



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“The BLET again is demonstrating that the ‘T’ in its name stands for ‘treachery.’”
– UTU International President Paul Thompson (See column, page 4)

News & Notes

Aetna seeks dependent info

All employees covered under The Railroad Employees’ National Dental Plan will be receiving a request for verification of eligible dependents (as defined by the plan) so those eligible dependents will continue receiving benefits.

It is important to note that failure to provide the required proof will result in the termination of dependent benefits.

This dependent eligibility audit is being unilaterally imposed by the National Railway Labor Conference and without regard to the objections and concerns expressed by the rail labor organizations. Nonetheless, UTU members are urged to provide the dependent verification so as to avoid the potential discontinuation of dependent benefits. Should you have questions or concerns that cannot be answered by calling the toll-free number listed in the communication, you should call the NRLC at (202) 862-7244.

UTU gains on WC

Some 300 UTU-represented trainmen on CN-owned Wisconsin Central (WC) have ratified a new agreement providing wage increases through mid-2011.

It is the first renewal of the WC hourly rate agreement, which provides yardmen and conductors in road service with two guaranteed off-days weekly. Wage increases will be paid retroactively to Aug. 1, 2004.

The agreement also brings new hires up to parity upon completion of training and provides members with an improved healthcare package.

UTU Vice President Pat Drennan, who assisted in negotiations, praised the “patience and persistence” of former WC general chairperson John Larson and current General Chairperson Kenneth Flashberger. Locals affected are 581, 582 and 583.

Also, WC yardmasters have chosen to retain the UTU as their collective bargaining agent. “I’m grateful for the continuing faith in the UTU,” said UTU International Vice President J.R. “Jim” Cumby, who serves as the director of the UTU’s Yardmaster Department.

UTU treasurers must act before convention

The UTU International reminds all local treasurers in advance of the UTU’s 10th Quadrennial Convention (Aug. 13-17) that delegate credentials will not be honored unless billing statements for all months (including July 2007), all funds due the International and the 2006 Treasurers Annual Report are received. Any questions on this policy should be brought to President Thompson’s attention.

UTU files suit as BLET, CSX deal to steal jobs

The UTU has asked a federal court to declare that a major dispute under the Railway Labor Act exists as a result of a labor contract negotiated by CSX Transportation (CSXT) with the Brotherhood of Locomotive Engineers and Trainmen (BLET), which the BLET ratified April 15.

The lawsuit, filed in the U.S. District Court for the Northern District of Ohio (Eastern Division), asserts that the April 15 ratified contract between CSXT and the BLET violates, and attempts to invalidate, an agreement currently in place between CSXT and the UTU covering operation of remote control technology (belt packs).

UTU International President Paul Thompson pointed out that before the UTU signed a remote control agreement with the carriers, the UTU offered half the remote control jobs to the BLET and job protection under the UTU agreement – both of which were rejected by the BLET.

In its court filing, the UTU said that an existing agreement between the UTU and

most of the nation’s railroads (including CSXT) “unequivocally provides that UTU-represented employees will be the sole source of supply for remote control operator positions on CSXT, among other carriers. The UTU agreement has been violated by CSXT by making BLET the source for remote control operator positions outside terminal limits.

“Defendant CSXT’s agreement with BLET is obviously invalid as to the UTU agreements regarding remote control,” the UTU said in its complaint.

“This is not a dispute involving the interpretation of UTU agreements,” said the UTU. “The meaning of these agreements is clear. Rather, the issue is whether CSXT and BLET can legally modify UTU’s agreements with CSXT without including the UTU in the negotiations. Whenever a dispute arises over the modification of an existing collective bargaining agreement, it is a ‘major dispute.’ Under the Railway Labor Act, arbitral boards have no jurisdiction over ‘major disputes.’”

BLET members ratify agreement with CSX that gives remote-control jobs to engineers

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UTU seeks order over bargaining

A federal court has been asked by the UTU to order the nation’s major railroads to bargain in good faith and honor an almost five-year-old written agreement to address in national negotiations the subjects of entry rates of pay related to employee training and experience.

The lawsuit was filed in federal district court in E. St. Louis, Ill., against BNSF, CSX, Kansas City Southern, Norfolk Southern and Union Pacific – the five major freight railroads with which, since November 2004, the UTU has been attempting to negotiate a new national agreement. The carriers are negotiating under the umbrella of the National Carriers’ Conference Committee (NCCC).

When the most recent agreement between the UTU and the NCCC was negotiated in August 2002, the carriers signed a side letter to

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Labor rallies for Amtrak

WASHINGTON, D.C. – Some 300 UTU members joined thousands of other transportation workers in Washington, D.C., May 17, in a rally to support Amtrak and the position of assistant conductor, to demand greater federal investment in rail and bus safety, and to seek stronger legal protection of employee bargaining rights.

UTU-represented conductors and yardmasters also rallied separately in front of Union Station to demand a new contract and an end to Amtrak’s desire to fire some 400 assistant conductors.

UTU International President Paul Thompson spoke at the Amtrak rally, where the 300 UTU members and supporters were demonstrating for a new and equitable labor agreement.

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Around the UTU

Local 104, Sault Ste. Marie, Ont.

Members of this local, including Algoma Central Railway and Sault Ste. Marie Transportation Commission employees, are mourning the death of Legislative Rep. **Christopher Williton**, 57, who served on the Ontario Legislative Board (OLB) for more than 15 consecutive years. OLB Chairperson **Glenn J. King** said the City of Sault Ste. Marie lowered its flags to half mast in his honor.

Local 298, Garrett, Ind.

Engineer and Local Chairperson (engineer) **James C. Modesitt** has begun a newsletter for members of this CSX local, available via e-mail or on paper for those without a computer, said Legislative Rep. **Bruce A. Babbitt**. For information, contact Babbitt at (219) 357-5030, or send e-mail to Modesitt at jmodesitt@mchsi.com.

Local 469, Madison, Ill.

Members of this local, employed by the Terminal Railroad Association of St. Louis, Manufacturers' Railway and Conrail, recently joined with members of **Local 1929** (East St. Louis, Ill.), representing those on the Kansas City Southern, the Alton & Southern and the Union Pacific, for a crappie tournament and barbecue, said Secretary and Treasurer **John I. Payer**. First place went to **Phil Larose** and **Bill Ashen**, second place was nabbed by **Bob Maurer** and **S. Palmer**, third place was taken by **Tom** and **David Feltman**, and fourth place went to **Matt Dubs** and **Brian Karraker**. Last (tenth place) were **Rick** and **Diane Karraker**. The event was co-chaired by Local 1929's Secretary and Treasurer **Rick Karraker** and Local 469's **Brian Amann**.

Local 471, Eugene, Ore.

Members of this Union Pacific local are planning the 11th annual **J. C. Anderson Memorial Golf & BBQ Tour**, said Local Chairperson and Legislative Rep. **Greg Boam**. Entry forms and fees are due Aug. 1. For information, contact Boam at (541) 461-5407, send e-mail to Boomerzrf@comcast.net, or call Treasurer **Mark Brown** at (541) 689-8745. Meanwhile, Brown said the 33rd annual retirees' banquet last month drew 55 participants for an enjoyable afternoon.

Local 490, Princeton, Ind.

Ninety-six active and retired members of this Norfolk Southern local recently attended the annual spring UTU PAC Gold Card dinner hosted by Local President **Schuyler Smith**, said Legislative Rep. **Randy Utley**. General Chairperson **Paul Emmert**, State Legislative Director **Tom Hensler**, UTUIA Field Supervisor **Steve White** and others explained the political action committee's importance to the local, which ranks fourth in total UTU PAC contributions.

Local 492 Sacramento, Calif.

Union Pacific employees from this local and **Local 1570** (Roseville, Calif.) held a joint family picnic on May 12, said Secretary and Treasurer and Local Chairperson **Daryl Stinchfield**, who has made photographs available at <http://public.fotki.com/utu492/>.

Local 1033, Atlanta, Ga.

