

UTU News

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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“As Eugene V. Debs said a century ago, when labor embraces the power of solidarity, ‘It can demand and command.’” – *UTU International President Paul C. Thompson (see page 4)*

Your job + your family + your future = YOUR VOTE. Register to vote at www.utu.org.

News & Notes

Two members injured

Two UTU members were severely injured in separate accidents recently.

Bruce Maglicco, 56 years old and a member of UTU Local 1628 in Pittsburgh, lost an arm and a leg during an accident March 30 at a Union Railroad yard near Pittsburgh.

Frances Golias, 54 and a member of Local 1006 in Brownsville, Pa., was severely injured April 21 when she was caught between a rail car upon which she was riding and an abutment.

Maglicco was in the process of building a train and he got caught between two of the cars.

Golias, an employee of Norfolk Southern, was riding a car into a coal-processing plant when she became pinned. She suffered injuries to the hip area and extensive injuries to her extremities.

UTU, BLET back N.Y. law

Legislation has been introduced in the New York State legislature to prohibit union officers of the Association of Commuter Rail Employees (ACRE) from receiving salaries from outside funds. ACRE represents train and engine service employees on Metro North who previously were represented by the BLET and UTU.

ACRE also is actively seeking to represent train and engine service employees on Amtrak in Connecticut where service is provided by the Connecticut DOT under contract with Amtrak. And, ACRE is looking to represent locomotive engineers on New Jersey Transit.

ACRE has all the markings of a company union as its officers are paid by the employer, the UTU and BLET noted.

The BLET and UTU jointly are asking members in New York State to contact their state senator to vote “yes” on Senate Bill No. 4722; and their state assemblyperson to vote “yes” on Assembly Bill No. A-9023. Each bill would stop ACRE from using employer funds to pay union officer salaries.

UTU New York State Legislative Director Sam Nasca says other rail unions are being asked to help lobby in support of this legislation.

Big Sky bid is tops

The Hall County, Neb., Airport Authority voted last month to recommend UTU-represented Big Sky Airlines of Billings, Mont., as Grand Island’s next Essential Air Service (EAS) carrier to serve the Central Nebraska Regional Airport.

Airport Executive Director Mike Olson recommended Big Sky based on three factors: the cost of the service, public input on desired flights and projected passengers. Big Sky’s proposed service, a once-daily nonstop flight to Denver and twice-daily nonstops to Kansas City, requires a federal EAS subsidy of \$1.35 million annually, the lowest of the four bids received.

UTU fights 1-person crews on Wall Street, in Congress

Organized labor’s fight against carrier efforts to operate trains with one person was fought last month over a battle line that stretched from the valleys of Wall Street to the halls of Congress.

In New York last month, the UTU took its case for public safety and national security to Wall Street. And, in Washington, the union gained a powerful ally in its fight for jobs and benefits.

On Wall Street, National Legislative Director James Brunkenhoefer spoke at the 7th Annual Global Transportation Conference sponsored by the Wall Street firm of Bear Stearns, where he told investors, “We will support one-person crews when Bush adviser Karl Rove endorses Hillary Clinton for president.”

U.S. Sen. Dick Durbin (D-Ill.) sided with the UTU when he chided railroads for wanting “to get rid of the conductors.” Durbin made his comments at the Tri-State Rail Conference in Chicago, hosted by UTU Locals 1290 and 1299.

Rail investors have been enticed by rail executives with the idea that carrier profits could soar even higher if train-crew sizes are reduced to one.

Don’t believe it, Brunkenhoefer warned. There is absolutely no evidence that experimental technology is safe enough to permit reducing existing two-person crews, he told the investors.

“We know how dangerous this work is – even with two-person crews,” Durbin told the UTU members. “Fatigue is already a serious problem in the railroad industry. What kind of homeland security is it when you’re hauling hazardous materials that could be the target of terrorist attacks and the anti-labor crowd tells you: ‘You’re on your own?’”

“The railroads are entitled to make a profit,” Durbin said. “We have no problem with that. But we cannot, and we will not, risk the safety and security of this nation to pad their corporate profits.”

To blunt the railroads’ effort to reduce crew size, Durbin said, “We need to organize, we need to mobilize. We need to get everyone we know to vote in these elections to restore balance in Washington. It’s the only way we are going to stop this assault on working people.”

Durbin warned that if anti-labor conserva-

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Durbin

November vote crucial to UTU

Two UTU state legislative directors have issued stern warnings to the members in their states: The safety and security of the jobs held by most UTU members nationwide could be compromised unless lawmakers sympathetic to labor are elected this November.



Hensler

Illinois State Legislative Director Joe Szabo and Indiana State Legislative Director Tom Hensler recently sent the warning to all members in their states.

The UTU officials laid bare what is at stake this coming Election Day.

“Like it or not, the political process of this country can determine whether or not you have

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Illinois senate scolds rails

Using unusually harsh language, and acting with unusual speed in the middle of a busy legislative session, the Illinois State Senate May 4 voted unanimously to reprimand railroads for filing suit in federal court against the state-passed Rail Employees Medical Treatment Act.

The railroads’ lawsuit could endanger state and UTU support for rail infrastructure public subsidies.

The Rail Employees Medical Treatment Act specifically prevents railroads from delaying, denying or interfering with an injured employee’s access to immediate medical attention, and imposes a fine of up to \$10,000 for each separate violation.

“The law is intended to end a string of managerial abuses that all railroad crafts have been

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Around the UTU

News from around the U.S. and Canada

Local 78, Pocatello, Idaho

Members of the Idaho Legislative Board, along with officers and members of this Union Pacific local and UP Local 265, also in Pocatello, met with UTU-endorsed candidates from the state to discuss issues of importance to the membership, said State Legislative Director **George Millward**. Past U.S. Cong. **Richard Stallings** and Sen. **Bert Marley** spoke and thanked the UTU for its support, and special recognition was given to retiring State Representative **Elmer Martinez**. A similar event is being planned for the UP employees who belong to Local 1058 in Nampa.

Local 153, Spring Valley, N.Y.

The 400 school bus operators working out of the Hillburn, Chestnut Ridge and Spring Valley terminals have a new contract that includes a retroactive wage increase going back to September 2005, as well as enhancements to their health care and benefits package, said State Legislative Director **Sam Nasca**. Besides Nasca and Alternate Vice President-Bus **Rich Deiser**, who worked under the direction of International Vice President **Roy Arnold**, those who negotiated the pact include **Gina Wehman**, **Tony Contento**, **Frantz Filsaime** and **Canez Francois**.

Local 167, Albany, N.Y.

A three-year contract with Albany International Airport operator, AvPorts, was ratified May 17, said State Legislative Director **Sam Nasca**. The pact features enhanced holiday and vacation provisions and a 13.5-percent wage increase over three years retroactive to Dec. 3, 2005. Those affected work in operations, building maintenance, parking, shuttle operations and custodial services. Besides International Vice President **Roy Arnold** and Alternate Vice President-Bus **Rich Deiser**, negotiators included **Phil Britt**, **Chuck Donnelly**, **Harry Moreash**, **Walter Clark**, **Rick Roberts** and **Paul Pezzola**.

Local 211, Binghamton, N.Y.

Legislative Rep. and Delegate **Dennis Barnett** and his wife **Teresa** thank all those who supported "The Flying Barnetts" in this year's MS Walk on May 6. The effort raised more than \$3,000 for the National Multiple Sclerosis Society's effort at finding a cure.

Local 933, Jefferson City, Mo.

Members of this Union Pacific local, along with members of UTU Auxiliary Lodge 933, will host their annual fish fry, barbecue and educational seminar on Sept. 8 and 9 at the St. Martin's Knights of Columbus Hall, said Legislative Rep. and Delegate **Ken Menges**. A golf outing will also be held on Sept. 8. All active, retired and disabled members and their families are invited. For information, contact Menges at (573) 635-6415 or krmenges@prodigy.net.

Local 980, Enderlin, N.D.

