
Railway, CSX, Kansas City Southern, Norfolk
Southern and Union Pacific.

The carriers signed a letter of understanding
on Aug. 20, 2002, agreeing that “at the earliest
opportunity in the (current) national bargain-
ging round, the matter of relating the existing
service scales (entry rates of pay) in effect on
each participating road to training and experi-
ence will be addressed.” The letter was
attached to a new national agreement negoti-
ated at the time and subsequently ratified by
the UTU membership.

Continued on page 10

Rail labor fights one-man crews

WASHINGTON, D.C. – BNSF Railway
should not be permitted to operate trains with
single-person crews until appropriate safety
studies have been completed and regulations
are in place, the Federal Railroad Administra-
tion was told here by rail labor Feb. 23.
The UTU, the BLET, the Brotherhood
of Maintenance of Way Employees Division
and the Brotherhood of Railroad Signalmen told
FRA that a request by BNSF Railway to extend
its existing special waiver to operate an exper-
imental version of positive train control
(PTC) should not be granted until employee
and public safety can be assured.
BNSF is seeking to expand operation of a
pilot project called the Electronic Train Man-
agement System (ETMS) over 329 miles of
track on its Fr. Worth and Red Rock subdivi-
Continued on page 10
Local 95, Rensselaer, N.Y.
Amtrak employees in this local were saluted by the Jan. 13 death of retired conductor Norman M. Bonk Sr. Working on the Lake Shore Limited in 1996, Brother Bonk disarmed a deranged senior who had discharged a handgun in a crowded coach. For his heroism, Bonk was awarded Amtrak’s President’s Award for Valor, said Local Secretary James P. Kaufman. Bonk, who began his career in 1962 on the Buffalo Creek Railroad, is survived by his wife and three sons. His brother Richard Bonk is a retired Amtrak conductor.

Local 265, Pocatello, Idaho
Members of this Union Pacific local are mourning the death of conductor Robert C. Moss, a 36-year UTU member who was killed while on route to Pocatello from Green River, Wyo., said Local Treasurer Steven W. Wheeler. He is survived by his wife and four children.

Local 934, Alliance, Neb.
In an effort to help keep high school students sober and off the road after their prom, the members of this BNSF Railway local have contributed $100 to the Hemingford High School after-prom party, which runs from midnight to 4 a.m., said Local Steward J.W. Bunce.

Local 1033, Atlanta, Ga.
Members of this CSXST local are proud of 38-year member Joe Horsley, a conductor who saw fire coming out of a house on his way to work early one morning in February, said Local Chairperson Billy Smith. When he stopped to investigate, he discovered three people near the house suffering from third-degree burns, over 50 percent of their bodies. Alerting authorities, he took the burn victims to a neighbor’s house until help arrived.

Local 1252, Fresno, Calif.
Members of this BNSF Railway local offer best wishes to conductor Clifford Henderson, who recently retired after 44 years in train service, said Don Heffeman, retired former secretary and treasurer. Brother Henderson began his career on the old Valley Division, then worked on Amtrak when it first started, but soon returned to freight service. Meanwhile, members were saddened to learn that retired member Harry Sandridge lost his long battle with cancer in January, Heffeman said. Brother Sandridge began his career on the Southern Pacific and then moved to the Atcheson, Topeka & Santa Fe.

Local 1290, Chicago, Ill.
Members of this Metra local, along with Metra employees from local 1299 (Chicago), will host a Tri-State Rail Raffle, set to begin at 9:30 a.m. on April 1 at the Park Inn Harvey Hotel, 17040 S. Halsted St., Harvey, Ill. 60426, according to Local President Jeff Fields, who serves as secretary of the Tri-State Rail Conference Executive Board. All UTU members are encouraged to attend. Among those scheduled to be on hand will be UTU International President Paul Thompson and International vice presidents John Bahler and J.R. Cumby, who will discuss the national rail negotiations and upcoming congressional elections. Invited guest speakers include presidents Tom Iannone and Pat Drennan, along with Long Island Railroad General Chairperson Mike Canino, who will address commuter rail operations. Speaking about the positive train control (PTC) system will be legislators Joe Szabo and Tom Dwyer, who will be joined by Ill. State Rep. Eddie Wassington, who is elected as a Metra conductor. For information, contact Tri-State Rail Conference Executive Board President Al Schoo at (815) 222-6359.