Members of this CSX local are mourning the recent death of **Armando P. "Poncho" Martinez**, 55, who succumbed to cancer on April 27. He leaves behind a wife and two children. Martinez worked as a yard foreman at the carrier's Tilford Yard in Atlanta, said Local Chairperson **William D. "Billy" Smith III**.



Recipient of the George Meany Award for Outstanding Community Service by Labor, **Chuck Heinzl** (center) of **Local 469** in Madison, Ill., is flanked by General Chairperson **Dave Wier** (right) and **Dave Wier Jr.**

Member well prepared for AFL-CIO recognition

The recipient of this year's George Meany Award for Outstanding Community Service by Labor, bestowed by the Illinois AFL-CIO, shouldn't have been surprised at being selected.

Chuck Heinzl, a UTU vice local chairperson for engineers working on the Terminal Railroad Association of St. Louis (TRRA), was nominated for the award by fellow members of **Local 469** in Madison Ill. Heinzl's longtime involvement with the Boy Scouts of America and the good work they do in their community made him an obvious candidate.

And it wasn't like he was totally unaware of the award, either – it's become something of a family tradition.

Heinzl's father, **Joseph Heinzl Sr.**, a machinist, passed along to his sons an appreciation for scouting during his many years as a leader in the organization. He was the first in the family to receive the state AFL-CIO award. Heinzl's older brother, **Joseph Jr.**, also a machinist and Scout leader, received the award several years ago.

The family's next generation may well follow in their footsteps. "I have two boys," Heinzl said. "One is an Eagle Scout, and the other soon will be."

A paramedic until going to work on the railroad at age 39, Heinzl said he could write volumes about the good the Boy Scout program does for kids. "It's often been quoted that if two people of equal qualifications apply for a job, the Eagle Scout would get preference."

Heinzl has also been captain of a volunteer fire department for 28 years. "Between the department and the Scouts, we've established an Explorer's Post for older kids, and they can be a challenge," he said. "Some of them get more direction from the Explorer's Post than they get at home."

A Scout since age 11, Heinzl never became an Eagle Scout. "That was a determining factor for me to make sure there were more Scouts moving up through the ranks where I didn't. That's my way of giving back."

Heinzl admits part of the motivation might be that he's never felt like he's really grown up. "I'm 47 now, and I have as much fun at summer camp as the kids do," he said. "The trails seem a little steeper, but as long as I can walk with the Scouts, I'll be there."

Local 1293, Altoona, Wis.

All active and retired employees, their spouses and widows are invited to attend the annual picnic planned by this Union Pacific (formerly Chicago & North Western) local, said retired member **Edward Thompson**. The event will be held Sunday, Sept. 19, from 11 a.m. to 3 p.m., at Lake Altoona County Park. Food and beverages will be supplied. For information, contact retired engineer **Donald Knutson** at (715) 834-4405.

Local 1545, Monroe, La.

Members of this Union Pacific local now have a Web site supplying contact information, frequently needed forms, copies of agreements and work rules, and a variety of links to other sites, said **Chris Christianson**. Take a look at www.local1545.vpweb.com.

Local 1594, Upper Darby, Pa.

The members of this local, who operate buses, trolleys and the Norristown high-speed line on SEPTA's Suburban Division, are gearing up for the American Cancer Society's Bike-a-thon, set for July 15, said General Chairperson **Ron Koran**. For information, contact **Stan Bernatowicz** at (610) 518-2185.

Local 1598, Manchester, Ga.

This CSX local is pitching in to help **George Amerson**, who lost everything in a fire last month, said Local Vice President and Chairperson **Bill Leverett**. To learn how to help, call Leverett at (706) 577-2995, or send e-mail to galeveretts@georgia-broadband.com.

Local 1620, Elkhart, Ind.

Members of this Norfolk Southern local will hold their annual picnic on June 19, said Secretary **Gerald G. Lawrence**. Chef **Tom Kelly** will be serving roasted hog and corn, with strawberry shortcake to chase it down. Contact Lawrence at (574) 294-3294 or send him e-mail at glawrence@prodigy.net.

Local 1741, San Francisco, Calif.

April 23 was declared San Francisco School Bus Drivers' Day by the San Francisco School Board Commissioners, who commended members of this local for their service to the community and the youth of the city, said Local President **Ange Beloy**. Cited in particular was **Jose Perez**, whose professional conduct likely saved two lives in the last 18 months. The board's presentation can be accessed at www.sfschoolbus.com/scrap.htm.

Local 1846, W. Colton, Calif.

To mark their many years of dedicated service and recent retirements, this Union Pacific local presented conductors **Dannie Curlee** and **Danny Johnson** with custom watches and offered their warmest wishes for long lives in good health, said Local President **Richard Escamilla**.

Local 1857, Green River, Wyo.

Members of this Union Pacific local have opened an account to aid 28-year member **Kim Shupe**, who lost his house and possessions in a fire in April, said Legislative Rep. **Stan Blake**, who serves in the Wyoming House of Representatives and chairs the UTU state legislative board. Send donations to Green River Basin Federal Credit Union, 131 East Railroad Ave., Green River, WY 82935. Contact the credit union at (307) 875-3044, or call Blake at (307) 875-3779.

Lehigh Valley RR reunion planned

The 26th Lehigh Valley Railroad reunion and dinner, open to all crafts, will be held Saturday, Sept. 15, at the Fullerton Fire Company in Fullerton, Pa., said **Eugene K. Schuler**, retired former secretary of the railroad's general committee and a member of **Local 498** in Allentown, Pa. Tickets are \$18. For information, contact Schuler at 1359 N. Van Buren St., Allentown, PA 18109, call him at (619) 432-0631, or send e-mail to Cheerup80@enter.net.

UTU members ratify new contract with Parsec

UTU members employed by Parsec in Florida recently ratified, by an overwhelming majority, a new three-year labor agreement with the employer.

The employees, who work at rail yards in Miami, Ft. Lauderdale and Jacksonville, are members of UTU Local 1900 in Miami. They load and unload rail cars at intermodal yards, drive trucks and work as mechanics.

Parsec is a provider of "contracted terminal management services." It currently operates in more than 30 locations throughout the U.S., Canada and Mexico.

According to Parsec, its employees are responsible for handling approximately 45 percent of the nation's TOFC / COFC traffic each year.

The negotiation team consisted of General Chairperson Albert Collie, Vice General Chairperson Alvin Green and Local President Juan Ucanan.

UTU Vice President Roy Arnold, director of the Bus Department, assisted in the negotiations.

According to Collie, members ratified the contract because it contained wage increases, no reductions in health and welfare benefits despite company efforts, and improvements in work rules.

The new contract also provides the option of free mediation of grievances through the Federal Mediation and Conciliation Service, rather than taking cases to an arbitrator, which can cost the local upwards of \$5,000, Collie said. "This was a major victory for us," he said.

"Roy Arnold did an excellent job for us and we appreciate it," Collie said.

Constitution Committee meets



Members of the UTU Constitution Committee recently convened at UTU International Headquarters in Cleveland to consider amendments to the union's constitution submitted in accordance with Article 13 of the constitution. Seated, left to right, are Jeff G. MacMahon (L-1453, Jasper, Alta.); Committee Chairperson Delbert Strunk (L-225, Bellevue, Ohio) and Thomas Fortes (L-1584, Lancaster, Calif.). Standing, left to right, are Nile E. Dragoo (L-1503, Marysville, Kan.); Robert J. Keeley (L-1951, Albany, N.Y.); Michael B. Lavin (L-645, Babylon, N.Y.) and Fran G. Marceau (L-891, Whitefish, Mont.).

One member killed, one injured, in separate accidents

One UTU member was killed and another seriously injured in separate accidents recently.

Stephen M. Parker, 50, a member of UTU Local 262 in Boston, died May 3 of an apparent heart attack following the crash of rail equipment in Boston.

Michael David Lunsford, a CSX brakeman and member of Local 915 in Handley, W. Va., was seriously injured May 4 in a switching accident at the Union Carbide plant in South Charleston, W. Va. He suffered an amputated leg.