Members of this CN local, along with members of BNSF Local 1137 in Fargo, N.D., at a special educational meeting in May arranged by State Legislative Director **John Risch**, honored retiree **Willis Croonquist** of Local 1177, Willmar, Minn. Brother Croonquist, who served as alternate U.S. national legislative director as well as Minnesota state legislative director, was presented with a 50-



Utah State Legislative Director F. Jay Seegmiller, a candidate for state office, is already a winner in the eyes of his family. In the back row, from the left, is Seegmiller, his wife Michelle and son Jason; in front, from left, is Kathryn, Matthew and Ashley.

Seegmiller seeks seat in legislature

If UTU's Utah State Legislative Director **F. Jay Seegmiller** sounds a bit like a politician, it's probably because he's trying to become one.

"There's a quote from an ancient Greek philosopher," Seegmiller said. "I'm paraphrasing, but it's something like, 'Just because you don't have an interest in politics doesn't mean politics won't take an interest in you.' And it's true. Legislators will pass laws affecting your rights. Things people take for granted – like the 40-hour work week – labor earned that for us, and politicians are trying to take it away."

Seegmiller is looking to win a seat representing Utah's Legislative District 49 in the State House of Representatives. His Web site, at www.jayseegmiller.com, lays out his platform and explains how citizens can back his effort.

He's one of three UTU members in Utah aiming for statewide office. The others include Assistant State Legislative Director **Trent Alvord** (Local 238, Ogden), who's seeking a House seat from Legislative District 8, and **Eric Gustafson** (Local 166, Salt Lake City), who's targeted a House seat from Legislative District 48.

A member of Local 166, Seegmiller began his career as a switchman and brakeman on the Union Pacific two weeks out of high school in 1976. He became interested in politics in the early 1980s when PATCO went on strike and President Reagan eviscerated the union. In 1987, he became his local's legislative representative. Involved with politics ever since, he served as assistant state legislative director under the able tutelage of the late **Scott Belden**.

In 2004, Seegmiller first ran for state office against an individual who became Utah Speaker of the House. He'll be facing the same opponent again in November.

"It was a close race in 2004," Seegmiller said. "This time, I've got a bit more help because the Democratic Party has targeted my race as one to win. My opponent has more money, but we work hard and make things happen."

Seegmiller said his work with the UTU will be an asset. "The UTU already has strong bipartisan relationships here, so I'll be able to work with both sides of the aisle to get things done."

Members of Seegmiller's campaign team, in 2004 and this year, include his children, "who have learned so much walking with me and attending meetings," Seegmiller said. "It takes a lot of time and it can be difficult for my family, but having a strong family makes a lot possible."

year membership pin and a certificate of appreciation.

Local 1043, Sparks, Nev.

Members of this Union Pacific local are mourning the death of 41-year-old conductor **Richard Lane Bitton Jr.**, who passed away after a brief illness, said Assistant State Legislative Director, Local Chairperson and Legislative Rep. **Chas R. Nelms**.

Local 1558, Bergenfield, N.J.

This Rockland Coaches local has begun contract negotiations with their employer, which is a division of Coach USA. The current contract expires June 30, said Alternate Vice President-Bus and General Chairperson **Rich Deiser**. Major issues include wages and health care. The local's 250 members include bus operators, shop personnel, dispatchers and clerical employees.

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 their annual participation in the American Cancer Society's Bike-a-thon, set for July 9, said General Chairperson **Ron Koran**. More than 4,000 cyclists participate in the event, which last year raised more than \$1.3 million.

Local 1697, Lubbock, Texas

Bus operators in this local employed by Texas, New Mexico & Oklahoma (Panhandle Trailways) are working with the company to stay in the mainstream despite major cutbacks sanctioned by Greyhound (the parent company), said Local Chairperson **Leon Davis**. In cooperation with the company's new safety director, members are participating in a training and hiring program, passing on their professionalism as coach operators to new hires.

Local 1741, San Francisco

The school bus operators in this local recently raised more than \$2,000 to sponsor the participation of members **Emily Taormino** and **Beau Thomson** in an AIDS ride to Los Angeles as part of a fundraising effort to battle the disease, said Local Chairperson and President **Ange Beloy**. In May, **Shane Hoff**, **Kevin Lewis** and **Dave Kush** were sworn in as delegates to the San Francisco Labor Council/AFL-CIO. Meanwhile, congratulations go to new local vice chairpersons **Frank Lemon**, **Rosalind Johnson** and **Meg Felts**, and new Alternate Legislative Rep. **Jeremiah Cushing**.

Local 1778, N. Vancouver, B.C.

The spring issue of the *Meeting Point* newsletter is now available on the Web site shared by this local and Local 1923 in Prince George, B.C., said Secretary & Treasurer **David Moorhouse**. Also new on the site is the Fraser Discovery agreement. View or download the PDF by visiting www.ututbc.com.

Local 1957, Silsbee, Texas

Members of this BNSF local in Beaumont, Texas, recently elected **Spencer L. Bates** as local chairperson for engineers, said Secretary and Treasurer **Steven Soffes**. Meanwhile, members are mourning the death of conductor **James L. Dominy**, who succumbed



UTU BUS LINES

News items culled from the UTU's Daily News Digest, posted every morning on the UTU Web site, www.utu.org.

Groups sue operator over diesel fumes

Two environmental groups sued one of the nation's largest school bus operators last month to demand its buses in California display warnings that diesel fumes can cause cancer, according to the Associated Press.

The Environmental Law Foundation and Our Children's Earth Foundation want a judge to force Laidlaw Transit Inc., of Naperville, Ill., to put written warnings on buses about the dangers of cancer-causing pollutants the buses emit.

The groups said the diesel fumes expose children to chemicals known to cause neurological, respiratory and cardiovascular disease.

The groups charge that, under California's Proposition 65 – the Safe Drinking Water and Toxic Enforcement Act of 1986 – the buses must list the dangers of diesel-fuel fumes, which California classifies as a cancer-causing agent.

About one million of six million California school children ride a school bus. It was not immediately known how many take Laidlaw buses.

The environmental groups said the lawsuit's real goal was to eventually get rid of diesel-running school buses.

LAMTA fare hike on the horizon

Los Angeles County Supervisor Zev Yaroslavsky, calling MTA officials disingenuous for suggesting otherwise, said last month that an increase in bus fares is on the horizon, according to the *Los Angeles Daily News*.

"I think the agency has to be publicly upfront that it's headed for a fare increase," Yaroslavsky said as the Metropolitan Transportation Authority opened hearings into a \$3-billion budget proposed for fiscal 2006-07.

Facing a \$112-million operating deficit, administrators propose closing the gap by raiding MTA's cash reserves, leaving a relatively small \$66 million to cover emergencies.

Unless the agency can produce millions more in revenue, Yaroslavsky told an MTA committee, "You are going to have to raise those fares, and you are going to have to raise those fares a lot."

MTA administrators say they are treating the upcoming budget as a stop-gap measure to buy time while they increase efficiencies, scale back routes, turn over some services to municipal operators and renegotiate fare-recovery contracts.

Local 1496 members ratify new contract

Bus Department Vice President Roy Arnold reports that members of UTU Local 1496 in Riverside, Calif., have overwhelmingly ratified a new contract.

The drivers are employed by Laidlaw Education Services.

The ratification vote was 77 in favor, six opposed, Arnold reports.

Gerald McElroy is the general chairperson on the property.

"It was indeed a pleasure to work with Brother McElroy and his committee in negotiating a three-year contract that improves the existing contract language and provides for a substantial increase in wages," Arnold said.

"The agreement also provides for a benefits-reopener clause in two years," Arnold said.

"Overall the drivers are very pleased with the agreement," he said.

Laidlaw, a publicly traded company which also owns Greyhound, last year lost the contract with the Riverside Unified School District. The company wanted to retain the UTU-represented drivers, however, for use on other runs, Arnold said.

