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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"If railroads continue to refuse to sit down with the UTU to solve the fatigue problem mutually, then the UTU will find its own solution."

— UTU International President Byron A. Boyd Jr.

News & Notes

Traffic returns to Enola

HARRISBURG, Pa. — Norfolk Southern re-opened Enola Yard outside Harrisburg, Pa., on Oct. 6, more than three weeks after it was shut down in response to safety concerns raised by the UTU. The union claimed the bowl at the former Pennsylvania Railroad hump yard is graded too steeply and has caused cuts of cars to run through the bowl and into other cars. The Federal Railroad Administration said it found no problems with the yard configuration or the way it is operated. An NS study of yard operations and design concluded that the facility is safe. Nonetheless, the railroad is considering making improvements to the yard, which was re-opened in January after a \$1.9-million rebuilding project, the official said.

Intermodal to pass coal

WASHINGTON, D.C. — A study conducted for the Association of American Railroads predicts that intermodal shipments will overtake coal as the top revenue source for railroads in 2003, according to the Journal of Commerce. The study by longtime intermodal executive Thomas R. Brown and independent Wall Street analyst Anthony Hatch projects that container- and trailer-on-flatcar traffic will grow at an annual rate of 5% while the U.S. gross domestic product increases 3.3%. "By the conclusion of 2003, intermodal will surpass coal as the greatest source of railroad freight revenue, assuming the current revenue trends for each continues, and that the U.S. economy maintains at least its moderate growth rate," Brown said.

Rail productivity hits high

WASHINGTON, D.C. — The U.S. Department of Transportation last month released a report showing that railroad labor productivity (in train-miles per employee hour) was up 10% in June 2002 compared to June of last year, the highest level in the last 10 years. The monthly update of critical transportation information detailing the impact of transportation on the nation's economy and society also indicated Amtrak ridership reached its highest level in July 2002 since August of last year with nearly 2.1 million passengers. However, ridership was still down 2% compared to July 2001. According to the report, rail accidents and incidents were down 11% in June 2002 compared to June 2001.

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STB bars TP&W track sale; affirms protections on BNSF

WASHINGTON, D.C. — UTU-represented rail employees won two significant victories before the U.S. Surface Transportation Board (STB) last month.

First, the agency barred a scrap dealer from ripping up track of the Toledo, Peoria & Western Railway (TP&W). In a second case, the STB affirmed an arbitration decision affording labor protection under a collective bargaining agreement to operating employees affected by the 1995 merger of Burlington Northern Railroad with Atchison, Topeka & Santa Fe Railway.

The TP&W decision ended a bid by a so-called scrapper to take possession of that railroad's 71.5-mile west-end segment, which links the Illinois cities of Peoria and La Harpe. A&K Materials, the STB said, has a history of buying railroad lines and then scrapping them.

A&K allegedly had that intent when it sought to acquire the TP&W segment from shortline operator RailAmerica.

The sale by RailAmerica was successfully opposed by UTU Illinois State Legislative Direc-

tor Joe Szabo, who said he now intends to work with RailAmerica in an effort to make the line viable and retain UTU jobs.

The STB, in agreeing with Szabo and other protestants, said it would not permit the sale "of active rail lines to persons whose intent is to degrade, abandon and salvage those lines. Nor should the persons who engage in such abuses be allowed to profit from them," said the STB.

RailAmerica now must take back the TP&W line segment that it sought to sell to A&K Materials, meaning new efforts must be undertaken to restore the line to profitability and convince RailAmerica to continue its operation.

"I'm pleased that the STB agreed with our argument that this was a sham transaction that attempted to 'play' with the rules of the STB, circumvent the needs of the communities and disregard the rights of the employees," Szabo said. "I'm particularly thrilled that our UTU members will have their rightful jobs reinstated."

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UTU scores two wins for members

Bus operator killed in crash

PREBLE, N.Y. — A UTU-represented bus driver working for Adirondack Trailways was killed Sept. 11, 2002, when his bus rammed the rear of a slow-moving truck.