Parker, an Amtrak flagman, was working at a construction site near Boston's South Station about 2 a.m. when an Amtrak train hit a piece of equipment that was on the wrong track.

He collapsed at the site and was hospitalized in critical condition. He was pronounced dead at a nearby hospital at 3 a.m.

Parker was one of two Amtrak flagmen at

the construction site. When the Amtrak train struck the piece of equipment, it was traveling slightly below the 30-mph speed limit.

The Albany-to-Boston train was near its final destination when the accident happened. Parker was working on MBTA-owned tracks.

The collision was the third in which a train crashed into construction equipment in the last six months in Massachusetts. In January in Woburn, two workers were killed when a train traveling on the wrong track hit a vehicle. In Franklin last October, a train struck a flatbed truck.

(Killed in the Woburn crash was Christopher Macaulay, 30, of Brentwood, N.H., who was the son of UTU member and MBTA conductor **Alexander F. "Sandy" Macaulay**, a member of Local 898 in Boston, Mass.)

Lunsford was apparently working on a rail car coupling when another rail car was bumped, setting off a chain reaction that eventually

moved the rail cars on which he was working, knocking him to the ground and causing one of the cars to run over his leg, according to reports. He had only been railroading a short time, joining the UTU May 1, 2007.

FRA spokesman Warren Flatau said the federal agency is not conducting a full investigation "but because of the severity of this injury, we have been following up with the railroad and with rail labor representatives and are taking a very active interest in the cause of that event."

CSX is required to submit a report no later than June 30, Flatau said. Shortly after the report is submitted, it will be posted on the federal agency's Web site, he said.

Flatau said a significant number of railroad employee injuries happen in yards where there are switching operations and, "This is the very type of event that we want to prevent."

UTU-represented bus operators score in rodeos

With the help of Los Angeles County MTA bus operator **Mark Holland**, the team from the LACMTA claimed the Grand Champion Award at this year's 32nd International Bus Rodeo, held in conjunction with the American Public Transportation Association (APTA) Bus and Paratransit Conference, May 4-9, in Nashville, Tenn.

Brother Holland, a member of Local 1563 in El Monte, Calif., works out of LACMTA's San Gabriel Valley Division 9.

The LACMTA team had the highest combined score in a series of events testing bus operators' driving skills and mechanics' abilities to troubleshoot mechanical problems and fix them quickly. The honor recognizes the men and women who keep North America's bus systems safe and efficient. More than 90 public transportation systems competed in this year's competition, where winners were announced at an awards banquet May 8.

In September 2006, Holland took the first-place driving award in the local competition, qualifying him to compete in Nashville.

Meanwhile, a team of three UTU-represented bus mechanics in North Carolina became two-time champions recently with their win at



Winning first place in the CATS Bus Maintenance Rodeo for the second year in a row was the team of mechanics from Local 1596 that includes (from left) Jim Fordham, Bernard Romero and Craig Patch. The team scored 36th at the international rodeo recently held in Nashville, and will compete at the international event to be held in Austin, Texas, in 2008.

the Charlotte Area Transit System (CATS) Bus Maintenance Rodeo last month.

Taking first place in the CATS Bus Maintenance Rodeo for the second year in a row was the team including **Jim Fordham**, **Craig Patch** and **Bernard Romero**. Due to their victory last year, the team competed in the recent international rodeo in Nashville, and were ranked



Los Angeles County MTA bus operator Mark Holland of Local 1563 in El Monte, Calif., helped his team grab the Grand Champion Award at this year's 32nd International Bus Rodeo in Nashville.

36th overall. Their first-place standing in Charlotte this year, however, will entitle them to compete again at the international bus rodeo next year, when it's held in Austin, Texas.

The second-place team of mechanics at the CATS rodeo this year consisted of **Scott Gleason**, **Ben Thompson** and **Greg Trogdon**. Finishing third was a team including **Gerald Hudson**, **Charles Jones** and General Chairperson **Alvy Hughes**. All are members of Local 1596.

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UTU PAC contributions pay off in a big way

Save a little regularly and, with the magic of compound interest, you will, in time, accumulate a nest egg that permits a comfortable retirement.

Think of the UTU PAC as an equally important tool for economic security. Small contributions each month are commingled with contributions from tens of thousands of brothers and sisters – active and retired – and used to help fund election campaigns of labor-friendly lawmakers. Once elected, our friends never forget who helped elect them.

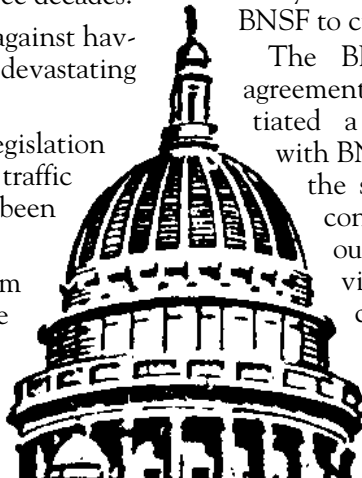
Our UTU PAC paid a special dividend last November, helping labor-friendly lawmakers regain control of Congress. One of their first orders of business was introduction of the strongest rail safety bill in three decades.

The labor-friendly majority is also one of our best defenses against having a pro-carrier Presidential Emergency Board influence devastating back-to-work legislation.

We also are looking to our friends in Congress to amend legislation that puts bus operator jobs in peril when bus drivers receive traffic tickets when operating their personal automobiles. UTU has been in the forefront to amend the law.

UTU PAC doesn't ensure we will achieve all we desire from Congress and state legislatures. But UTU PAC pays immense dividends that would be unachievable if it did not exist.

Just a dollar a day contributed to the UTU PAC is an investment that pay's a lifetime of meaningful dividends.



WASHINGTON WATCH

By James M. Brunkenhoefer

Republicans stuck necks out, got chopped

Many in the party that finished second last November are walking around Capitol Hill with long faces.

Don't get me wrong. Many Republicans are fine, decent human beings who are doing what they think is right, and I respect them, even where I don't agree with them.

What is sad is that they were let down by their leader, George W. Bush. They stuck their necks out for their party leader by voting for his agenda, which the American people overwhelmingly now see as misguided and dangerous.

As a result, if the presidential election were held today, the Republicans would face a disaster. Hence, the long faces.

Recently, Republicans encountered a new disaster – the firing by the administration of numerous U.S. attorneys for political reasons.

Instead of prosecuting serious and violent crimes, the administration wanted them to spend scarce resources and valuable time perusing election-fraud cases that simply did not exist.

The Justice Department spent an enormous amount of money to grab a handful of people who mostly just made minor mistakes on Election Day.

Yes, those who were indicted should not have done what they did; but there were much higher priorities within the Justice Department. The administration was wrong to be using our law

BLET's 'T' for treachery

By Paul Thompson
International President

Solidarity is the core of organized labor. Without it, employers are emboldened to engage in divide-and-conquer strategies that toss labor unions into the briar patch of a deadly race to the bottom.

As Eugene V. Debs counseled, "Only when labor embraces the power of solidarity, can it demand and command."

To show solidarity and blunt the carriers' divide-and-conquer strategy – which began with failed carrier attempts to open our crew consist agreements and destroy FELA – we invited the BLET to join with us at the bargaining table to show the carriers a united front.

While accepting our hospitality, the BLET engaged in a dastardly act of treachery, making clear what the "T" stands for in BLET.

While falsely professing solidarity with the UTU, BLET general chairpersons, with the concurrence of their leadership, secretly conspired with CSX and BNSF to cut the UTU's throat.

The BLET has ratified an agreement with CSX, and negotiated a tentative agreement with BNSF, to make the BLET the sole source for remote control operator positions outside terminal limits in violation of our remote control agreements with the carriers.

And that's not all. The BNSF agree-

ment, out for ratification, additionally provides for engineer-only assignments in yard service that will work without an established ground crew.

It is a buy-in to one-person crews sought by the carriers, and it is treachery against the UTU, our jobs and our families' economic security.

We understand the BLET is discussing a similar system agreement with Norfolk Southern and Union Pacific.