UTUIA announces 2006/2007 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

Jonathan C. Nivens, grandson of Charles H. Hinze of Local 318, Homell, N.Y.; **Jaclyn A. Terrillion**, daughter of Beverly A. Terrillion of Local 645, Babylon, N.Y.; **Hayley C. Drews**, daughter of Gary D. Drews of Local 1393, E. Buffalo, N.Y.; **Christina E. Gerrish**, granddaughter of Harold L. Woodard Jr. of Local 663, Bangor, Maine.

District 2

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

Jaclyn R. Leone, daughter of Joseph J. Leone of Local 1390, Trenton, N.J.; **Amanda B. Ressin**, granddaughter of Louis Ressin of Local 610, Baltimore, Md.; **Christopher J. Arnao**, son of Francis M. Arnao of Local 1390, Trenton, N.J.; **Stephanie E. Fortson**, granddaughter of Robert W. Landis of Local 498, Allentown, Pa.; **Jennifer R. Crossland**, daughter of James R. Crossland of Local 600, Cumberland, Md.

District 3

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

Ashley M. Gates, granddaughter of Bobby G. Gates Sr. of Local 655, Bluefield, W. Va.; **Brittany L. Hamilton**, granddaughter of Joe H. Hamilton of Local 762, Montgomery, Ala.; **Richard A. Hager**, stepson of James A. Wolfe of Local 1291, Birmingham, Ala.; **Caleb M. Allen**, grandson of Dillard C. Allen of Local 847, Birmingham, Ala.; **Gregory Z. Durley**, son of James D. Carter of Local 1245, Atlanta, Ga.; **Ory D. Hampton**, son of Lowell D. Hampton of Local 847, Birmingham, Ala.; **Clay V. Normand**, grandson of Charles A. Normand of Local 598, Mobile, Ala.; **Heather K. Powers**, stepdaughter of Patrick M. Gray of Local 1963, Louisville, Ky.; **Joy N. McComas**, daughter of Roger L. McComas of Local 1327, Peach Creek, W. Va.; **Brendan R. Gracik**, son of Michael A. Gracik of Local 504, Wheeling, W. Va.

District 4

Indiana, Michigan, Ohio

Tristan L. Holmes, son of Dwight L. Holmes of Local 904, Evansville, Ind.; **Jesse C. Becker**, grandson of Francis C. Brewer of Local 744, Frankfort, Ind.; **Heather L. Geary**, daughter of Marcia K. Geary of Local 586, Willard, Ohio; **Cole M. Redden**, grandson of James E. Redden of Local 6, Indianapolis, Ind.; **Kristin Cox**, granddaughter of Thomas B. Gier of Local 792, Cleveland, Ohio.

District 5

Illinois, Wisconsin

Aaron J. Bulthuis, grandson of John M. Kilroe of Local 1494, Chicago, Ill.; **Sara J. Naslund**, granddaughter of Donald E. Dunn of Local 1423, Galesburg, Ill.; **John D. O'Brien**, son of John D. O'Brien Sr. of Local 1290, Chicago, Ill.; **Margaret Jo Williams**, stepgranddaughter of Steven C. Mott of Local 195, Galesburg, Ill.

District 6

Arkansas, Louisiana, Oklahoma, Texas

Brady W. Wyrick, son of Robert K. Wyrick of Local 940, Wichita Falls, Tex.; **Scott A. Saunders Jr.**, grandson of John A. Saunders of Local 508, Smithville, Tex.; **Cassie L. Bann**, daughter of Stephen P. Bann of Local 965, Dallas, Tex.; **Tamara A. Saunders**, granddaughter of John A. Saunders of Local 508, Smithville, Tex.; **Sarah E. Tarrant**, daughter of Roger L. Tarrant of Local 1524, Houston, Tex.

District 7

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

Anne L. Davis, granddaughter of Melvin F. Davis of Local 199, Creston, Iowa; **Ashley N. Christensen**, granddaughter of Philip E. Bodine of Local 911, Minneapolis, Minn.; **Jenna E. Clark**, granddaughter of Robert P. Labrosse of Local 1000, Minneapolis, Minn.; **Thomas D. Gaynor**, grandson of Richard G. Gaynor of Local 1405, St. Louis, Mo.; **Thomas A. White Jr.**, son of Thomas A. White of Local 1403, Kansas City, Mo.; **Jennifer H. Williams**, daughter of L. Alan Williams of Local 1532, Kansas City, Kan.

District 8

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

Amy M. Jackson, daughter of James E. Jackson of Local 1136, Sterling, Colo.; **Amanda M. Sayre**, granddaughter of Melvin Sayre of Local 239, Oakland, Calif.; **William M. Schoonmaker III**, son of William M. Schoonmaker II of Local 84, Los Angeles, Calif.; **Jennelle M. Hayes**, granddaughter of Ellis E. Hayes of Local 202, Denver, Colo.; **Brooklyn S. Beckwith**, daughter of Terell M. Beckwith of Local 1607, Los Angeles, Calif.; **Andrea Browning**, granddaughter of William K. Browning of Local 1366, Salt Lake City, Utah; **Melissa M. Brun**, granddaughter of David A. Brun of Local 202, Denver, Colo.; **Keith A. Huchting**, grandson of Ronald K. Huchting of Local 1813, West Colton, Calif.

District 9

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Richard D. Hefflinger, son of Robert M. Hefflinger of Local 283, Portland, Ore.; **Aubrey L. Jensen**, daughter of Scott R. Jensen of Local 265, Pocatello, Idaho; **Kaitlen E. Wynne**, granddaughter of Thomas J. Wynne of Local 891, Whitefish, Mont.

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Security, safety on the line

If there weren't unions, rail workers would have to invent them.

Many railroads have a sordid history of harassing and intimidating injured workers to not report injuries. The UTU documented the abuse, including a railroad officer fraudulently posing as a clergyman to influence medical treatment of an injured employee to help the railroad win a safety award and assure executive bonuses.

Last summer, major railroads in Illinois agreed to a state law prohibiting carriers from interfering with an injured employee's access to immediate medical attention. Similar laws were passed in Iowa and Minnesota to stop such immoral and inhumane behavior. Yet those railroads are now challenging the laws in federal court.

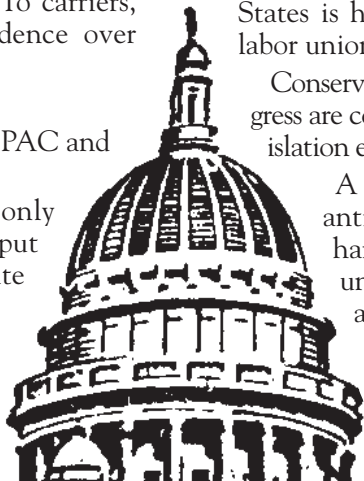
These are the same railroads that negotiated a crew-consist moratorium they now want to discard like a rancid ham sandwich. To carriers, increased profits and larger executive bonuses take precedence over morality and humane treatment of employees.

Strong unions are our only salvation.

Can you think of a better reason to contribute to the UTU PAC and mobilize to elect union-friendly lawmakers in November?

As International President Paul Thompson says, the only political battle we should be waging this year is the fight to put labor-friendly lawmakers back in control of Congress and state legislatures.

Job security and workplace safety are on the line. Union solidarity can and will make a difference.



WASHINGTON WATCH

By James M. Brunkenhoefer

Railroad carriers use jets; we use votes

Railroads are leaving no stone unturned in efforts to eliminate your job and erode the health-care benefits you have earned. It is just that simple.

After lying about the crew-consist moratorium they signed, railroads are seeking a back-door exit they hope their friends in the White House and Congress will open for them.



Brunkenhoefer

Railroads have been using their private jets, their opulent business cars and receptions at posh resorts to attract lawmakers to so-called briefing sessions on rail issues. The message delivered is: too many employees are being paid too much and have overly generous benefits.

Not discussed as they offer their captive audience chilled shrimp and cocktails are the enormous carrier profits, the size of executive bonuses, and how rail workers are treated on the job: worked long hours to the point of exhaustion, harshly disciplined and refused time off for family emergencies.

Railroad officials envision a walk-off homerun in the bottom of the ninth inning – a negotiating impasse that reaches their friends in Congress armed with anti-labor recommendations from a carrier-friendly Presidential Emergency Board.