Local 1295, Boulder/Hollow, Tenn.
Members of this CSXST local recently called a meeting to welcome new members into the fold, according to Tennessee State Legislative Director Jerry Anderton. Those attending included Local President David Martin; Local Chairperson Jim Potter; Anderton; Legislative Rep. David Hampton; and Jerry Taylor, Bennie Aker, Greg Taylor, Ronnie Boyd, Joe Watkins, Brian Thompson, Justin Bates, David Cook and Clay Haynes of Amtrak. The meeting included a presentation by the UTU Foundation's Steve Simpson and a representative of UTU designated legal counsel. For information, contact Rome at (800) 622-2265 or Secretary Jerry Rock at (800) 457-1097.

Local 1308, Bruceton/Hollow, Tenn.
Local 1313, Amariillo, Texas
UTU members and their spouses are invited to a workshop presented by this BNSF Railway local featuring representatives from the Railroad Retirement Board and health and welfare providers UnitedHealthcare, Aetna, and Care (Temple, Texas), said Local President Richard Escamilla. The event will be held on two days, March 13 at 6 p.m., and March 14 at 1 p.m., at the Woodmen of the World Building, 4335 Canyon Dr., Amarillo, TX 79110. Also attending will be the UTU’s Legislative Director, who is employed as a Metra conductor. For information, contact Fields at (800) 295-0667 or send e-mail to pres1846@earthlink.net.

Local 1313, Amariillo, Texas
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Local 1730, Richmond, Calif.
Congratulations have been extended by the members of this BNSF Railway local working in Richmond Yard, who have gone more than 400 days without an injury, and more than 90 days free of any reportable human-factor incidents, said Local Chairperson J.V. Sullivan. Included in the accomplishment are the extra-board engineers and the members working in the Oakland Port facility. Sullivan said the成就 notable stretch was recorded in 1982.

Local 1846, W. Colton, Calif.
UTU members, their families and their friends are invited to participate in the annual West Colton Golf Club’s Las Vegas Classic, set for June 12-15, said Local President Richard Escamilla. This is the 15th year Escamilla will chair the event. Those participating in the four-day, three-night event stay at Sam’s Town Hotel & Casino and play two rounds of golf at Tuscany Golf Club. Buses will be provided to and from the golf course, and a banquet will be held on the evening of June 14. For information, contact Escamilla by calling (503) 995-0667 or send e-mail at pres1846@earthlink.net.

Local 1963, Louisville, Ky.
Retired member Joe Alenduff is again organizing an annual picnic for retirees in the vicinity of St. Petersburgh, Fla. The event, set for Saturday, March 19, will run from 11 a.m. to 3 p.m. at Ft. DeSoto Park in St. Petersburg. Coffee and iced tea will be furnished. Participants are urged to bring two covered dishes to share, their own place settings and a cup. For information contact Alenduff at (727) 602-7028 or send e-mail to jalen duff@tampabay.rr.com.
WASHINGTON, D.C. – Transportation Secretary Norman Mineta says the matter of reduced train-crew size must be studied independently of new technology such as Positive Train Control (PTC).

In a meeting with officers of the UTU and BLET, Mineta said, “These two issues must be bifurcated.” As he spoke, Mineta used his right hand to make an up-and-down motion indicating a wall between the two issues.

Mineta hosted a more-than-60-minute meeting in his office with UTU International President Paul Thompson, UTU Assistant President Rick Marceau, UTU National Legislative Director James Brunkenhoefer and BLET President Don Hahs.

Also attending, at the invitation of Mineta, was FRA Administrator Joseph Boardman.

The primary topic of discussion was rail labor’s concern that reducing the size of railroad crews will threaten public safety and national security.

The labor leaders explained how the major rail carriers are seeking to use experiments with various PTC technologies as Trojan horses to force single-person crews on freight trains even though there has been no neutral federal investigation into the public safety and national security implications of reduced train-crew size.

Mineta has first-hand experience with terrorist activity involving commercial transportation. He gave the order to ground all aircraft in the United States the morning of 9/11 after terrorists hijacked four commercial aircraft – two hitting the World Trade Center, a third crashing into the Pentagon and the fourth crashing in Pennsylvania and assumed to be targeting the White House or Capitol Building.