As reported elsewhere in this newspaper, we have filed a lawsuit against CSX to block that remote control provision from going into effect.

And if the BNSF agreement is ratified, we will fight that agreement's job-stealing anti-UTU provisions in the federal courts, also.

To keep current on these actions, visit www.utu.org.

It is deplorable that the BLET would revert to its scab heritage, which points a dagger at the hearts of all of rail labor.

This leopard cannot change its spots.

The BLET has reverted to its infamous past, where they once sought to sell out UTU-represented firemen for \$1.50 per day.

Past President Al Chesser once said that in a successful union, "Every member lights a fire in their belly and goes to work for each other and their union."

Unfortunately, the BLET plays by scab rules. We will not allow the BLET to destroy our union, our jobs and our families.



Thompson



Brunkenhoefer

No longer is Congress "rubber stamping" the administration agenda

enforcement for political reasons.

And now, Republicans have another scandal on their hands.

They are facing a Democrat majority that is exercising congressional oversight that should have been exercised by the Republican majority regardless of who is in the White House.

Many years ago, I had the opportunity and honor of being selected to serve on a state grand jury. Grand juries grant immunity to witnesses on only the rarest of occasions.

What the grand jury is saying is, we are going to let you go no matter what you have done in order to get someone who is a bigger threat to our society.

Today, in Washington, many people are being granted immunity so that they may testify about scandals involving this administration. No longer is Congress blindly "rubber stamping" the administration's agenda.

Yes, a lot of officials are looking over their shoulders. Many were so busy "rubber stamping" the administration's agenda that they forgot there are laws and regulations they are required to uphold.

We are tired of Washington political scandals and arrogant politicians who think rules don't apply to them.

Unfortunately, this administration has brought the house down on Republicans. But they should have known that laws and regulations are to be observed.

State Watch *News from UTU State Legislative Boards*

South Dakota

State Legislative Director **Rick Davids** says the Dakota, Minnesota & Eastern (DM&E) Railroad is continuing to wage a union-busting crusade against the UTU and others.

The UTU represents nearly 130 locomotive engineers and conductors on the carrier.

Davids said the DM&E is known for low pay, long hours, unsafe working conditions and abusive management.

Outrage swept across UTU last year when DM&E allegedly suspended without cause UTU Local Chairperson Tom Behsman of Local 64 in Huron, S.D.

The company later dismissed him for alleged insubordination, Davids said.

The termination centered on the company's insistence that Behsman work on Oct. 30, 2006, even though he had asked in advance to have the day off to prepare for a claims conference the next day in Sioux Falls, S.D.

The Railway Labor Act mandates that railroads must allow employees time to conduct union business.

Behsman appealed his termination to the National Mediation Board, which referred his case to a Public Law Board. The case is still under review.

UTU representatives claim the railroad wrongly terminated Behsman as payback for his union activity and that Behsman's dismissal is yet another example of the union-busting tactics used by DM&E.

Montana

Delegates at the Montana AFL-CIO's recent convention elected UTU Montana State Legislative Director **Fran Marceau** to a two-year term on the state labor group's board of directors.

Marceau also serves as delegate and legislative rep. of Local 891 in Kalispell.

The 100 labor delegates to the convention represent more than 32,000 union members.

Michigan



State Legislative Director Jerry Gibson reports that on May 15, a UTU/FRA safety summit was held in Lansing, Mich. About 45 UTU officers and members attended. "A successful union officer is one who is educated with all the facts, especially in light of new regulations coming from the FRA and with the prospect of a national rail safety bill being enacted," Gibson said. "There are going to be more inspectors out there, and it's important we know about the regulations that will affect UTU members." One of the individuals at the meeting, FRA Deputy Regional Director Michael Long, helped write the Federal Railroad Safety Improvement Act, Gibson said. "Pat Graham, who is the Region Four FRA inspector working out of Chicago, and I thought it was important to get the latest accurate information to the members. From the calls I've received, the things we discussed clarified a lot of long-standing issues, and the information we received will be invaluable in the future." Pictured above, left to right, are FRA Hazmat Inspector Scott Hoose; FRA Operating Practices Specialist Robert Butcher; Graham; Long, and FRA Safety and Operating Practices Inspector John Robertson.

North Dakota



North Dakota State Legislative Director John Risch, a member of Local 1344 at Mandan, joined the growing ranks of UTU officers and members who have completed the rail workers' hazardous materials transportation/chemical emergency response training program at the National Labor College (NLC) in Silver Spring, Md. Other UTU members who took the course recently included, from left, Alex Roberts (Local 1138, Miami, Fla.); Steve Washington (Local 924, Richmond, Va.); Andy Myers (Local 1468, Hermiston, Ore.); Risch; Gary Brigman (Local 298, Garrett, Ind.) and Yvonne Hayes (NLC rail hazmat instructor and local chairperson, Local 1138, Miami, Fla.) The NLC has scheduled hazmat classes for Aug. 5-10, Sept. 16-21 and Oct. 28-Nov. 2. For more information log onto www.hazmat-gmc.org. Training includes advanced classroom instruction, small-group activities, intensive hands-on drills and a simulated hazmat response in full safety gear. Participants who are unable to secure regular pay through the railroad to attend training are eligible for a stipend of \$550.

New York

State Legislative Director **Sam Nasca** recently joined a small group of supporters and labor representatives invited to Gov. Eliot Spitzer's private residence in Pine Plains, N.Y., for dinner and the discussion of issues of importance to UTU members. Nasca said he and the governor talked about support for Amtrak; proposals for funding rail projects in the state; the appointment of a new chairper-

son for the Metropolitan Transportation Authority (MTA); safety concerns about the CSX Railroad and the appointment of Long Island Rail Road general committee member and Local 645 (Babylon) Local Chairperson Vincent Tessitore as a member of the MTA's Board of Directors. "The UTU has been a strong supporter of Gov. Spitzer since he first ran for attorney general and we have a good working relationship with him and his staff," Nasca said.

Bus Department

By Roy Arnold, vice president/director

Much to learn at regional meetings



It is said, "Nobody can be successful unless he loves his work."

To love your work, it must have meaning and purpose, it must be fulfilling, and it must be an extension of yourself because our work defines who we are.

Our regional meeting programs in Kansas City and Pittsburgh are designed with you, your work and our members in mind. At our regional meeting workshops, we are honored to have seasoned labor arbitrator Frank Quinn leading our classes.

Dr. Quinn is a well-known presenter, armed with facts and entertaining examples to help us hone our grievance skills. Dr. Quinn has promised to bring us new information and the opportunity to exercise our newly acquired knowledge.

If you did not sign up for the Kansas City meeting, please make an attempt to attend the Pittsburgh regional meeting, which will be July 16-18.

For UTU local officers – and those aspiring to become local officers – it is essential to take advantage of every training opportunity. It not only is important to career development, but it is important to our members who depend on our skills at negotiating and arbitrating.

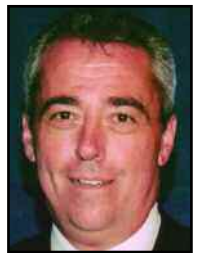
It is my firm belief that it is crucial that every UTU officer be able to represent our members in every aspect of labor relations. When a local has strong and educated officers, our members have a strong counter to the sometimes cruel and unfair measures served on them by tough employers often motivated by greed and a burning desire to cut costs regardless of the impact on safety, employees and their families.

I look forward to seeing you at these meetings.

Yardmasters

By J.R. "Jim" Cumby, vice president

BLET climbs in bed with the carriers



Hoped-for unity among rail labor against the carriers is, again, sadly eroding. A leopard just can't change its spots. The BLE – now the BLET – which once sought to sell out UTU-represented firemen for \$1.50 per day, is at it again.

The carriers have dropped more pocket change on the table, and guess who is trying to scoop it all up at the expense of brothers and sisters in the UTU? Yes, the BLET.

In an unprovoked attack on the UTU, certain BLET general chairpersons have chosen to be lapdogs to, and federal travelers of, some of the most ruthless and anti-labor CEOs in railroad history. They have signed system-wide scab agreements that would take work from UTU-represented trainmen, imitating the infamous rant of 19th century robber baron Jay Gould: "I can hire one half the working class to kill the other half."