Killed was Immanuel Kemp, 53, a member of Local 1582 at Albany, N.Y. Seventeen others on the bus were injured.

Kemp was driving from New York City to Toronto, Ont., when the accident occurred near Preble, N.Y. According to reports, police believe a tractor-trailer had pulled out of the Preble rest area onto Interstate 81 northbound about 5:40 a.m. and was still moving slowly — less than 30 mph — with taillights that were not working when the bus came up from behind.

Passengers on the bus told investigators that Kemp might not have realized what was happen-

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Conductors vote pact with PATH

JERSEY CITY, N.J. — Members of UTU Local 1413 at Jersey City, N.J., working as conductors on the Port Authority Trans-Hudson Railway (PATH) will soon get a chance to vote on a new eight-year contract, according to General Chairperson R.E. Arenas.

A tentative agreement was reached October 8, Arenas said, with balloting to occur within 30 days.

Negotiations had been in progress since before the previous contract, which covered a five-year period, expired in February 2000. "This proposed eight-year pact is a different kind of contract, but we wanted long-term guarantees for the membership," Arenas said.

"Among the goals we pursued was to secure our work as conductors on the trains, and that's what

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Around the UTU

News from around the U.S. and Canada

Local 23, Santa Cruz, Calif.

Santa Cruz Metropolitan Transit District bus operators will cook for about 1,200 attending the Veterans Thanksgiving Dinner, said Local Chairperson **Bonnie Morr**. This will be the seventh year the local has helped out. Meanwhile, due to funding losses, about 35 operators were recently laid off, but an enhanced retirement package saved the jobs and promises a sweetened pension. On October 3, the local honored 15 retirees with special certificates at an event attended by Assemblyman **Fred Keeley**. Also, Morr said she and nine members of the local will accompany UTU California State Legislative Director **J.P. Jones** to the Monterey Bay Central Labor Council Dinner, where **Ed Asner** will be guest speaker.

Local 369, St. Thomas, Ont.

Members of the local employed by Norfolk Southern and CSXT will hold their Christmas party dinner and dance on November 23 at the Royal Canadian Navy Hall. For information, contact Local President **Ron Cleary** at (519) 336-0628 or send e-mail to clear@ebtech.net.

Local 445, Niota, Ill.

After 32 years with the UTU, **Ray L. Ficht** will be retiring in December, according to Local Chairperson **John Edwards**. "He has been, and always will be, a great help when it comes to anything the UTU needs," Edwards said.

Local 446, Cheyenne, Wyo.

Members forward their best wishes to Alternate Legislative Representative **Kenneth S. Tuma**, who was recently diagnosed with a rare and deadly form of cancer, aggressive non-Hodgkin's peripheral T-cell lymphoma. Fight the mounting medical bills by sending contributions to the Ken Tuma Cancer Fund, P.O. Box 4064, Cheyenne, WY 82003.

Local 469, Madison, Ill.

The annual Tri-City Labor Day parade in Granite City, Ill., was well attended, according to Secretary/Treasurer **John I. Payer**. UTU families accompanied a float depicting a steam engine and caboose, sponsored by the **Midwest Railroaders** and Designated Legal Counsel **John Papa**. Members then enjoyed a barbecue picnic with ice cream and other refreshments. On hand were General Chairpersons **D. B. Wier** (TRRA) and **W. W. Lain** (A&S), as well as Cong. **Jerry Costello**, Cong. **Tom Holbrook**, and Illinois Rep. **Jay Hoffman**.

Local 631, Brunswick, Md.

In memory of the late Secretary/Treasurer **Bob Durham**, who passed away in 1998, the local hosted the third annual Bob Durham Golf Classic, said Local Chairperson **Thomas George**. Local Vice President and Tournament Chairperson **E. J. "Henry" Ingram** said the event was a great success thanks to the support of Designated Legal Counsel **Guy M. Albertini** and his partner **Matt Darby**.

Local 807, Tucson, Ariz.