Thompson, Marceau, Brunkenhoefer and Hahs explained the safety role of an engineer and conductor on freight trains and cited language of an FRA report emphasizing that “one (crew) member points out situations that may have escaped the other’s attention.”

With freight trains carrying any number of deadly hazmat through residential and highly populated municipalities, there is the constant danger to the public and national security of terrorist activity as well as accidents.

That threat becomes more severe if there is just a single crew member, who could be incapacitated by a medical emergency, grade-crossing accidents or other mishap, leaving an unattended train with no second crew member to alert railroad dispatchers to halt all rail traffic in both directions and to communicate with emergency responders.

Moreover, a single crew member – even if not injured – would be unable to tend to such typical problems as broken air hoses and couplers, sticking brakes, shifted lading, dragging equipment and overheated axles.

All are tasks handled by the second crew member while the engineer remains at the throttle and in radio contact with dispatchers.

Mineta stressed that allowing railroads to experiment with one-person crews without appropriate study and before new safety regulations are considered and implemented is inviting cataclysmic disaster.

Mineta acknowledged that it has long been federal policy in civil aviation that new regulations must be devised, fully studied and in place before changes in commercial airline operations are permitted.

Additionally, Mineta was provided with FRA data on the thousands of derailments, highway-rail grade-crossing accidents and trespasser fatalities each year that require securing of the train, flagging of crossings and immediate communication with dispatchers and emergency responders.

Another concern communicated to Mineta was the continuing problem of train-crew fatigue resulting from long hours, a frequent absence of rest days and round-the-clock availability requirements.

In fact, placing additional computer screens in the locomotive cab and more computer-associated tasks on the engineer could increase the number of engineer distractions and exacerbate fatigue problems.

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Solidarity’s drumbeat

By Paul C. Thompson
International President

Solidarity does, indeed, equal victory.

The National Carriers’ Conference Committee (NCCC) cried “uncle” in the face of a massive and unprecedented show of unity among all rail labor, the AFL-CIO and the Change to Win Coalition, which includes the Teamsters’ Union. Indeed, the NCCC’s chairman, Bob Allen, through half-truths, outright fabrications, films-flamboyancy, bragging and arrogance, accomplished what rail labor on its own has been unable to do for a century – bring us more closely together in the solidarity envisioned by Eugene V. Debs.

In a letter to the National Mediation Board, Allen agreed not to seek an impasse in bargaining with the UTU or the BLET until at least after a federal court rule on a UTU court case challenging the carriers’ demand that locally negotiated crew-consist agreements be reopened at the national level.

The carriers earlier boasted they could count on Republican friends to take care of them through the National Mediation Board, whose anti-labor recommendations for reduced crew size would be crammed down our throats by the Republican-controlled NMB. But what the railroads were up to. With your help, we flooded the NMB, White House and Congress with messages that the carriers and labor should remain at the bargaining table.

This round of wage and rules negotiations between the UTU and most of the major railroads mirrors many previous negotiations that wound up being decided by a third party – Congress.

We have a long history of stalled negotiations being decided by a Congress controlled by Democrats; or where the House and Senate were controlled by different parties.

This round, we are facing a very different situation because it is the first time in modern history that Republican-controlled Congress has been unable to do what rail labor on its own has been unable to do for a century – bring us more closely together in the solidarity envisioned by Eugene V. Debs.

What can labor do for itself? The Debs’ words are echoing in a drumbeat of labor solidarity: “What can labor do for itself? The answer is not difficult. Labor can organize, it can unify, it can consolidate its forces. This done, it can demand and command.”

WASHINGTON WATCH

By James M. Brunkenhoefer

One-person crews? Crazy!

“Crazy” is the word conductors and engineers use to describe carrier attempts to reduce crew size to just one.

The FRA last month used 23 words, which the carriers would do well to read, mark and inwardly digest:

“For freight trains, the conductor and engineer work as a team. One member points out situations that may have escaped the other’s attention.”

The FRA’s comments came in a report of its Collision Analysis Working Group, which includes representatives from the FRA, carriers and labor – and came following exhaustive investigation of 65 train collisions over six years.

Good grief, what are carriers thinking in their headstrong dash toward cutting down such a path.