As UTU International President Paul Thompson said, CEOs are selling the same house twice, as we might expect.

What we shouldn't expect is another labor union to scab on the UTU, as the BLET is attempting to do – yet again. This is especially distasteful in that when the carriers first offered remote control work to the UTU, the UTU offered one-half the RCL positions to the BLET, which they rejected.

The UTU has filed a lawsuit in federal court to invalidate the CSXT agreement. Monitor www.utu.org for the latest on that lawsuit.

Taking a page from 19th century railroad robber baron Jay Gould, today's CEOs constantly are on the hunt for weak-minded union leaders who prefer a race to the bottom than the strength of labor solidarity. They keep finding them at the BLET.

The drivers make the wheels go 'round and 'round

When the wheels of the bus go 'round and 'round in Los Angeles County, UTU-represented drivers likely are at the wheel.

Sprawling Los Angeles County – 4,700 square miles – is the largest county in America, with 88 incorporated cities and a population exceeding 10 million. Its City of Los Angeles has the second-largest municipal population in the nation – almost 4 million.

That spells a need for reliable and flexible transportation – local bus routes as well as commuter routes – some, almost 75 miles long, reaching bedroom communities such as Palmdale and Lancaster, on the edge of the Mojave Desert.

UTU-represented bus operators – some 6,000 in Los Angeles County – drive on streets and freeways notorious for severe traffic congestion, causing even the wealthy to leave the automobile at home in favor of public transportation. During rush hour, the largest of the county's bus lines – the Los Angeles County Metropolitan Transportation Authority (LACMTA) – has 2,000 buses plying almost 200 routes with some 19,000 passenger pick-up and drop-off stops.

Los Angeles boasts the nation's most diverse population, with a Hispanic plurality, the nation's largest Asian community, and dozens of other cultures, putting additional stress

on bus operators, who must deal with different customs and a multitude of spoken languages.

Earlier this year, UTU-represented Los Angeles County bus operators saw one of their own – Vic Baffoni – appointed by Transportation Secretary Mary Peters to a congressionally created federal panel of experts who will make recommendations for legislative changes to make bus transportation safer.

Baffoni, with 33 years seniority on LACMTA, is UTU Local 1608 chairperson and legislative representative, vice general chairperson of GO-875, and a member of the UTU California Legislative Board.

“The recommendations will have long-lasting impact” on bus operators nationwide, Baffoni said. The panel is considering establishing uniform mandatory training of new drivers,

requiring drivers to possess English proficiency, and a UTU-supported change to legislation that currently puts an operator's commercial driver's license in jeopardy as a result of traf-

fic tickets received while operating a personal automobile.

Baffoni is urging a federal registry to ensure uniform nationwide reporting of traffic violations.



UTU Local 1584 Chairperson and Delegate Tom Fortes, far right, with Antelope Valley Transit Authority (AVTA) operators, from left, Lisa Williams, Brian Scoles, Ken Phillips and Gregory Shoats. AVTA, employing 125 UTU members, serves residents of the Los Angeles bedroom communities of Palmdale and Lancaster, Calif., (on the western edge of the Mojave Desert) with local routes and commuter service. John Wayne attended grammar school in Lancaster.



To attract riders, the LACMTA installed satellite TV on its entire bus fleet, providing news and entertainment, as well as using a global positioning satellite to display to passengers the bus's real-time location along its route. A flat-screen monitor is at the left of UTU Local 1607-represented operators Terri Shannon and Julio Gallo. During a 32-day strike in 2000, LACMTA drivers used their personal vehicles to help bus-dependent residents make doctor appointments and travel to pharmacies for medication.



In front of an LACMTA 60-foot-long articulated bus – red in color and known as “Metro Rapid,” which seats 57 passengers – are, from left, UTU Local 1607 operator Damita Miller, Local Secretary-Treasurer Gilbert Canacho, operator Mark Geller, and Vice Local Chairperson Ernie Martinez. LACMTA was named by the American Public Transit Association as the 2006 Outstanding Transportation System in America.



Los Angeles riders call these local-route buses their “orange poppies.” From left, members of UTU Local 1563, are operators Robert Watson (34 years service), Maria Sanchez, Jaime Delgado and JoAnn Jackson. Riders represent cultures from around the world. To answer questions and communicate with regular riders, many operators have learned phrases in multiple languages.



Local 1785 General Chairperson Adhi S. Reddy, far right, with new hires following orientation on benefits of UTU representation. From left, Felicia Washington, Terrence Parish, Guillermo Mejia, Brandon Williams and Manuel Contreras. The Santa Monica, Calif., unique Big Blue Bus fleet was featured in May on a late-night television talk show hosted by Jimmy Kimmel.



Big Blue Bus instructor and Local 1785 member David St. Clair. Almost 300 UTU members operate 210 of the Big Blue buses serving the 459,000 residents of Santa Monica.

LACMTA Local Chairpersons



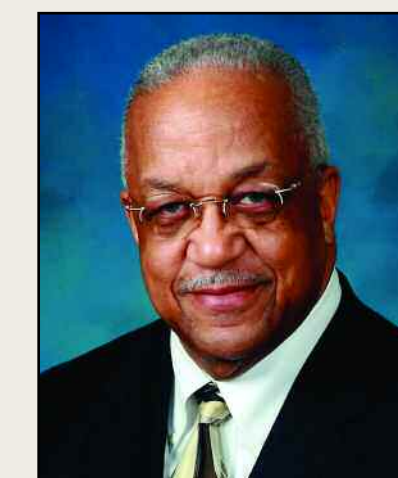
LACMTA local chairpersons meet with General Chairperson James Williams (GO-875). Sitting, from left, are Benjamin Cooper, Local 1564; Tim Delcambre, Local 1565; and, standing, from left, are Victor Baffoni, Local 1608; Williams; Lisa Arredondo, Local 1607; and Robert Gonzalez, Local 1563.

Arredondo, with 19 years seniority, was elected in January as the first female local chairperson in the history of the general committee.

“She is a tiger,” said her vice local chairperson, Ernie Martinez. “She never rests. She is constantly educating members on their contract and state and federal laws.”

Said Arredondo, “When someone tells me ‘no,’ it is not good enough. I must figure out how the answer is to be changed to ‘yes.’”

LACMTA General Chairperson



James A. Williams

General Chairperson James Williams (GO-875) is a no-nonsense, hard-knuckled negotiator, not shy to proclaim, “We have the best labor contract on any bus property in America.”

Williams' general committee includes five bus locals (1563, 1564, 1565, 1607, 1608), representing 5,000 drivers employed by the third-largest transit system in America – the Los Angeles County Metropolitan Transportation Authority.

“We are in the business of selling representation,” Williams says. “We offer the best representation that money can buy anywhere in the world. We have the best appeals procedure, with a right to be heard and represented by the union and with progressive discipline written into our contracts.” The contracts came at a price, including a bitter – but victorious – 32-day strike in 2000. As one of Williams' members said, “If you cannot bear the cross, you cannot wear the crown.”

Williams, with 41 years seniority on the LACMTA, has been general chairperson since 1995. His UTU roots extend to predecessor union Brotherhood of Railroad Trainmen.

UTU for Life

Work after retirement may affect RRB benefits

By V.M. "Butch" Speakman Jr.

Retired rail employees and rail workers planning retirement should be aware that Railroad Retirement law places restrictions on working after retirement that can affect benefit payments.



V.M. Speakman

Employee and employee supplemental annuities are not payable for any month during which an annuitant works for employers, including labor organizations, covered under the Railroad Retirement Act. This is true even if only one day's service is performed during the month and includes local lodge compensation totaling \$25 or more for any calendar month.

While an annuitant may work for employers not covered under the act, Railroad Retirement benefits, like Social Security benefits, are subject to deductions if an annuitant's earnings exceed certain amounts.

All earnings received for services rendered, plus any net earnings from self employment, are considered when assessing deductions for excess earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for this purpose.