The local is hosting with Local 1800 and Auxiliary Lodge 800 the Tucson annual special meeting on November 23 at the Doubletree Hotel at Reid Park, said Legislative Representative and Delegate **Tom Moore**. A dinner will be held Friday night, November 22, with a hosted luncheon, dinner and dancing the following day. For information, call Moore at home at (520) 744-0381, at his office at (520) 622-6902 or on his cell phone at (520) 907-5378.

SLD thanks UTUIA for new lease on life

UTU Louisiana State Legislative Director **Tyrone G. Boudreaux** got a new lease on life, weighs 40 pounds less and feels great – thanks to the United Transportation Union Insurance Association (UTUIA)!



Tyrone Boudreaux

It sounds too good to be true, like something from a late-night television infomercial. But the truth in this case is better than any advertising pitch.

In February 2001, while purchasing a car, the salesman offered Brother Boudreaux credit life insurance. "This was strictly to pay for the car if something happened to me," Boudreaux said.

He declined the offer and asked UTUIA Field Supervisor **Larry Chappel** to write up a UTUIA policy for the same purpose. "I had other UTUIA policies before," Boudreaux said. "I had life insurance, job insurance and a cancer policy. The policy I wanted now was even better than credit life. You can't beat it for the price."

Boudreaux was required to submit to blood and urine tests. Two weeks later, he was asked to take them again. "Then someone from the UTU International called and said they couldn't insure me. They said, 'We'll send you the results of both tests – but go see a doctor ASAP!'"

Boudreaux's physician verified the UTUIA results. "I found out I was a diabetic. My sugar level was 454, my cholesterol was 402, and my triglycerides were 1800. These numbers are extremely high. My doctor said I could have had a stroke, a heart attack, or fallen into a diabetic coma at any time. I had no symptoms at all except that I was thirsty a lot. Even my blood pressure was normal."

Boudreaux's doctor gave him medications and recommended the Sugar-Buster Diet. "I started walking two miles a day, four days a week," he said, "and my wife, **Brenda**, read everything on diabetes and got cookbooks with recipes for diabetics. She was good – she emptied the pantry of anything bad for me, and only bought groceries I could have."

Eight months later, Boudreaux was a changed man. "My sugar level was down to 99, my cholesterol was down to 179, and my triglycerides were down to 79. On a scale of 1 to 10, my doctor said, 5.2 indicates borderline diabetes problems. Mine was 3.0, meaning I was doing exceptionally well. And I lost 40 pounds!"

Boudreaux finally got the credit life insurance from UTUIA he wanted, as well as a lesson he's eager to share.

"People object to taking a physical," Boudreaux said. "But when you're applying for a UTUIA policy, don't object to it! If I wouldn't have done it, I could have died without a clue."

Local 1074, Freeport, Pa.

Members working for the McKeesport Connecting Railroad (a Transtar line supporting U.S. Steel operations) on September 30 ratified a new contract that closely follows the national rail contract on general wage increases and use of the remote control, according to Local Chairperson **Ken Weidaw**.

Local 1106, Rocky Mount, N.C.

CSX Conductor **Richard T. Sharpe**, who runs a small family Christmas tree and wreath operation, is offering UTU members a 10% discount on wreaths. View his mail-order website at <http://www.carolinawreath.com>, and call 1-800-786-5905 and mention your UTU affiliation to receive the discount.

Local 1252, Fresno, Calif.

BNSF Conductor **Ray G. Medley** recently retired after 40 years on the railroad, said retired former secretary/treasurer and Delegate **Donald L. Heffernan**. Medley was always active in the local, made sure a U.S. flag was displayed in the register room throughout Operation Desert Storm, and kept the local posted with news about those who were involved in the conflict.

Local 1370, New York, N.Y.

The local's Amtrak employees recently took part in a wreath-laying ceremony in Penn Station during a memorial for those who died in the terrorist attack of Sept. 11, 2001, according to Local Chairperson **Sal Prisco**. Participants included **Tom Rulka** and **William Howell**.

Local 1518, Indianapolis, Ind.