With railroads already pushing crew members beyond reasonable human endurance, fatigue increasingly is cited as a cause of rail accidents. Removing a set of eyes and putting the entire burden of homeland security.

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Good grief, what are carriers thinking in their headstrong dash toward cutting down such a path.
We can learn from “The Duke”

John Wayne (1907-1979) was one of the best actors of his generation – and a character model, too.

Known as “The Duke,” a bronze plaque on his headstone recalls his words: “Tomorrow is the most important thing in life. Comes into us at midnight very clean. It’s perfect when it arrives – filled with better job security, better pay and better benefits.”

I’m reminded of those words as I visit with UTU locals. We all must provide for ourselves and also our families who look to us for guidance and leadership.

Whether we have many years of seniority on the job or are just beginning, it is valuable to take a minute each day to consider what we learned the previous day.

It could be about a brother or sister going through a difficult time and needing support or prayers from others; or simply a way to make others’ jobs more satisfying and productive.

The farther we progress on the road of life, we tend to learn – as John Wayne did – to live each day as if it were our last and to treat other human beings with the same respect as we wish to receive.

I thank each of my brothers and sisters for their relentless dedication to UTU. As always, I am only a phone call away.

UTU scores hat trick because of unity

In hockey, scoring three goals is called a hat trick. The UTU has pulled off its own hat trick.

Goal one: We are back in the AFL-CIO.

Goal two: We are shoulder to shoulder with the BLET that made our long-awaited return to the federation possible.

Goal three: The election of UTU International President Paul Thompson to the Executive Council of the AFL-CIO, one of the highest honors a rail labor chief can achieve. The AFL-CIO Executive Council guides the daily work of the federation – nine million working men and women belonging to 53 separate labor unions.

We have more solidarity to celebrate. Train dispatchers on Union Pacific are now voting on whether to be represented by the American Train Dispatchers Association and enjoy the many benefits of union membership.

President Thompson wrote those currently non-represented dispatchers in February, pledging to support those dispatchers “in every way possible.”

In fact, it was the end of costly hostilities with the BLET that made our long-awaited return to the federation possible.

North Dakota

North Dakota State Legislative Director John Risch has arranged a series of special informational meetings for active and retired members in the Peace Garden State.

Expected speakers include UTU general chairpersons; Debbie Helbling, district manager of the Railroad Retirement Board’s regional office in Fargo; Charlene Payne, customer service manager from United Healthcare; and others.

“National negotiations, one-person crews and employee discipline will be some of the topics covered,” Risch said. “All members and spouses are invited to attend any meeting regardless of which local they belong.”

The meetings will be held on the following dates:

- Locals 887 and 1344 in Bismarck on Tuesday, May 2, from 1 p.m. to 5 p.m. at the China Inn, 1-29 and Hwy. 2 W., Grand Forks, and Local 1559 on Friday, May 5, from 1 p.m. until at the Vegas Motel in Minot.
- More information, contact Risch at (701) 223-0061, email utu@bis.midco.net, or talk to your local officers.

Arizona

David Shafer, legislative rep. of UTU Local 807 in Tucson, recently presented a UTU PAC donation to Patty Weiss, Democratic candidate for U.S. Congress from Arizona’s Eighth District. Weiss also is a well-known news anchor for a Tucson television channel. “David briefed her on our issues and she will be supportive of issues for all working men and women in Arizona,” State Legislative Director Scott Olson said. “The UTU was first to support her and she has said she will never forget our early support. With the help from Arizona UTU members she will win a seat in Washington.”

Georgia

Twelfth District Georgia Congressman John Barrow (D-Savannah) has been appointed to the House Committee on Transportation and Infrastructure, a powerful committee with jurisdiction over America’s surface transportation, aviation, freight and passenger rail, Coast Guard, inland waterway system, international maritime commerce, the Economic Development Administration, public buildings, and various environmental issues, according to State Legislative Director Danny Boyles.

“Georgia’s 12th District has an extensive road, rail, air, and sea transportation infrastructure that has to keep pace with the economic growth in our area,” Barrow said. “I’m honored to serve on the Transportation Committee, and I see this as a great opportunity to keep our state and our region on the move.”