These deductions affect only the Tier I and vested dual benefit portions of an employee's annuity. Additional deductions are assessed for retired employees who work for their last pre-retirement non-railroad employer. Such employment will reduce Tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions.

For more information about working after retirement, including the restrictions applied to spouse, survivor, and disability annuities, contact your nearest Railroad Retirement Board office by visiting www.rrb.gov, or by calling the automated toll-free RRB Help Line at (800) 808-0772.

V.M. "Butch" Speakman Jr. serves as labor member of the U.S. Railroad Retirement Board.

New UTU for Life chapter holds meeting in Atlanta

Retired member C.E. Marlow recently received a letter from UTU International President Paul Thompson congratulating him on attaining 65 years of continuous union membership, and he found the perfect place to share it: the inaugural meeting of the twelfth local UTU for Life unit.

A member of Local 1033 in Atlanta, Ga., Marlow was among those who met on March 29 to re-establish ties with workplace friends and get involved with issues affecting retirees from the transportation industry.

The new Atlanta-area unit was organized by Larry C. Tatum, also of Local 1033, who served as his local's legislative representative before retiring in June 2005. A retired CSX switchman, Tatum said the new unit will meet on a quarterly basis, with the next meeting set for June 28 at 11:30 a.m. at the Quality Inn Motel in Cartersville, Ga.

"Everyone enjoyed socializing at the first meeting," Tatum said. "We shared a buffet lunch, and heard from Assistant Georgia State Legislative Director Howell Keown, UTUIA Field Supervisor Donald Dysart and UTU for Life Coordinator Carl Cochran, who was UTU's Florida state legislative director," said Tatum.

"When you retire, you hardly have time to do anything," Tatum joked. In fact, Tatum learned



Founding members of the twelfth UTU for Life local unit recently met in Atlanta with Larry C. Tatum (in white shirt behind the podium), who organized the unit.

how to juggle a busy life during a rail career that began in October 1970 on the old Louisville & Nashville Railroad as a brakeman. Along the way, he held such posts as local chairperson, vice local chairperson, alternate delegate, delegate and member of the board of trustees.

To learn more about the meeting set for June 28, call Tatum at (770) 924-7147 or send him e-mail at goosemon@bellsouth.net.

Information about the UTU for Life program and its benefits can be found by visiting the UTU's Web site at www.utu.org and clicking on "UTU FOR LIFE." While there, retirees can register their e-mail addresses to receive the latest political action alerts and news on program benefits and chapter meetings. Or contact Carl Cochran at (305) 821-7015, send him e-mail at cochranutu@aol.com, or call the UTU International at (216) 228-9400.



UTU for Life Membership Form

(Please print legibly)

Name _____ Local _____

Address _____

City _____ State or Province _____ Postal Code _____

Phone _____ E-Mail _____

I wish to join the UTU for Life program. Enclosed is a check or money order payable to "UTU for Life" in the amount of \$9 (U.S.) for one year's dues.

Complete and return to UTU for Life, 14600 Detroit Ave., Cleveland, OH 44107-4250

THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
60	Mangano, Dominic J.	Murrells Inlet, S.C.	590	Toney, Donald D.	Green Lake, Wis.	1066	Minton, Nalda E.	Hattiesburg, Miss.
145	Little, Jerney	Worthington, Ohio	594	Johnson, Eugene T.	Longview, Texas	1074	Bradley, Harry A.	Pittsburgh, Pa.
202	Hix, Fred C.	Aurora, Colo.	598	Childs Sr., William L.	Mobile, Ala.	1074	Fink, Albert M.	Pittsburgh, Pa.
202	McDermed, Charles E.	Peoria, Ariz.	626	Fidler, Neal R.	McCook, Neb.	1074	Halfhill, Howard C.	Beaver, Pa.
239	Zelinka, Frank M.	Tahoe City, Calif.	645	Kueffner, Karen	New Hyde Park, N.Y.	1258	Pfeiffer, James C.	Hesperia, Calif.
286	Christensen, Gerald E.	North Platte, Neb.	706	Angle, Lynwood B.	Roanoke, Va.	1279	Marcus, Jacob	Greybull, Wyo.
300	Salmon, Albert J.	Port Charlotte, Fla.	744	Jennings, Thomas H.	Lafayette, Ind.	1334	Loewer Jr., Cloyd D.	Petal, Miss.
320	Poineau, Thomas J.	Saginaw, Mich.	768	Finney, Jack W.	Decatur, Ill.	1344	Schaller, Joseph J.	Jamestown, N.D.
322	Smet, Joseph G.	Fond du Lac, Wis.	782	Thomas, Elbert P.	Weaverville, N.C.	1361	Fucile, Frank S.	West Harrison, N.Y.
369	Savage, John C.	St. Thomas, Ont.	783	Holland, Roy L.	Minot, Mass.	1386	Whitlatch, Stacy D.	Vienna, W. Va.
386	Gerber, Howard L.	Pottsville, Pa.	807	Allen, Lyndol D.	Deridder, La.	1393	Selvaggio, Dominick P.	Buffalo, N.Y.
426	Hilsabeck, Douglas E.	Spokane Valley, Wash.	807	Slade, Leland J.	Tucson, Ariz.	1397	Stapleton, Roy	Marion, Ohio
440	Marker, James L.	Okeechobee, Fla.	857	Thomas, Leroy	San Antonio, Texas	1420	Burch, Doyle W.	Crockett Mills, Tenn.
462	Price, Thomas W.	Pine Bluff, Ark.	886	Engman, Glenn A.	Marquette, Mich.	1445	Olsen, Jacob W.	North Brunswick, N.J.
469	Brown, Kenneth E.	Fairview Heights, Ill.	898	Gaillardet, Albert J.	Salem, Mass.	1929	Malito, Fred P.	Lansing, Ill.
493	Woods, Earl T.	Freeport, Ill.	982	Perrone, George F.	Whitesboro, N.Y.	1929	Tatora, Anthony J.	Wood River, Ill.
496	Sutherland, Robert G.	Portsmouth, Ohio	1058	Woollen Jr., Enos W.	Meridian, Idaho			
565	Tegethoff, W. D.	South Fulton, Tenn.						

Erroneously included in this listing recently was Norman B. Lunde of Local 486, who resides in Glendive, Mont.

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;

- 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 non-public personal information.

This privacy policy applies even if you no longer have policies or a relationship with us. 6/07

UTUIA announces 2007/2008 scholarship winners

Each of the following students has been selected to receive a \$500 continuing scholarship from the United Transportation Union Insurance Association. Congratulations to all these scholars.

District 1

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

Nina M. Raymond, daughter of John P. Raymond of Local 1473, Boston, Mass.; **Kristina J. Day**, granddaughter of Richard S. Williams of Local 663, Bangor, Maine; **Timothy J. Sullivan**, son of Paul E. Sullivan of Local 254, Fitchburg, Mass.; **Daniel A. Bassett**, son of Kenneth R. Bassett of Local 1491, Port Jervis, N.Y.; **Liam A. McMahon**, son of Martin A. McMahon of Local 1393, East Buffalo, N.Y.

District 2

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

Thomas Leskin, grandson of George J. Koval, member of Local 300, Philadelphia, Pa.; **Anne Marie Episcopo**, daughter of Thomas Episcopo of Local 1006, Brownsville, Pa.; **Jennifer M. Merle**, daughter of George T. Merle of Local 800, Jersey City, N.J.; **Richard J. Enright**, son of James Enright of Local 1379, Pittsburgh, Pa.; **Daniel Mikola**, son of Steve Mikola of Local 60, Newark, N.J.