The UTU can't match the carrier hospitality shown lawmakers as they prime them to do their bidding. We have no private jets, fancy business cars or cash to spend entertaining lawmakers at resorts.

4

Power of solidarity

By Paul Thompson
International President

As we face challenges unlike any in modern times, I am reminded of what Past President Al Chesser said two years ago at a regional meeting: In a successful union, "every member lights a fire in their belly and goes to work for each other and their union."

The challenges facing working families are severe. To win the battle, we must stand in solidarity and not permit even a single fracture to show in our resolve against those who plot to destroy organized labor.

Internal political divisions comfort our enemies, who are probing for weakness to exploit.

Brothers and sisters, we cannot afford to be at each other's throats. Leaders of other transportation unions – including the BLET – similarly recognize the unceasing attacks against organized labor and have put past quarrels to rest to achieve the solidarity required to defeat those whose objective is to defeat us.

Labor literally has multiple wolves at the door.

The President of the United States is hell-bent on destroying labor unions.

Conservatives controlling Congress are committed to passing legislation eroding worker rights.

A growing number of anti-labor federal judges, handpicked by anti-union U.S. presidents and confirmed for life by the Senate's conservative majority, are

anxious to interpret laws so as to benefit employers.

And those employers, emboldened by the White House, Congress and anti-labor court rulings, are aggressively plotting to hammer down wages, erode health-care benefits and eliminate safe and humane working conditions.

Since the UTU's creation in 1969, our union has stood on the principle of Progress through Unity. We must rededicate ourselves to that power of solidarity.

The only political battle we should be waging this year is the fight to put labor-friendly lawmakers back in control of Congress. If we permit internal strife to dull that resolve, we are going to become victims of anti-labor forces.

By focusing all our energies on Election Day in November, we defend our contracts, protect our health-care benefits and ensure safe working conditions.

Yes, we have our own political convention in 2007, but that is nine months after congressional elections, which permits sufficient time for internal campaigns AFTER we secure in November a labor-friendly U.S. Congress.

In the months ahead, we must identify family members, friends and neighbors not registered to vote. We must help them to register – and then direct our energies to convincing them to go to the polls on Election Day and vote for labor-friendly candidates.

As Eugene V. Debs said a century ago, when labor embraces the power of solidarity, "it can demand and command."



Thompson

What we do have, though, are two potent weapons. One is the UTU PAC; the other our vote on Election Day.

Your participation in the UTU PAC and your efforts to ensure family, friends and neighbors are registered to vote could be the deciding factors in whether the railroads succeed next year in eliminating our jobs and eroding our pay, health-care and other benefits.

Never has it been so important that every member contribute to the UTU PAC, which is how we support labor-friendly candidates for election and re-election.

At the ballot box, we can gain victory by ensuring our family members, friends and neighbors register to vote and then cast ballots for labor-friendly candidates on Election Day.

Active member participation in the UTU PAC and at the ballot box is OUR walk-off homerun.

We are approaching the bottom of the ninth inning. If we lose, we lose jobs, family financial security and adequate and affordable health care.

The stakes are high – higher than they have been in modern history. The robber barons have returned and they have no mercy.

Our only hope is to replace anti-labor lawmakers with those friendly to working families.

If we don't do it – and do it now – no one else will.

State Watch *News from UTU State Legislative Boards*

Texas



State Legislative Director Connie English Jr. (left) and Assistant State Director David Arterburn (right) recently presented a UTU PAC donation to Texas Democratic gubernatorial candidate Chris Bell at the Texas AFL-CIO Committee on Political Education (COPE) Convention in Fort Worth. COPE is the political arm of the Texas AFL-CIO. At the convention, statewide candidates appeared before the delegates seeking their endorsement. English, who serves as a vice president of the Texas AFL-CIO, was selected to serve on the drafting committee, which made endorsement recommendations to the delegates.

Missouri



The Missouri State Legislative Board has endorsed Duane N. Burghard (left) for the state's 9th Congressional District, U.S. House of Representatives. State Legislative Director Larry Foster (right) said that he has met with Burghard three times and has a fourth meeting scheduled. "This just goes to show the level of concern Mr. Burghard has for issues that affect ordinary people and the district in which they live," Foster said.

than 56,000 workers die from job injuries and illnesses and another six million are injured each year.

Iowa



Iowa Secretary of State Chet Culver, who is running for governor, recently attended a meeting of Local 17 in Marshalltown, according to William Backoff, the local's legislative rep. "Since being endorsed by the Iowa State Legislative Board, Culver has been attending meetings of the various UTU locals in the state," Backoff said. Pictured at the meeting, left to right, are State Legislative Director Pat Hendricks; Iowa House Representative Mark Smith; Local 17 President Mark Woodruff; Backoff; Culver; Local 17 S&T Dave McNary; Local 306 (Eagle Grove) Local Chairperson and Legislative Rep. Larry Pearson; Local 17 Local Chairperson Steve Wilkens and Local 17 Assistant Local Chairperson James Reeder.

New York

UTU members in New York recently participated in the Workers' Memorial Day celebration in Hornell.

The event featured dignitaries speaking about the rights of workers and the importance of recognizing people who made sacrifices to bring benefits to American employees.

New York State Legislative Director **Sam Nasca**, addressing the crowd, called workers who died while on the job "heroes."

"I've heard the word here a lot lately," Nasca said. "I went to Webster's Dictionary, and there are a lot of definitions for the word.

"One definition said it is 'one greatly regarded for their courage or nobility of purpose, especially one who has risked or sacrificed his or her life,'" he said. "I believe these words fully describe the people who work each day to make our lives healthier and safer."

According to the AFL-CIO Web site, more

Minnesota

Members are reminded that the State Legislative Board has a membership outreach and enrollment drive happening at this time.

All UTU members should have received a UTU PAC letter with pledge form and return postage-paid envelope in their U.S. mail at home, according to State Legislative Director **Philip Qualy**.

All members are being asked to sign up and contribute any amount with which they are comfortable, Qualy said.

"Minnesota will have some of the most contested state and congressional races in America later this year," Qualy said. "As railroaders, we need to make our voices heard to those who are friends of railroad labor.

"Please contribute because we have got to keep fighting the good fight for our railroad workers and our working families," Qualy said.

New Jersey



New Jersey State Legislative Board Alternate Director Ralph Styverson (left) recently met with New Jersey State Senator and Transportation Committee Chairperson Nicholas Sacco to thank him for his support of the renewal of the state's Transportation Trust Fund and his backing of funding for bus and rail systems. "Sen. Sacco is a long-time friend of the UTU," State Legislative Director Daniel J. O'Connell said. "The UTU helped win him re-election last November."

Bus Department

By Roy Arnold, vice president/director

We remain vigilant for new laws, rules



It is mind boggling to read all the new federal regulations, legislative materials and legal papers that come across my desk that affect bus operators.

Many are helpful to bus operators. Others, such as a law permitting disqualification of a driver if he or she is cited for non-commercial driving infractions, make no sense. The UTU continues to try to amend that law to permit states to provide retraining and re-education, through driving school, as an alternative to the mandatory lifting of the CDL.

I am also monitoring, with assistance from our national legislative office and UTU law department, new regulations proposed by the Federal Motor Carrier Safety Administration (FMCSA).

Electronic on-board recorders for hours-of-service compliance (Docket No. FMCSA-2004-18940). This rulemaking would amend FMCSA regulations concerning the use of electronic on-board recording devices as a way to document compliance with hours-of-service regulations. A notice of proposed rulemaking is planned for this month.

Hours of service of drivers; supporting documents (Docket No. FMCSA-98-3706). This FMCSA rulemaking would amend the hours-of-service record-keeping requirements to clarify what supporting documents motor carriers must have to validate hours-of-service records.

The new FMCSA rule would provide that the duty of the motor carrier is to verify the accuracy of drivers' hours-of-service and record-of-duty status. The driver's duty would be to collect and submit to the motor carrier all supporting documents with the record-of-duty status. Also, a supporting document-based self-monitoring system would be required as the primary method of ensuring compliance with the hours-of-service regulations.