In 2005, only one member of Georgia’s congressional delegation sat on the House Transportation Committee: Atlanta-area Congress- man Lynn Westmoreland. Neither of Georgia’s two Senators currently serve on the Senate’s Commerce Committee, which handles transportation issues. Barrow’s appointment doubles Georgia’s representation on the Transportation Committee, and provides a strong voice for the concerns of the entire state, Boyles said.

“Georgia is a vital transportation hub for the Southeast and for the entire country,” Barrow continued. “Working with communities from across the 12th District and all of Georgia, I intend to make sure our state’s transportation needs are met.”

Last year, Barrow served on the Transportation Conference Committee, which was responsible for crafting the final version of the surface transportation bill (TEA-UL). That bill included more than $280 billion in federal transportation funds, with $34.6 million dedicated to specific transportation projects in Barrow’s 12th Congressional District.

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Bus Department

By Roy Arnold, vice president/director

Yardmasters

By J.R. “Jim” Cumby, vice president

News from UTU State Legislative Boards
Reno, Nevada, June 19-21, 2006

Reno Hilton, 2500 East Second St., Reno, NV 89595
http://www.caesars.com/Hilton/Reno/Hotel

Hilton hotels reservations: (800) 648-5080 toll free or (775) 789-2000 direct to the hotel.
Reservation code: UTU regional meeting, code UTUA06
Room rate: $92.00 single/double, plus tax; rates good for three days before and after the meeting.
Reservation deadline: May 29, 2006, or as soon as all rooms being held for the UTU are reserved.
Parking: Free
Golf outing: The golf outing will be held at 8 a.m. on Sunday, June 18, at the Rosewood Lakes Golf Course, 6800 Pembroke Dr., Reno; phone (775) 857-2892. The cost is $80 per golfer, which includes transportation, golf, lunch and much more.

Asheville, N.C., Aug. 22-24, 2006

Grove Park Inn Resort & Spa
290 Macon Ave., Asheville, NC 28804
http://www.groveparkinn.com

Hotel reservations: (800) 438-5800 toll free or (828) 252-2711 direct to the hotel.
Reservation code: UTU regional meeting, code 678BYJ
Room rate: $100 single/double, $40 each for third and fourth persons. Room rates are good three days before and after the meeting.
Reservation deadline: July 22, 2006
Park: Free
Golf outing: The UTU Regional Meeting golf outing will be held Monday, Aug. 21, at The Golf Course at The Grove Park Inn. The cost is $80 per golfer, which includes transportation, golf, lunch and much more.

Make your reservations early!

UTU Region 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 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, consult 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?

Reno √ Asheville

Member Registration

Name ______________________________
Home address ____________________________
Phone number: __________________ Email _____________________

City/State/ZIP _____________________________
Reservation deadline: July 22, 2006
Parking: Free
Golf outing: As scheduled
Golf Registration _______________________

Child name ____________________________ Age ______
Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Child name ____________________________ Age ______
Meal: Day 1 Lunch No meal
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Day 3 Buffet breakfast No meal

Child name ____________________________ Age ______
Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Spouse name __________________________
Reservation deadline: July 22, 2006
Parking: Free
Golf outing: As scheduled
Golf Registration _______________________

Spouse name __________________________
Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Spouse name __________________________
Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Guest name ____________________________ Relationship to member_________________________
Home address ____________________________
Phone number: __________________ Email _____________________

City/State/ZIP _____________________________
Reservation deadline: July 22, 2006
Parking: Free
Golf outing: As scheduled
Golf Registration _______________________

Guest name ____________________________ Relationship to member_________________________
Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

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Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Meal: Day 1 Lunch No meal
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Day 3 Buffet breakfast No meal

Meal: Day 1 Lunch No meal
Day 2 Lunch No meal
Day 3 Buffet breakfast No meal

Payment Options

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

Signature ______________________________

UTU arrangements discount airfares, car rentals

Continental Airlines is offering discounted airfares to both region meeting cities. Members and guests who use Continental Airlines will get discounts from 2 percent to 15 percent off the published fare based on travel dates and other variables. By booking flights online at www.continental.com, members will also save an additional 3 percent and avoid the $10 ticketing fee that is charged when flights are booked over the phone (800-467-7922) or through travel agents. To book online use reference number “VRVWC” and “P” code “Z7XGC.”