Members of the local thanked Designated Legal Counsel **Stephen M. Tillery** for sponsoring their annual banquet, said Local President **J.R. O'Neil**. Congratulations were also sent to retired conductor **Edgar Hutton** and his wife, **Beulah**, who celebrated their 70th wedding anniversary on July 19.

Local 1526, Michigan City, Ind.

The local hosted its second Tin Cup Golf Outing on September 26. This year's event raised funds for Northern Indiana Commuter Transit District Engineer **Mark Talbutt**, who suffered a stroke while at home. Ninety golfers and a little help from Designated Legal Counsel firms **Brennan, Jones & Brennan** and **Hoey, Farina & Downes** made the event a great success.

Local 1558, Bergenfield, N.J.

Local Chairperson and Alternate Delegate **Rich Deiser**, a Rockland Coaches bus operator, volunteered to drive a bus donated by Coach USA for members calling themselves "The Rockland Racers," who participated in a commemorative race paying tribute to 34-year-old, off-duty firefighter **Stephen Siller**, a six-year veteran who ran through the Brooklyn Battery tunnel and into the World Trade Center's second tower to help save lives during the terrorist attack of Sept. 11, 2001, moments before the building collapsed. UTU members from the local had helped shuttle people out of the area during the tragedy.

Local 1697, Lubbock, Tex.

Members send best wishes to longtime Texas, New Mexico & Oklahoma Coaches (TNM&O) bus operator **Francis E. Johnson**, who married **Barbara Gilbert** on September 7, according to General Chairperson **Roy G. Arnold**. Meanwhile, Arnold said members are actively pursuing every avenue to force their employer to increase security, indicating TNM&O's "attitude of negligence and apathy can no longer be tolerated."

Local 1778, N. Vancouver, B.C.

Due to BC Rail's pending elimination of passenger service, about 25% of the UTU's work in North Vancouver will soon disappear, said Secretary/Treasurer **David Moorhouse**. A document detailing early retirement provisions has been posted at <http://www.utubc.com/>.

State Watch *News from UTU State Legislative Boards*

Minnesota

Legislative Director **John Smullen** reports that, despite inaction by the state House of Representatives in approving funding for the Northstar commuter rail project earlier this year, public enthusiasm for the project has not diminished.

An estimated 40,000 people visited the Northstar booth at the Minnesota State Fair to support commuter rail and learn more about the project. Also, in a survey sponsored by the House of Representatives, 64% of 7,201 fairgoers polled said that they supported state investment in commuter rail systems.

"UTU members, their families and friends should continue to contact their lawmakers to ask them to approve funding for the Northstar commuter rail project because state funding is required before federal funding can be obtained," Smullen said.

The Northstar Corridor, an 82-mile stretch along Highways 10 and 47 from St. Cloud to Minneapolis, is the fastest growing area in Minnesota. For more information, visit the Northstar Corridor Development Authority's website at www.mn-GetOnBoard.com.

Arizona

Although he has been retired for almost 10 years, former UTU Bus Department Vice President **Ken Moore** is still behind the wheel and his destination is the state capitol. Moore is seeking the newly created 21st District's seat in the Arizona House of Representatives.

After retiring in 1993, Moore and his wife moved to Arizona where he became the speaker of the Arizona "Silver-Haired" Legislature, senior citizen advisor to the state attorney general, vice president of the National Council of Senior Citizens and vice president of the Alliance for Retired Americans.

Legislative Director **Scott Olsen** said that he meets with Moore on a monthly basis to discuss UTU and politics and said "Moore will represent UTU members and retirees well" if he is elected.

For more information about Moore, visit his website at www.kenmoore2002.com.

Nebraska

Forty-four active and retired members of the UTU who have consistently donated more than

North Carolina



Members of the UTU's state legislative board attended the annual Vance-Aycock Celebration held in Asheville, N.C., on October 11 and 12, where they had the opportunity to meet with many candidates and officials from the state's Democratic Party. The celebration is held yearly to raise money for Democratic Party candidates throughout the state. Above, from left, are Assistant Legislative Director Glenn Lamm; U.S. Senate candidate Erskine Bowles, who is being supported by the UTU and TPEL; UTU Local 782 Legislative Representative Ron Ingrick, and Legislative Director Dickie Westbrook. Pictured below are Westbrook and U.S. Sen. John Edwards (D), considered by many to be a presidential contender in the 2004 general election.