Yardmasters

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

Fatigue, inexperience a recipe for disaster



Railroads are bragging that human-factor caused train accidents declined in 2005. But safety experts say data should be studied over multiple periods.

Well, from 1999 through 2005, human-factor train accidents increased by 30 percent.

Of special concern is that the number of rules violations for speeding, unauthorized occupancy of main tracks and failure to comply with control signals exceeded 1,060 in 2005 – up from 625 in 1999.

We know full well that crews do not intentionally violate rules. Fatigue and inexperience are driving these troubling numbers.

Yet the major railroads continue to resist negotiating fatigue mitigation and improving training standards. The UTU had to go into federal court to bring the National Carriers' Conference Committee back to the bargaining table.

While railroads acknowledge that going to work tired is like going to work drunk, they continue to demand that train and engine service employees and yardmasters work 50-hour-plus weeks without sufficient or scheduled rest days.

And new hires continue to be hurried through training programs, creating situations where new engineers are paired with inexperienced trainmen who have not received training over the territory they are working. And neither is being provided classroom training where actual application of operating rules is taught.

Sound operating decisions can only be made when our membership has sufficient operating experience.

Union insurance products for union families

Ultimate Par Permanent Life Insurance



Permanent life insurance that provides guaranteed protection over long periods of time is also known as whole life protection. It not only provides a sum of money to be paid at death, but can also be used to provide an income stream to dependents, making it possible to maintain the quality of life they have come to enjoy.

Whole life should form the foundation of any insurance portfolio.

You can also use permanent life as a way to accumulate money through cash value build-up for your use some time down the road.

Ultimate Par offers you permanent life insurance protection with guaranteed premiums, cash values and a guaranteed death benefit.

Your policy may also share in the association's surplus through the payment of dividends.

Dividends are determined by the UTUIA's experience from year to year and depend largely on things such as the general level of interest rates, the amount and timing of claims paid and operating expenses.

UTUIA has traditionally paid dividends in the past; however, they are not guaranteed and are subject to change.

Dividends can increase the value of your insurance by increasing your cash value and/or death benefit, or by offsetting a portion of your premium payments. You can instruct us to use your dividends in a way that best serves your financial needs.

By purchasing additional insurance protection, you increase your cash value which may generate its own dividends.

We can also send you your dividends in the form of a check.

The United Transportation Union Insurance Association is proud of its long tradition of serving the members and families of the United Transportation Union.

This year, we celebrate 35 years of providing great insurance protection and service to the thousands of men, women and children who have placed their trust in us.

We are as committed as ever to continue to offer you solid protection at reasonable rates.

The UTUIA pledges to continue to conduct our business affairs for the benefit and security of our members and their families.

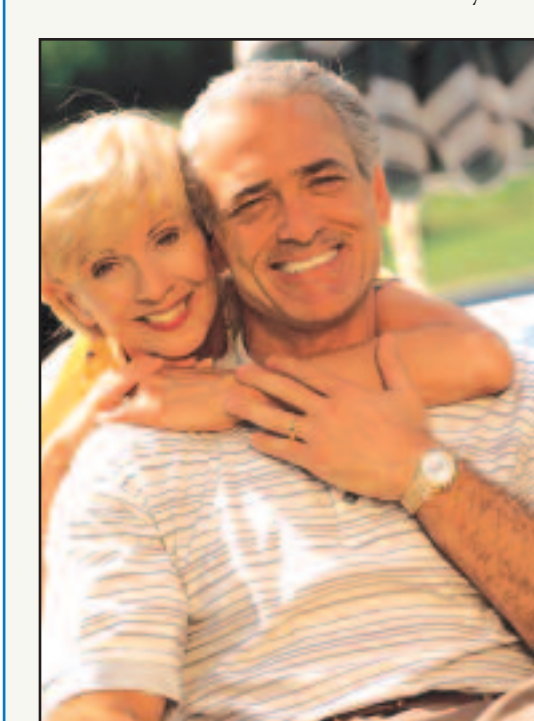
The UTUIA recognizes its obligations to its members and shall continue to strive to live up to the ideals of the fraternal benefit system.



IRAs and Flexible Premium Deferred Annuities

The Traditional IRA and Roth IRA are specialized savings plans authorized by the federal government to help you accumulate funds for retirement.

If you receive wage, salary or commission compensation, you may contribute up to \$4,000 to a Traditional or Roth IRA in 2006. If you are age 50 or older, you may contribute up to \$4,500.



Depending on your income level, and if you choose a Traditional IRA, you may be able to deduct some or all of your contribution on your federal tax return. The Roth IRA is not tax deductible.

While both IRA types allow for the tax-free accumulation of investment earnings over the life of the fund, the primary difference is that a Roth IRA allows you to withdraw funds at retirement without paying any federal income tax.

Depending on your particular situation, you may want the tax deductibility of current-year contributions (Traditional) or the exemption from federal taxes at retirement (Roth). Also, you may want to alternate your contributions between the Traditional and Roth IRAs from year to year.

The Flexible Premium Deferred Annuity (FPDA) is an insurance product. It has the same benefit as an IRA of having your investment earnings accumulate tax free until withdrawn.

There are no limits on your contributions to an FPDA and any amount can be contributed at any time subject to a \$25 minimum.

At retirement, you may choose to receive a lump sum, or as is more common, a series of periodic payments. We offer several options to best serve your needs. Upon death, the annuity value will be paid directly to your beneficiary, avoiding the expenses, delays and frustrations of probate.

Ultimate Term Life Insurance

Term life insurance provides temporary protection over a generally shorter period of time than permanent insurance. The death benefit is payable only if you die within a specified "term" period of time.

You may want to use temporary life insurance as a way to enhance your permanent life insurance protection.

It can provide additional life insurance protection during the years you are raising your family and incurring large expenses for a mortgage, maintaining a household and your providing for your children's education.

Our term product has flexibility at the heart of its design and can be custom fit for your needs and circumstances.

Why purchase a "one size fits all" product from someone else when we can customize a product to fit your needs at no additional cost?

Benefits can be structured on a level, increasing or decreasing pattern. You can select the premium paying period that is most convenient to you.

Any period can be selected (subject to certain age limitations) – one year, five years, 10, 20, even 50 years or anything in between.

Premiums are guaranteed for the first full year after which we may charge the same, or more, subject to a guaranteed maximum premium.

Unlike traditional term insurance policies, **Ultimate Term** may produce cash surrender values, particularly policies that pay level premiums over long premium payment periods.

These cash surrender values can create many of the same opportunities that exist under whole life plans.



Other Insurance Products offered by UTUIA

Cancer Insurance – Cancer is often a lingering disease that strikes all age groups. While cure rates have increased over the years, cancer can often require expensive and prolonged treatments. Most health plans are not adequate to cover the special needs and expenses associated with cancer treatments.

Our cancer plan can bring peace of mind in knowing you will have some extra cash available to cover the unexpected expenses associated with cancer treatments. Our plan is guaranteed renewable to age 100; benefits do not reduce at age 65; it pays in addition to any other insurance you may own, and it pays regardless of the number of times you are admitted and discharged from the hospital. You and your entire family can be covered for only pennies a day.

Accidental Death and Dismemberment – Plans are available in \$15,000 or \$30,000 amounts to cover you in the event of death caused by accident or the dismemberment of a limb or limbs. Coverage can be extended to cover your entire family. Benefits are doubled to \$30,000 or \$60,000 for deaths caused by automobile. If you are a fare-paying passenger in a common carrier, your benefit would double again to \$60,000 or \$120,000. You and your entire family can be covered for only \$7 per month.

Visit us on the Web at www.utuia.org and select the "Contact Us" button. This will allow you to locate the Field Supervisor nearest you. You can then send e-mail or call by phone.

or

Call us at (800) 558-8842 and we will have a Field Supervisor contact you directly.

or

Complete, clip and mail the coupon below to have someone from our office contact you.