District 3

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

Barry L. Brooks, son of Barry G. Brooks of Local 1314, Etowah, Tenn.; **Sarah G. Wright**, granddaughter of Olin S. Wright of Local 1221, Tampa, Fla.; **Jonathan R. Willis**, son of Leroy Willis of Local 1033, Atlanta, Ga.; **Shanadia M. Warrior**, daughter of Edward R. Warrior of Local 1598, Manchester, Ga.; **Marcy D. Caines**, granddaughter of Ollie I. Caines of Local 1105, Wilmington, N.C.; **Brittany N. Albin**, stepdaughter of David J. Kellogg of Local 1334, Hattiesburg, Miss.; **Zachary W. Chism**, son of Ronald L. Chism of Local 622, Birmingham, Ala.; **Carla J. Schrupf**, daughter of Carl W. Schrupf of Local 903, Jacksonville, Fla.; **Matthew D. Underwood**, son of Robert P. Underwood of Local 1162, Erwin, Tenn.

District 4

Indiana, Michigan, Ohio

Alicia N. Mendez, granddaughter of Zerl R. Mater of Local 1202, Ft. Wayne, Ind.; **Isaiah S. Fuentes**, grandson of William E. Elders of Local 320, Saginaw, Mich.; **Thomas A. Thompson**, son of Charles L. Thompson of Local 886, Marquette, Mich.; **Michelle L. French**, daughter of Brett A. French of Local 490, Princeton, Ind.; **Tracy L. Trimmer**, daughter of Thomas A. Trimmer of Local 586, Willard, Ohio.

District 5

Illinois, Wisconsin

Jack R. Kleiner, grandson of Victor C. Road of Local 1433, Elmwood Park, Ill.; **Dawn M. Abbott**, daughter of Barry A. Abbott of Local 1290, Chicago, Ill.; **Natalee R. Alexander**, daughter of William R. Alexander of Local 445, Niota, Ill.; **Meyer P. Willkom**, son of Joel C. Willkom of Local 832, Superior, Wisc.

District 6

Arkansas, Louisiana, Oklahoma, Texas

Alex J. Fryer, son of Jerry D. Fryer III of Local 462, Pine Bluff, Ark.; **William R. Frantz**, son of Eugene W. Frantz of Local 20, Beaumont, Tex.; **Tressa A. Cook**, daughter of Joe P. Cook of Local 1918, El Paso, Tex.; **Davina M. Williams**, daughter of Marvin R. Williams of Local 243, Fort Worth, Tex.; **Amanda B. Adams**, daughter of James K. Adams of Local 656, North Little Rock, Ark.

District 7

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

Samuel L. Wilcox, grandson of Donald D. Sutton of Local 1409, Kansas City, Kan.; **Nathan T. Seiler**, grandson of Steve J. Seiler of Local 1344, Mandan, N.D.; **Raquel K. Schmitz**, daughter of William J. Schmitz of Local 1177, Wilman, Minn.; **Levi A. Seaton**, grandson of John R. Seaton of Local 412, Kansas City, Kan.; **Geoff L. Zedialis**, grandson of John T. Zedialis of Local 219, Hannibal, Mo.; **Eric H. Ward**, son of Donald R. Ward of Local 464, Arkansas City, Kan.

District 8

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

Kevin M. Thorne, son of Jerry D. Thorne of Local 238, Ogden, Utah; **Casey C. Yost**, granddaughter of Richard L. Morgan of Local 1200, Portola, Calif.; **Lauren A. Brown**, daughter of Donald T. Brown of Local 1732, San Jose, Calif.; **Jennifer L. Staley**, granddaughter of Irvin L. Staley of Local 238, Ogden, Utah; **Harrison S. Stanford**, son of Edison S. Stanford of Local 1565, West Hollywood, Calif.; **Victoria K. Ayala**, daughter of Gracie M. Ayala of Local 1563, El Monte, Calif.; **Nicole M. DeLoach**, daughter of Roger G. DeLoach of Local 113, Winslow, Ariz.; **Kristen S. Stubblefield**, daughter of Phil C. Stubblefield of Local 1732, San Jose, Calif.

District 9

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Tyler L. Bartelt, grandson of Allen V. Meadors of Local 730, Great Falls, Mont.; **Jacob L. Runyan**, grandson of Berland R. Runyan of Local 1348, Centralia, Wash.; **Anthony P. Sparks**, grandson of Edward J. Renna of Local 117, Vancouver, Wash.

BLET steals jobs

Continued from page 1

The federal district court is being asked by the UTU to issue a declaratory judgment that CSXT

has entered into an invalid agreement with the BLET regarding remote control and in violation of the Railway Labor Act.

The UTU also asked the court to enjoin CSXT from implementing the unlawful provisions of that April 15 ratified agreement, and to

award the UTU its costs and attorney's fees incurred in this proceeding, and to "grant such other and further relief as the court deems just and proper."

To stay current on this story and other developments, go to www.utu.org.

Bargaining

Continued from page 1

the agreement pledging that, "at the earliest opportunity in the [current] national bargaining round, the matter of relating the existing service scales [entry rates] in effect on each participating road to training and experience will be addressed."

Instead, the carriers have declined to discuss the issues and, in January 2007, insisted the UTU withdraw its request to address entry rates, and defer to a national wage and rules panel the matter of training.

UTU International President Paul Thompson said, "Our lawsuit is only one of many aggressive tools we intend to use in the courts, in Congress and elsewhere to stop this runaway

grave train before it destroys more lives in its quest for a sharp boost in short-term profits at any human cost."

The UTU lawsuit lays out the carriers' dishonesty since the carriers signed the August 2002 side letter pledging to address entry rates of pay related to training and experience. As recently as February 2006, the UTU made another attempt to address these issues at the bargaining table.

When the NCCC said it would subsequently address the issues – but then declined to set a date to do so – the UTU filed a lawsuit similar to this one, but withdrew it following a commitment by NCCC chief labor negotiator Bob Allen to set dates for addressing the issues.

Yet at subsequent bargaining sessions in June and October 2006, and January 2007, the NCCC reneged yet again.

In fact, at a January 2007 negotiating session, the NCCC insisted the UTU withdraw from the table its entry-pay proposal and defer its training agreement proposal to a wage rules panel – actions that violate the Railway Labor Act's requirement that carriers "exert every reasonable effort to make and maintain agreements concerning rates of pay, rules and working conditions."

The entry-rates proposal would boost new-hire pay to 90 percent of parity following completion of the probationary period, and hike that pay to 100 percent of parity upon completion of one year's service. The new hires also would receive, as a bonus following their first year, the 10 percent of parity not paid them during their first year of employment.

The UTU also presented the carriers with a detailed proposal for improved training, which the carriers declined even to discuss – much less address – at the bargaining table.

Safety bill

Continued from back cover

continued improvement in safety performance throughout the chain of stakeholders responsible for transporting these critical materials."

Shipper groups CURE and the Alliance for Rail Competition said, "Our members recognize that only a safe national rail system that is not plagued by frequent derailments, collisions and catastrophic accidents will result in reliable rail service."

CURE and the Alliance for Rail Competition specifically cited a concern over rail-employee fatigue, writing, "We strongly support the provisions of H.R. 2095 that ensure proper rest for railroad employees and treat employees fairly with respect to the down time [limbo time] when they are being transported to and from their work assignments...the Congress must enact H.R. 2095 to ensure a safe and reliable national rail system."

The bill would redesignate the Federal Railroad Administration (FRA) as the Federal Railroad Safety Administration (FRSA), whose goal would be to reduce accidents, injuries and fatalities, and with safety as its "highest priority." The FRSA would also be required to double the number of safety inspectors from 400 to 800 by Dec. 31, 2011.

Limbo time, the practice of abandoning train crews on locomotives after their on-duty time has expired, would be eliminated under changes

to the Hours of Service Act. Under the new law, time spent in deadhead transportation to a duty assignment, time spent waiting for deadhead transportation, and time spent in deadhead transportation from a duty assignment to the place of final release would be considered time on duty, thus eliminating limbo time.

Additional direct relief from fatigue would come in two forms. First, operating and signal employees would be entitled to a minimum of 10 hours undisturbed rest, regardless of the length of the duty tour. Railroads would be prohibited from communicating with their workers during their rest time.

Second, they would have to have one period of at least 24 consecutive hours off duty every seven days.

The legislation would significantly strengthen existing whistleblower protections to rail workers who report unsafe or hazardous conditions.