UTU members and others attending the Reno meeting also are eligible for a 10 percent discount off of all published, roundtrip fares from Frontier Airlines. Attendees should call (800) 908-9068 or (800) 243-6297 and refer to “shell number MC0808.” Attendees may also use a travel agency by providing the agency with tour code G8HB.

The discounts are available from June 12, 2006, to June 25, 2006.

Avis Rent a Car is offering discounted rates to those attending either regional meeting. The Avis Worldwide Discount (AWD) Number for both the Reno and Asheville meetings is D150699. The special discounts are available on a wide selection of vehicles and are good one week before and after the meeting. To reserve a car, contact Avis at (800) 331-1600. You can also reserve online at www.avis.com.

Make your reservations early!
Carl Cochran, retired former Florida state legislative director, has been appointed UTU for Life national coordinator by UTU International President Paul Thompson.

Brother Cochran, a member of Local 1138 in Miami, Fla., retired at age 65 in February 2005. Now he’s anxious to get back in the saddle and go to work on behalf of retired members.

“Having worked in Tallahassee and Washington, D.C., I know the UTU needs its retirees as part of the team,” said Cochran. “Our involvement for ourselves is just as important as the role we can play in helping active members—and that helps us by keeping our pensions solvent!”

Cochran cited the recent effort that successfully tapped into retiree power to blot the National Mediation Board, calling for it to refrain from releasing the rail carriers from national bargaining.

“The local chapters of UTU for Life that meet regularly are very important to retirees,” he said. “They give us a chance to stay in touch with each other and lend a hand when needed.”

Cochran started his career in 1958 at the Jacksonville (Fla.) Terminal Company and went to the Seaboard Coast Line (now CSX) in 1963. He held a number of local offices and became alternate state legislative director in 1980. He moved up to state legislative director in 1988, holding the post until he retired. Along the way, he helped organize the commuter rail operations at Tri-Rail, as well as the re-entry into the UTU of the Florida East Coast Railway and the Wisconsin Central.

He and his wife Karon, married for 42 years, have two daughters, Tammy and Bobi-Jo.

For information about the UTU for Life program, write to Cochran at 7935 N.W. 173rd St., Hialeah, FL 33015, call him at (305) 821-7015 or send e-mail to cochrana@aol.com.

Following are the names of recently deceased retirees who maintained annual membership in the UTU For Life program (formerly known as the UTU Retiree Program), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU retirees.

**Cochran tapped for UTU for Life**

By V.M. “Butch” Speakman Jr.

Railroad Retirement annuitants and rail workers who have received an overpayment letter, debt notice or bill from the Railroad Retirement Board now have the option of paying these bills via the Internet by using the Department of the Treasury’s new Pay.gov system, accessible through the RRB Web site at www.rrb.gov.

Pay.gov is a convenient and fast 24/7 alternative to mailing a check or credit card authorization form—and payments are credited up to two days sooner.

To access Pay.gov, go to www.rrb.gov and click on “Benefit Online Services (MainLine).” Pay.gov does not require that you first establish an RRB Internet Services account.

After clicking either the “Pay Retirement or Survivor Bill Online” link, or the “Pay Unemployment or Sick Leave Bill Online” link, you will be taken to the appropriate collection form.

**New UTU for Life chapter in Lorain, Ohio**

“We were always a great local, and the guys are interested in getting back together again, to network and to stay involved,” Smith said.

For information, write to Brother Smith at 3726 Winger Dr., Lorain, OH 44053, call him at (440) 960-1664, or send him e-mail at Tsmith017@centurytel.net.

V.M. “Butch” Speakman Jr. serves as labor representative of the U.S. Railroad Retirement Board.
If a tragedy strikes...

UTUIA can help!

What would you do if you were unable to work because of injury or illness? Do you have sufficient savings to pay your bills for six, twelve or even eighteen months?

UTUIA can help! With Disability Income Replacement insurance, you can protect your earning power and provide the necessary funds to maintain the quality of life you have come to enjoy.

UTUIA’s Disability Income Replacement insurance will be there when you need it most. It cannot be canceled, regardless of the number of claims, as long as premiums are paid.

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

Information, please

I would like more information on UTUIA’s Disability Income Replacement insurance.