Information, please

I would like more information on UTUIA's products.

Please print



Full name _____ Sex _____ Date of birth _____

Address _____ City _____ State _____ ZIP _____

Telephone number with area code _____ UTUI local number _____

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

06/06

Disability Income Replacement Insurance

Today you are healthy and have the ability to earn an income.

Today you are healthy and may qualify to purchase a disability income protection plan.

Tomorrow that may change.

Disability Income Replacement Insurance is one of the most critical forms of insurance you can own and yet it is one of the most overlooked.

Your most valuable asset is your ability to earn a living – how will your family manage if you are disabled for a prolonged period of time?

Don't wait another day!

We all need an income to buy food, clothing, pay the mortgage or the rent, pay for our children's education, and so much more.

In fact, your earning power has produced everything you have.

A serious accident or sickness can severely affect your ability to earn an income and maintain your standard of living.

Don't take that gamble. Let us help.

Our disability income plan can make all the difference.

We offer the flexibility of 6-, 12- and 18-month benefit periods, 30-, 60- and 90-day elimination periods and benefit amounts that will fit your budget.

Our policy is guaranteed renewable, which means we can never refuse to renew your coverage as long as you pay the premiums, whereas group disability plans can cancel your coverage if they choose.

Take the time to apply now before your health situation changes.

This is one of the best investments you'll make to insure your family's financial future.



UTU for Life

Railroad Retirement, Soc. Sec. compared

By V.M. "Butch" Speakman Jr.

While Railroad Retirement and Social Security are closely coordinated, a comparison of the two reveals differences in the benefits payable.



V.M. Speakman

While rail employees and employers pay Tier I taxes at the same rate as Social Security, they also pay Tier II taxes used to finance benefits higher than Social Security levels. Consequently, Railroad Retirement benefits remain substantially higher than Social Security benefits – especially for career employees.

The average age annuity paid career rail employees by Railroad Retirement at the end of fiscal year 2005 was \$2,165 a month, versus an average Social Security payment of \$960 monthly. Spouse benefits averaged \$640 a month under Railroad Retirement versus \$465 under the Social Security program.

The benefits awarded recent retirees are generally greater than payable to those who retired years ago because recent awards are based on higher average earnings.

For career railroad employees retiring at the end of fiscal year 2005, regular annuity awards averaged nearly \$2,815 monthly, versus about \$1,305 under Social Security. If spouse benefits are added, the combined benefits for the employee and spouse would approximate \$4,000 under Railroad Retirement, compared to \$1,960 under Social Security.

Survivor benefits are also generally higher under Railroad Retirement – about \$1,065 to aged and disabled widow(er)s versus about \$910 under Social Security.

For more information about Railroad Retirement benefits, contact the nearest office of the board. Addresses and phone numbers may be obtained by calling the board's automated toll-free help line at (800) 808-0772, or at www.rrb.gov.

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

UTU for Life program adds cell phone discount benefit

Retired members have yet another good reason to join the *UTU for Life* program.

Cingular Wireless is now offering special rates on cell phones and service. *UTU for Life* members can get up to 18 percent off Cingular cellular-service bills and 40 percent off new phones and other equipment.

Call Cingular's Business Customer Service at (866) 246-4852 for details or log onto www.cingular.com/benefits/afl.

UTU for Life is aimed at bringing retired and active UTU members together for fellowship, information and political action. The program is based on the idea that retirement shouldn't mean abandoning workplace friends, losing touch with your industry's current events or losing influence over public-policy issues.

To that end, retired members across the continent are establishing local chapters of the *UTU for Life* program that generally meet on a monthly basis. So far, chapters are meeting in Seattle, Wash.; Pocatello, Idaho; Oceanside, Calif.; Peru, Ind.; Grand Junction, Colo.; Rogers/Bentonville, Ark.; Indianapolis, Ind.; Muscle Shoals, Ala., and Lorain, Ohio.

To learn how easy it is to set up a chapter in

your area, call or write to the UTU International, or contact *UTU for Life* Program Coordinator Carl Cochran at 7935 N.W. 173rd St., Hialeah, FL 33015, call him at (305) 821-7015 or send him e-mail at cochranutu@aol.com.

UTU for Life benefits also include: a baseball-style cap featuring the *UTU for Life* logo; a colorful full-size wall calendar; a wallet-size medical emergency card; membership in the UTU Travelers Club; discounts on car rentals; discounts on room rates at a number of the nation's most popular hotel chains; two booklets to help keep track of health issues and finances; an important-papers folder designed to hold legal documents; a listing upon death in "The Final Call" section of the *UTU News*, and discounts of 15 percent on railroad artwork by noted rail artist "Scotty."

For information about the program, contact the UTU International at (216) 228-9400, or check the UTU's Web site at www.utu.org and click on "UTU FOR LIFE," found on the left-hand side of the home page in the red area. Those with e-mail addresses also are urged to register on the Web site to receive the latest news on program benefits, chapter meetings, and political action alerts.

For just \$9 a year, how can you afford NOT joining today?



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
1	Heinold, William K.	Buffalo, N.Y.	586	Blair, Virgil L.	Marion, Ohio	1290	Hoewel, Frank A.	Riverdale, Ill.
28	Brown, Ewing E.	Sterling, Col.	650	Pohl, Paul J.	Minneapolis, Minn.	1313	Hall, R. D.	Amarillo, Texas
32	Zirbel, Roy H.	LaVerne, Calif.	656	Weeks, John A.	N. Little Rock, Ark.	1390	Hazin Jr., Joseph	Apalachin, N.Y.
113	Roe, Walter L.	Judsonia, Ark.	706	Smoot, Raymond L.	Aiken, S.C.	1390	Horan, John L.	Myakka City, Fla.
211	Rose, Donald J.	Johnson City, N.Y.	762	Jones, Lynn L.	Chattahoochee, Fla.	1390	Taylor Jr., Daniel C.	Phillipsburg, N.J.
240	McKemy, Gail Clifford	Buena Park, Calif.	792	Hayes, W. J.	Norwalk, Ohio	1393	Taber, Mason E.	Hamburg, N.Y.
298	Werner, Wilbur D.	Garrett, Ind.	792	Johnston, Floyd A.	Stow, Ohio	1458	Boyer, Willard T.	New Iberia, La.
320	Galbraith, James C.	Alpena, Mich.	830	Yeager, John W.	Fort McCoy, Fla.	1477	April, John P.	Citrus Springs, Fla.
324	Keller, Ronald T.	Bothell, Wash.	832	Steele, Chester L.	Bemidji, Minn.	1522	Kraft, Charles A.	Edgewater, Md.
338	McMahan, Clarence D.	Flintstone, Ga.	894	Vermillion, Manning E.	Fort Scott, Kan.	1524	Schiller, Raymond G.	Livingston, Texas
386	Jardel Sr., John R.	Cherry Hill, N.J.	903	Featherston, Linton W.	Fernandina Beach, Fla.	1545	Tilley, Charles C.	Jonesboro, La.
446	Forbes, Earl C.	Cheyenne, Wyo.	911	Nadreau, William C.	Chippewa Falls, Wis.	1565	Lewis, Lowell B.	Turlock, Calif.
493	McMurray, Norman C.	Cherokee Village, Ark.	951	Smith, Louis R.	Mesa, Ariz.	1573	Gibson, Andrew B.	Klamath Falls, Ore.
504	Flowers Sr., Robert L.	Paden City, W. Va.	1042	Peardon, L. C.	Oklahoma City, Okla.	1672	Sullivan, Bernard J.	East Haven, Conn.
511	White, Jesse L.	College Park, Ga.				1801	Lickliter, Earl H.	Ponca City, Okla.
						1918	Espinoza, Gilberto	El Paso, Texas
						1948	Saiani, Richard J.	Greenacres, Fla.
						1957	Dominy, James L.	Kirbyville, Texas



www.utuia.org



www.utu.org

Regional meeting workshops offer something for everyone

The theme of the upcoming UTU/UTUIA regional meetings in Reno, Nev., and Asheville, N.C., is "labor solidarity," so, in that spirit, the union and insurance association have joined forces to offer an innovative and informative selection of workshops and other activities for members and guests.