A worker may refuse to authorize the use of equipment that the employee reasonably believes to be unsafe or hazardous to operate or work with, and this bill would protect those who do so.

Class I railroads would have 12 months after enactment of the legislation to submit concrete plans for the implementation of positive train control.

The bill would also require railroads to install warning devices in non-signaled territory that would warn train crews of misaligned switches, thereby addressing the greatest risks of dark territory operations.

The secretary of transportation would be required to establish minimum training standards for each craft of rail employees under the new law.

The bill would require railroads to qualify or otherwise document the proficiency of their employees in each craft regarding their knowledge of, and ability to comply with, federal railroad safety laws and regulations and railroad carrier rules.

The secretary of transportation would also be required to prescribe regulations and issue orders to establish a program requiring the certification of train conductors. In prescribing such regulations, the secretary would require that conductors on passenger trains be trained in security, first aid and emergency preparedness.

Also, under this proposed legislation, railroads would not be allowed to discipline, or threaten discipline to, an employee for requesting medical or first aid treatment, or for following orders or a treatment plan of a treating physician.

To stay current on this legislation, log onto www.utu.org.

Unions and shippers agree: Rail safety needs to be addressed

Amtrak rally

Continued from page 1

Thompson encouraged UTU negotiators to hold firm in demands for improved wages, a cap on healthcare insurance costs, protection of work rules, increased training in security, and preservation of the assistant conductor job.

UTU Vice President Tony Iannone said that if Amtrak succeeds in sacking 400 assistant conductors, "it will be the passengers and the public who lose.

"Repeatedly, the National Transportation Safety Board has singled out the efforts of Amtrak conductors and assistant conductors in saving lives and reducing injuries following Amtrak accidents.



Local 1470 (Edmonston, Md.) Secretary/Treasurer Chuck Wetzelburger, left, and Vice Local Chairperson and rally organizer Dave Brooks Jr. lead a protest against Amtrak's anti-labor policies.

"With this threat of terrorism hanging over Amtrak and its passengers, the conductor and assistant conductor are the first line of defense, checking tickets and passenger IDs, being alert for suspicious activity, observing passenger actions and demeanor, and knowing how to handle instances of unattended luggage and packages," Iannone said.

"The safety of passengers is the top priority of the conductor and assistant conductor, and Amtrak's chief labor negotiator, Joe Bress, should not be trading passenger lives for bragging rights that he fired 400 assistant conductors," Iannone said.

Thompson and Iannone also criticized Amtrak's aggressive discipline aimed at conductors. Amtrak currently is trying to fire almost 70 conductors for relatively minor infractions.

Sign up to attend regional meeting in Pittsburgh!

The 2007 UTU/UTUIA regional meetings are designed to provide education and fraternalism for the whole family.

All those attending the regional meeting must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 30 days prior to the scheduled start of the Pittsburgh meeting or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2007 regional meetings is \$150 per member, spouse or child over age 11. Additional fees apply for the golf outings. You must make your own room reservations.

The \$150 registration fee covers the welcoming reception the night before the meeting, two lunches, one evening meal, a breakfast buffet and all workshop materials. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered.

Pittsburgh, Pa. July 16-18

Hilton Pittsburgh, Gateway Center, 600 Commonwealth Plaza, Pittsburgh, PA 15222
www.hiltondirect.com

Hotel reservations: All rooms allotted for UTU members at the Hilton Pittsburgh Gateway Center have been reserved. The UTU has made arrangements for members to get discounted room rates at the nearby DoubleTree Pittsburgh-City Center. The rate is \$129 per night. The DoubleTree is located at One Bigelow Square, Pittsburgh, PA 15219. The DoubleTree is a ten-minute walk or two-minute free subway ride from the Hilton Pittsburgh. The telephone numbers for reservations are (412) 281-5800 or (800) 222-TREE (8733). To get the lower rate refer to rooms reserved for the "United Transportation Union." **Golf outing:** The UTU Regional Meeting golf outing will be held Sunday, July 15, at 8 a.m. at the Grand View Golf Course, 1000 Clubhouse Dr., N. Braddock. The cost is \$80 per golfer, which includes transportation, golf, lunch and prizes.

UTU arranges discount airfares, car rentals

Continental Airlines is offering discounted airfares to the regional meeting cities. Avis is offering discounted rental-car rates to those attending either regional meeting. Go to the "Meetings" page of www.utu.org for details.

UTU Regional Meeting Registration Form

Registering before the regional meeting speeds sign-in procedures at the meeting site, helps organizers plan more accurately and saves on meeting costs. These savings are 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 the meeting lasts 2 1/2 days and concludes 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.

Pittsburgh regional meeting registration

Arrival date: _____ Departure date: _____
 Transportation type: Automobile Air Other

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

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

Spouse Registration

Spouse name _____ Title (if any) _____

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

Child Registration

Child name _____ Age _____

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

Child name _____ Age _____

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

Child name _____ Age _____

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

Child name _____ Age _____

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

Guest Registration

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

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

Golf Registration

Name _____ Handicap _____ Name _____ Handicap _____

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 VISA MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$150 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 30 days prior to the regional meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the regional meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee.

This month's winning photo:

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

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

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

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

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

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

All photographs submitted become property of the UTU.

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



This month's winning photograph was taken by David Horner, a New Jersey Transit employee and member of Local 60 in Newark, N.J. This photograph shows a CSX locomotive consist traveling westbound at the beginning of the Delair Bridge on the New Jersey side of the Delaware River. The Pennsylvania Railroad (PRR) constructed this bridge in 1895; it was the first bridge of any sort from Philadelphia into New Jersey.



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Rail labor united in support of safety improvement act

Rail labor and a powerful coalition of shippers are united in support of the Federal Railroad Safety Improvement Act of 2007, a bill that would provide sweeping reforms to railroad safety regulations and vastly improve the quality of life for all railroad workers.

The bill, H.R. 2095, was introduced May 1 by Rep. James Oberstar (D-Minn.), chairman of the House Transportation and Infrastructure Committee, following lengthy consultation with supportive rail unions.

Among the bill's many provisions are:

- A restructuring of the FRA, placing greater emphasis on its safety role and increasing substantially the number of qualified inspectors;
- Elimination of limbo time for operating crews;
- Creation of fatigue management programs, a guarantee of 10 hours undisturbed rest, and a guarantee of one 24-hour off-duty period every seven days;
- Strengthened whistleblower protections (and a worker may refuse to authorize the use of equipment the employee reasonably believes to be unsafe or hazardous to operate or work with);
- Implementation of positive train control;
- Vast improvement in safety for operations in dark territory;
- Establishment of training standards for all rail workers;
- Certification of train conductors;
- A study of locomotive cab ergonomics;

• A requirement for emergency breathing apparatus in all locomotive cabs; and,

• New regulations that would put an end to the harassment and intimidation of rail workers who report personal injuries.

UTU International President Paul Thompson said, "For years the carriers have made promises to address and solve these issues during national handling, and at each opportunity they reneged on their promises. This legislation loudly tells the carriers that their shell game has come to an end. It is the strongest rail safety legislation introduced in Congress in more than three decades, and rail labor and shippers are going to work collectively and constructively to see it is passed into law with a veto-proof majority."

Among other rail unions in support of this rail safety measure are the Brotherhood of Locomotive Engineers and Trainmen, Brotherhood of Maintenance of Way Employees Division, Brotherhood of Railroad Signalmen, and the American Train Dispatchers Association.

Consumers United for Rail Equity (CURE) and the Alliance for Rail Competition recently joined The American Chemistry Council in support of H.R. 2095.

In a letter to lawmakers, American Chemistry Council CEO Jack Gerard said his members "are committed to the safe movement of our products, and we believe H.R. 2095 provides an important framework to spur

Continued on page 10

Inside this issue of the UTU News:



Member Chuck Heinzl serves his community. See page 2.



LACMTA bus operator Mark Holland is a trophy winner. See page 3.



The 'orange poppies' roll with UTU members. See pages 6 and 7.



UTUIA announces scholarship winners. See page 9.