Please print

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Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250 03/06

UTU BUS LINES

California plan needs more mass transit

LOS ANGELES — Saying new roads and highways won’t do enough to relieve Southern California’s notorious traffic congestion, Assembly Speaker Fabian Nunez and Mayor Antonio Villaraigosa last month called for more mass-transit projects to be included in Gov. Arnold Schwarzenegger’s infrastructure plan, according to the Los Angeles Daily News.

Nunez wants at least one-third of the proposed $12 billion in transportation bond revenue earmarked for public transit, which could include busways or seed money for Villaraigosa’s $4.8 billion Wilshire Boulevard subway.

“The only way we can address the goal and outcome of reducing traffic congestion is not only by building more roads. It also comes down to the investment we make in public transit,” Nunez, D-Los Angeles, said.

The legislature is debating putting a transportation bond issue on the ballot this year to help fund infrastructure improvements statewide.

But Los Angeles leaders complain there’s too much emphasis on roads and highways, and not enough on the buses and trains that are at the core of L.A.’s gridlock-busting strategy.

Nunez and Villaraigosa were joined by former Assembly Speaker Richard Katz and Councilwoman Wendy Greuel, who co-authored a resolution supporting mass transit.

School bus drivers ‘terror war’ recruits

SYRACUSE, N.Y. – You expect the bus driver who picks your kids up for school each morning to keep a close eye on them. But he or she could in fact be keeping a closer eye on you and your neighbors – just to make sure you aren’t the type who would slip a bomb into a “Dora the Explorer” backpack and sneak it onboard, according to the News Standard.

This past summer, three school-bus-industry associations, in partnership with the American Trucking Association (ATA) and with funding from the Homeland Security Department, began training drivers across the country to spot potential terrorists while shepherding young ones to school.

Recent news reports note that bus drivers in communities across the country recently finished the training program and are now back on the road and on the watch for out-of-place activities and individuals.

Of officially known as School Bus Watch, the effort is part of the broader Highway Watch initiative established in 2003 with grant funding from Homeland Security. The program is designed to broaden the government’s counter-terrorist activities through the help of vigilant citizens.

According to the Associated Press, School Bus Watch leaders hope to train about 600,000 drivers across the country.

UTU-represented drivers vote on pact

REDWOOD CITY, Calif. – UTU-represented bus drivers who carry special education students for the county were voting as this issue of UTU News went to press on a new contract after nearly two years of protracted negotiations.

The vote comes just five weeks after the negotiating team at UTU Local 1741 in San Francisco told the county it wasn’t happy with contractor Durham School Services’ most recent offer regarding health benefits.

This will be the first contract for some 80 drivers, who provide busing services for about 650 special education students in the county.

“We believe this is the first labor contract reached on any Durham property in the United States,” General Chairperson Ange Beloy said.

Durham has been negotiating off and on with the UTU since being brought in by the county to manage the service in 2004.

“I want to commend all the Durham drivers who supported the UTU and who helped us hammer out this contract,” Beloy said.

“It’s huge because our commitment was to have a contract and pay the bus drivers a fair wage,” interim Superintendent Jean Holbrook said. “It gets things back on track and fulfills a promise that has been out there for about two years.”
One-man crews
Continued from page 1

The carriers, however, are refusing to sched-
ule a meeting to discuss UTU’s training agree-
ment proposals, which the UTU told the court
violates the carriers’ Railway Labor Act obliga-
tion to make and maintain agreements.

“At a negotiating session under the auspices
of the National Mediation Board on Feb. 16,
the UTU presented the carriers with a full
training agreement proposal, which included
relating existing service scales to training and
experience,” said UTU International Presi-
dent Paul Thompson. “But the carriers,
through their bargaining agent, the National
Carriers’ Conference Committee, refused to
agree to any date to meet and respond to the
UTU proposal.”

The Railway Labor Act, Thompson said,
states, “It shall be the duty of all carriers, their
officers, agents and employees to exert every
time and reasonable effort to make and maintain agree-
ments concerning rates of pay, rules and work-
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meeting date in the current round of national
bargaining with respect to UTU’s training
agreement proposal, the carriers have violated
their duties under the Railway Labor Act.”

The UTU asked the federal district court to
issue a declaratory judgment that defendants
have violated their obligation under the Rail-
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relief requiring defendants to meet with respect to UTU’s training proposal” as
required by the letter the carriers signed on

BNSF is seeking FRA approval to remove the second locomotive
crewperson, the railroad team member that the FRA and carriers say
can point out situations that may have escaped the other’s attention.