\$300 per year to the union's Transportation Political Education League were awarded engraved UTU watches by Legislative Director **Ray Lineweber**.

"The UTU members and retirees in Nebraska, with their donations and activism, contribute significantly toward our successes," Lineweber said. "These watches are but a small token of appreciation for the greatness we accomplish as a result of their assistance. We will soon distribute a personal 'gift of appreciation' to those other members and retirees who continue to support TPEL."

The watches were purchased with private money and no funds from the state legislative board were used, Lineweber said.

New Jersey

The state will soon receive \$206 million in federal funds to improve transportation facilities, including \$150 million for improvements at the Grove Street and Exchange Place PATH stations in Jersey City and \$56.1 million to expand New Jersey Transit's main rail maintenance facility in Kearny, reported Legislative Director **Dan O'Connell**.

"New Jersey's transportation needs are many, as are other states, but because of the population density of our state, this issue is even more critical," O'Connell said.

Ohio

Members of the state's legislative board met recently to endorse candidates for the November 5 general election. They were joined by 15th District State Representative and House Democratic Party Leader Dean DePiero, who spoke about several key seats in the state House and the importance of TPEL and campaign contributions, Legislative Director **Joe Boda, Jr.**, reported.

DePiero, who is running unopposed due to the recent withdrawal of his Republican opponent, is "a good friend of labor, and the Ohio Legislative Board is looking forward to working with him and his fellow Democrats in the upcoming year," Boda said.



Attending a recent meeting of the Ohio State Legislative Board were, from left, Gary W. Elkins (792), Billy R. Parker (404), Secretary David W. Otten (1962), Legislative Director Joseph A. Boda Jr. (792), State Representative Dean DePiero (Dist. 15), UTU Auxiliary member Dana Garvin, and Assistant Director Luther G. Newsom (1549).

Bus Department

By Percy Palmer

Bus drivers need to be protected

We are all aware of terrorist threats in the transportation industry, but most bus drivers are not trained to look for and react to such threats.

Recently a news headline reported, "Suicide bomber at bus stop." The story stated: "An alert bus driver saw the bomber and grabbed him so the passengers could get away before the bomb went off."

Just prior to this report, I received an e-mail from one of our bus drivers in Texas about a bomb threat on a bus. The area was evacuated and the bus searched. A bag containing questionable items was found, including several knives, a nine millimeter gun with bullets in the chamber and several other loaded gun magazines.

Approximately one year ago a driver for this same company had his throat slit while driving down the highway in Tennessee. Seven passengers were killed.

It is time for our union, especially our local legislative representatives, to get more involved. I encourage all of these officers to make more documented recommendations to their respective companies regarding things that can be done to ensure the safety of bus drivers. I will start by suggesting, for example, an enclosed compartment for the bus driver. Pilots have an enclosed compartment, rail engineers do as well, so what's wrong with the same idea for bus drivers? We need to start documenting so-called safety meetings mandated by management where everything but safety is discussed.

Our state legislative directors work very well with the Bus Department so let's get with them about legislation to protect bus drivers.



Yardmasters

By Don Carver

November a time for reflection, thanks

Our forefathers recognized the need for, and the benefits of, reflection. As leaders of a predominantly agricultural society, they designated harvest time as the appropriate time. The bounty of the year's crops was known and could be measured against the needs of an impending winter. November was chosen the period to best make these assessments. Thanksgiving Day has been set aside as the day our nation should pause in reflection. Our nation has spent this year recovering from devastating events. Progress is being made on this front and is the basis for a thankful attitude.

During this year our organization and our membership have experienced progress in achieving enhanced benefits of sufficient magnitude to be the basis for a thankful spirit and positive reflection. The first membership ratification of a national agreement without needing to petition the National Mediation Board for assistance is a historic milestone. Ratification of the CSXT and CP (D&H) yardmaster agreements likewise enhanced wages and benefits for the membership.