The regional meetings will include the following workshops:

An **International officer panel**, with questions taken from the floor;

Live arbitration of a case. The first day of the regional meetings, UTU members will have the opportunity to watch a live arbitration hearing conducted using the National Mediation Board's WebEx online service. The arbitrator and the carrier/union representatives will be in three different locations, and the audience at the regional meeting will be able to see and hear the session via large-screen projections in the conference hall. UTU members also will be able to test-drive the system and ask questions about how it might be useful to them as a way to hold arbitration hearings without traveling, and as a way to hold other meetings and discussions without incurring the expense of travel.

"Next Generation: The Needs of Younger Members." What does the next generation of union members need to work and survive effectively? This workshop will give members a chance to discuss some of the challenges and possible solutions to the variables that they face every day. The next generation of transportation workers has some excellent ideas, and UTU leaders will be there to listen.

"Defusing Workplace Trauma." Have you ever been witness to a work-related fatality? If so, you may never be the same. This workshop will show you how to cope with these types of situations. By using well-defined procedures and techniques to defuse the situation, relieve anxiety and accelerate the normal recovery process, the UTU can help its affected members.

A remote control operations workshop. Presenters will explain how remotely controlled yard operations came about, how it works, and the safety aspects of remote operations. Also included will be a presentation on the FRA's final remote-control locomotive report, followed by a question-and-answer session that will provide the opportunity for those who use remote control to communicate their suggestions for improvements.

"Vote Your Pocketbook Now." This workshop will give ideas on how to tackle the many new challenges that could be presented if a Republican Congress returns to power in January. It also will look at the Bush administration, which sought many anti-labor initiatives over the past six years. Issues such as Social Security and Amtrak will be covered. This workshop will impart understanding about the value of UTU PAC to workers.

"Empowering the Membership." This program will explore the business of organizing: gaining new members and retaining members once they are signed up. Subjects will include teaching the history of organized labor; teaching the history of UTU; teaching members about grievance handling and their responsibilities; communicating with members, local officials, general committees and carrier officials; boosting attendance at local meetings; alternatives to local meetings and other subjects of interest.

A drug- and alcohol-awareness workshop. The panel will explain the benefits of the Operation RedBlock program that has saved many lives and kept many families together through tough times of substance abuse and alcohol dependency.

Secretary and treasurer workshops. These will include a presentation on automation of the monthly billing statement process; instruction by International auditors on the Winstabs computer program for treasurers, as well as the manual system for bookkeeping, and an overview of UTUIA and D/IPP products. One-on-one instruction from the Winstabs support team will be available. A presentation on the new direct-pay program being implemented by the International also will be offered.

The Railway Labor Act. This workshop will include an informal round-table explanation and discussion of the National Mediation Board, which is the federal government agency that administers the Railway Labor Act.

A variety of bus workshops will be presented, addressing such issues as grievance handling, arbitration preparation, driver awareness as it relates to homeland security, and effective legal analysis. Participants also will discuss the history of labor, a steward's role, committee relationships, grievance handling, just-cause investigations, negotiations and accident investigations.

A workplace safety workshop. This presentation will provide information on power brake, blue flag and other safety rules. In this workshop, Federal Railroad Administration officials will discuss mechanical issues that affect UTU members.

A UTUIA products workshop. Presenters will provide descriptions and benefits of UTUIA life insurance and disability income policies. Members and their families are invited to see what UTUIA has to offer in regards to protecting them and their loved ones.

A Designated Legal Counsel presentation will provide members and their families with information on options available should the member be injured on the job.

"Acceptable or Not: Workplace Behavior," will examine the causes of, and response to, sexual, racial, religious or other types of harassment.

"Back to Basics" will deal with the fundamental aspects of union membership as it applies to yardmasters, such as the proper and timely handling of claims and grievances, the appeals process and the efficient enforcement of the labor contract.

UTU Auxiliary workshop. UTU Auxiliary officers will discuss pertinent issues affecting UTU families.

A local chairperson workshop, which will include training for local chairpersons on investigations and arbitration hearings. Workshop presenters will also take questions from the floor.

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.

6/06

UTU fights

Continued from page 1

tives continue to control Congress after the November congressional elections, Congress is likely to “rubber-stamp” anti-labor recommendations of a carrier-friendly Presidential Emergency Board appointed by the Bush White House.

But if labor-friendly Democrats are in control in 2007, Durbin said, “the railroads will sit down and negotiate with you because they’re going to know the days of turning the clock back on workers is over.”

This is why, Durbin said, it is so essential for union families to register to vote and cast votes in November for labor-friendly candidates.

Union families must also encourage neighbors and friends to register to vote and cast ballots in November for labor-friendly candidates, Durbin said.

Congress isn’t buying the railroads’ story that new technology can replace train crews and a federal court already sent railroads packing.

U.S. Transportation Secretary Norman Mineta and FRA Administrator Joseph Boardman have said the issues of train-crew size and experimental technology called positive train control have yet to be studied fully by the federal government.

Mineta said the two issues are separate and should remain separate.

Moreover, Republican lawmakers in Congress have joined those on the Democratic side to

emphasize the safety and national security benefits of a minimum of two sets of eyes in the locomotive cab.

The UTU has been explaining in numerous public forums how railroads carry some of the most deadly hazmat known to humanity; and that in this era of increased national security concerns, it would be foolhardy to put the lives of thousands of Americans living near railroad tracks in danger by reducing crew size to just one.

Investors told: the UTU makes a better friend than an enemy

Medical emergencies, highway-rail grade-crossing accidents and a host of other mishaps could result in a public calamity. A single release of chlorine gas from a tank car could kill literally thousands of people nearby.

The UTU, in concert with other rail unions, also has emphasized that carriers are cutting corners on engineer, conductor and brakeman training in the face of a wave of retirements and increasing demand for rail transportation.

In too many instances, engineers and conductors on freight trains may not have even a year of experience between them. One-size-fits-all training and failure of carriers to teach application of safety rules increase the risk facing Americans living near train tracks and rail yards.

The UTU makes a better friend than an enemy, investors are being told. The UTU and other rail unions have assisted railroads in gaining congressional passage of Railroad Retirement reform and eliminating a federal tax on railroad fuel – both of which helped boost railroad profits.

For railroads now to roll the dice on safety and national security and turn on their loyal train crews, who already work in harsh and dangerous conditions and often go weeks without a rest day, is to risk losing union support on Capitol Hill for federal track-improvement grants and loans and help in holding at bay captive shippers seeking reregulation.

While carriers continue to predict to Wall Street higher profits resulting from reduced train-crew size, a federal court sided with the UTU that carriers could not make such demands at the bargaining table during this round of national contract negotiations.

This is because existing agreements between the UTU and most major railroads require a minimum of one conductor on every freight train – agreements that remain in force until the last affected conductor voluntarily leaves service.

UTU International President Paul Thompson said the UTU would “continue seeking out opportunities to inform investors, the public, the media and lawmakers at all levels of government the safety and national security risks railroads are willing to take in order to boost even further what are already record carrier profits and executive bonuses.”

Thompson also warns that UTU support for the railroad legislative agenda on Capitol Hill should not be taken for granted.

November vote

Continued from page 1

a job and what the conditions of that job will be,” Szabo and Hensler said. “Like it or not, the simple fact is that political and legislative strength, and who has the most, can determine the outcome of our national contract negotiations.

“The railroad industry owns this White House. Members of the Bush Administration, including (Vice President) Dick Cheney, (Treasury Secretary) John Snow and (White House Chief of Staff) Joshua Bolten, all have strong ties to the railroad industry. BNSF Chairman Matt Rose was a leading personal donor to the Bush campaign. Union Pacific Railroad was one of the top 10 corporate donors. CSX, NS and most of the other railroads and senior executives

also donated heavily. And they expect a return on that investment.”