Nor has there been appropriate investigation into the effect on main-line operations of single-
operator trains involved in derailments, grade

Rail training
Continued from page 1

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and night.

completing the urination process, in turn causing frequent urination, day

narrowing of the passage leads to gradually increasing difficulty starting and

as the prostate gland enlarges into and narrows the urination tube. This

all think twice.

cessary, and normally not a major procedure.

and even a newer laser vaporization technique, to open the channel, is nec-

says, “We won’t pay the bills” unless you see a doctor of THEIR choice, it means simply that the claims department

it does not prevent you from using your own insurance to see a doctor of YOUR choice.

In my experience, hurt workers often are sent to doctors

Second, a cure might not be possible, while a low-grade cancer could spread only slowly.

Third, control of urination, starting and stopping the flow, may be upset by surgery.

Finally, sexual performance may be impaired or even ended. This couple did in fact consider this aspect important when they had the information.

Radical surgery, especially in younger men, can be completely curative. Newer methods of sparing the nerves often help preserve sexual function after surgery.

Detecting early prostate cancer is getting better every year.

Your doctor will first feel the back of the prostate with his gloved finger through the rectum. Any hard or nodular areas may be suspicious and need a sample piece taken with a needle biopsy by a specialist. This procedure is not painless, but is an office procedure.

Your doctor will likely test your blood for Prostate Specific Antigen (PSA), much as women in your family may have mammograms and pap tests for cancer screening every year or two.

The good news is that PSA testing, while not perfect, is improving. The bad news is that prostate cancer in its early stages is completely without symptoms, so unfortunately feeling just fine does not mean you always are fine.

And if surgery does not prove to be curative for prostate cancer, radiation and chemotherapy have been very helpful, with men living many years comfortably with the disease.

So, please give yourself and your doctor the best chance of detecting prostate cancer early by going in for a visit once a year. And if benign prostate enlargement (BPH) is giving you symptoms, your doctor can help you with this, too.

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This month’s winning photo:

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

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

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

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

High-resolution digital photographs should be in the JPEG format and e-mailed to utunews@utu.org.

With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU.

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

Disabled member shares story to improve prognosis for others

By his own account, disabled former Canadian Pacific engineer John Brandt, 59, is a happy man. He just hopes his experience can help others.

Brandt recently left his home in Minnetonka, Minn., and headed to Washington, D.C., to attend the National Orthopedic Surgeons’ Convention as a guest.

While in the nation’s capital, he met with lawmakers to show them how funding for orthopedic research can make all the difference in a person’s life.

Brandt was injured Nov. 26, 2002, in the only rail accident he ever had in a 37-year career.

“The doctors were ready to amputate my left arm,” he said. “But Dr. Richard Kyle was chief orthopedic surgeon at Hennepin County Medical Center, where I had been taken. He realized I still had nerve function and feeling in my fingers, even though the muscles, bones and arteries were crushed when I got pinned between a locomotive and a rail car.”

Brandt underwent 10 hours of surgery that day, and then four more operations.

He was “fitted with a titanium rod through his humerus and a pedicle flap (a piece of tissue left attached to the injured area that provides a blood supply during grafting) over his left latissimus dorsi muscle,” according to a newsletter issued by the surgeons.

“This muscle helps extend, adduct, and rotate the arm and move the shoulder forward and backward.”

In plain English, Brandt still has his left arm.

“I have pain all the time, but I can live with it,” he said. “I don’t have much strength from shoulder height and up. I can’t play golf. But I work out three days a week to build some strength, and I can baby-sit my granddaughters. I would say it’s a happy ending.”

A member of Local 911 in Minneapolis, Minn., Brandt held a number of union posts in his career, including secretary/treasurer, delegate, local chairperson and general chairperson from 1976 to 1994 on the Minneapolis, Northfield & Southern.

When the property was purchased and committees were merged, he became vice general chairperson, a post he held when the accident happened.

“I just want our lawmakers to know what the surgeons could do for me,” Brandt said. “I just want our lawmakers to know what the surgeons could do for me, and move the shoulder forward and backward.”

“I also received an artificial artery and skin grafts.”

“With so many soldiers coming home with similar injuries, it becomes even more relevant that this research gets funded.”