The state directors reminded members that the president also appoints the head of the Federal Railroad Administration, the National Mediation Board and any possible Presidential Emergency Board, “which has the ability to determine the terms of our next contract, including the elimination of our jobs.



Szabo

“If we can make key changes in the make up of Congress, we can significantly level the playing field and affect not only how Congress handles the PEB, but also in how the FRA handles regulations and implementation of positive train control or one-person crews.

“This is where you come in,” Szabo and Hensler said. “We must organize and fight this fight. Each one of us must do what it takes to make sure every member understands what is at stake. Each one of us must not only ensure that we are registered to vote, but also that our family members and coworkers are registered to vote. Each one of us must understand the value of a UTU endorsement: it has nothing to do with political affiliation and everything to do with your job and your future.

“Each one of us must sign up for and give what we can to UTU PAC. And we must recruit our coworkers to sign up and contribute what they can.

“In order to achieve widespread one-man operations, the carriers must win twice: through a PEB and through the FRA. The political process and this November’s congressional elections hold the key to both.”

Illinois senate

Continued from page 1

reporting for years to their union leaders,” said UTU International President Paul Thompson. “Opposing humane treatment of injured employees offends society’s moral code.”

UTU Local 1258 member and State Rep. Eddie Washington – a Chicago Metra conductor – originally introduced the legislative language that was signed into law by Illinois Gov. Rod Blagojevich last August.

Illinois state senators – Democrats and Republicans – say the railroads previously agreed to the legislative language. Thus the state senate resolution accuses the railroads of a “breach of faith” for asking a federal court to void the law, alleging the Federal Railroad Administration has exclusive authority to regulate railroad safety.

The UTU and Illinois lawmakers will argue against railroads in federal court, holding that while the FRA regulates harassment and intimi-

idation of rail workers, the federal government has chosen to leave to the states the matter of regulating the integrity of medical treatment of injured rail workers.

One state senator described the unanimous resolution as expressing “outrage” that the railroads negotiated the language of the Rail Employees Medical Treatment Act only to challenge the same language in a federal court after it was signed into law.

“Two words spring to my lips—‘duplicity’ and ‘sandbag,’” State Sen. William R. Haine said after the vote. “We want the court to understand the duplicity of an industry that would recommend a course of action to the General Assembly and then shortly thereafter file a lawsuit asking the court to declare the General Assembly’s action illegal.”

The state senate resolution says, “The railroads stated to the Senate sponsors and supporters that...the railroads would not oppose the legislation or the public policy that was the gist of the legislation. Senate sponsors and co-sponsors...assumed that the railroads would not

challenge the legality of this legislation upon its passage and enactment into law...”

The resolution concludes with language directing that copies of the measure be delivered to the court for use as an exhibit demonstrating the railroads acted in bad faith.

UTU Illinois State Legislative Director Joe Szabo said, “It is interesting that the railroad industry would spit in the face of the General Assembly at the very time it is seeking millions of dollars of support for its CREATE program of infrastructure improvements in Chicago. Biting hard on the hand that feeds you is not exactly a wise political strategy. All this over something as morally fundamental as ensuring interference-free medical treatment after an on-duty injury?”

Similar laws have been passed in Iowa and Minnesota.

The BNSF Railway, CN, Amtrak, CP, Otter Tail Valley and UP are challenging in federal court Minnesota’s Injured Railroad Workers Medical Treatment Bill, which provides for criminal as well as civil penalties.

Attend your local UTU / UTUIA regional meeting!

The 2006 UTU/UTUIA regional meetings have been designed to provide education and fun for the whole family.

All those attending the regional meetings 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 meetings or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2006 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 will be offered this year.

Reno, Nevada, June 19-21, 2006

Reno Hilton, 2500 E. Second St.,
Reno, NV 89595

<http://www.caesars.com/Hilton/Reno/Hotel>

Hilton hotel reservations: (800) 648-5080 toll free or (775) 789-2000 direct to the hotel. **Reservation code:** UTU regional meeting, code UTUAC06. **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.grovesparkinn.com>

Hotel reservations: (800) 438-5800 toll free or (828) 252-2711 direct to the hotel.

Reservation code: UTU regional meeting, code 67Y8RJ. **Room rate:** \$120 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. **Parking:** Free.

Golf outing: The UTU regional meeting golf outing will be held Monday, Aug. 21, at the The Golf Course at The Grove Park Inn. The cost is \$80 per golfer, which includes golf, lunch and much more.

UTU Regional Meeting Registration Form

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

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 Reno Asheville

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 Reno Asheville

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 Reno Asheville

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 Reno Asheville

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.

UTU arranges discount airfares, car rentals

Continental and Frontier airlines are offering discounted airfares to the regional meeting cities. Avis Rent a Car is offering discounted rates to those attending either regional meeting. Go to the "Meetings" page of www.utu.org for details.

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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.



This month's winning photograph was taken by Russell G. Inge, a retired yardmaster from the old Virginian Railway and member of Local 1172 in Mullens, W. Va. The photo was taken near Norfolk Avenue in Roanoke, Va., as a hostler takes power down the carrier's southbound "Punkin' Vine" line past the Wachovia Tower for a coal train at South Yard, the old Virginian Railway yard.



www.utu.org / www.utuia.org

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Trustees report Rail Retirement system in sound financial shape

There is good news to report: The financial health of the Railroad Retirement system is excellent.

A quarter century ago, the Railroad Retirement system was in a tatters and teetering on bankruptcy, with three retirees drawing benefits for every active worker.

In 1983, labor and management cooperated to craft a solution with the intent of preserving and strengthening a system that has served transportation workers better than Social Security.

The pain-and-gain strategy of a quarter century ago worked. Labor and management came together again in 2001, the result being a renewed option for career railroad workers to retire at age 60 with full benefits that continue to be meaningfully greater than available under Social Security. Railroad Retirement's survivor benefits also were increased.

For career employees retiring at the end of fiscal year 2005, regular annuity awards averaged nearly \$2,815 monthly, versus about \$1,305 under Social Security, reports the Railroad Retirement Board. If spouse benefits are added, the combined benefits for the employee and spouse are some \$4,000 under Railroad Retirement, compared to \$1,960 for Social Security.

The 2001 reform law created a National Railroad Retirement Investment Trust (NRRIT), whose trustees include three from rail labor and three from management. UTU General Secretary and Treasurer Dan Johnson was an initial labor trustee appointee.

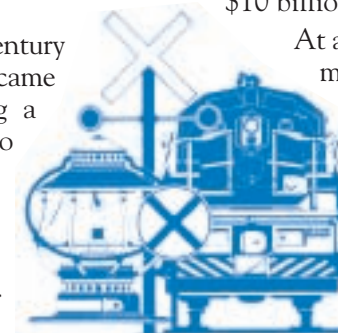
NRRIT trustees oversee activities of professional investment advisers who determine investment strategy. A significant change under the 2001 law permits the Railroad Retirement Trust Fund to be invested in private equity and bond markets rather than be limited to lower yielding government securities.

As a result, the fund has achieved rates of return on investment as high as 20 percent annually, adding some \$10 billion to the value of the fund since 2001.

At a hearing last month, House Railroad Subcommittee Chairman Steve LaTourette (R-Ohio) called the 2001 Railroad Retirement and Survivors Improvement Act of 2001 "one of the most resounding successes to ever come before this committee; a great victory for workers and their families."

UTU International President Paul Thompson called the results "an enormous success born of partnership. While the Bush administration was scheming to raise the retirement age and companies throughout America were cutting retirement benefits, transportation workers gained both an earlier retirement and increased benefits.

"It is sad, however, that the carriers don't recognize the value of partnership with their unions," Thompson said. "The carriers gained more than \$1 billion in payroll tax cuts because of the improved financial health of the Railroad Retirement system, a direct result of labor support to gain the law's passage."



Inside this issue of the UTU News:



Illinois SLD Szabo says, "Vote your job." See Page 1.



Utah State Director Jay Seegmiller is running for state office. See page 2.



Members in Texas should back Bell for governor. See page 5.



The UTUIA has the answer to your insurance needs. See pages 6 and 7.