We look forward to the continuing yardmaster contract negotiations with the CN (GTW). Negotiations are scheduled for the first week in November.

Neither individual nor organization accomplishes every single goal. But, we do have a firm and solid basis to reflect on the achievements this year with a thankful spirit and for being part of an organization like the UTU whose leadership puts the welfare of the membership as their number-one priority.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

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We are sick and tired of being worked to death

Barely a day passes without a railroad supervisor ordering an employee tested for drug or alcohol use, even though railroad crews have a lower substance-abuse rate than the general population.

The reason for the tests, we are told, is safety related.

It also has been established that going to work without adequate rest is like going to work drunk. Yet the same railroad officials, who are so concerned with alcohol and drug abuse, are the ones ordering employees to work without adequate rest.

Of course it doesn't make sense, except, perhaps, to rail officials who, given a choice between profits and safety, choose profits every time.

Railroads quite properly won't roll the dice when it comes to alcohol or drugs, but they roll the dice every day when it comes to fatigue, which is equivalent to substance abuse.

By requiring employees to operate trains without adequate rest, railroads are risking the lives and well-being of employees. Railroads are risking the public's safety. Railroads are risking more regulation and even government control should a horrific accident result from fatigue.

Railroads must cease trading employee safety for higher profits that result from a lower head count.

As President Boyd says in his column to the right, the bell has tolled for railroads and it is time now for railroads to remedy the chronic shortage of employees.

It is time for railroads to provide exhausted train crews immediate relief. No employee should be forced to work far beyond reasonable and safe periods.

Fatigue invites disaster

By Byron A. Boyd Jr.
International President

There is no greater priority on the job than safety. Safety cannot be assured if you suffer from fatigue. Yet the carriers have cast a blind eye toward the fact that every UTU member is entitled to adequate rest.

When employees don't have adequate rest, they cannot work safely or productively.

Forcing employees to work without adequate rest violates their right to a safe workplace, endangers the public health and puts railroad assets in jeopardy. Forcing employees to work without adequate rest also threatens service quality essential to retaining customers.



Boyd

All that railroads have to sell is service, yet they treat employees – who provide that service – as if the employees were disposable items.

Even minor mistakes caused by employees too tired to pay attention result in service declines and loss of business.

Serious accidents caused because of employee fatigue endanger employee and public lives, put all the carrier's assets in danger and invite third-party intervention that neither carriers nor labor organizations want.

Yet, at terminal after terminal, division after division, operating employees are being denied even a single day off each month, vacations are being cancelled and employees frequently are called back to work day after day with as few as four hours of sleep.

With such unsafe work schedules, railroads are headed for a disaster entirely of their own making. By placing profits ahead of safety by not hiring sufficient numbers of crews, and thus forcing existing crews to work far beyond the human body's ability to be alert, railroads are inviting deadly accidents.

It will take just one horrific accident for Congress to pass highly restrictive legislation that could cripple efficient rail operations.

It was only 15 years ago that a deadly accident involving Amtrak and Conrail caused Congress to pass highly intrusive mandatory drug and alcohol testing that has been expanded to include random testing.

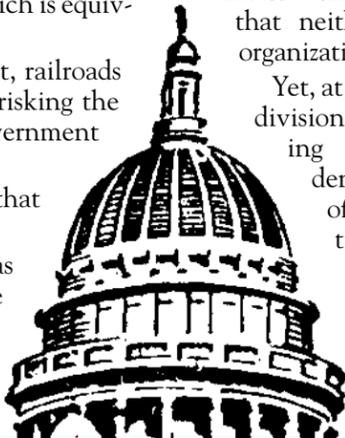
When a public calamity occurs, Congress acts with alarming speed and rarely in a manner desired by those most affected by the new law.

The bell has tolled for railroads to take heed. The time for a deadly fatigue-related accident that will dominate news coverage is drawing closer everyday.

If railroads cannot stop themselves from causing this harm and if railroads continue to refuse to sit down with the UTU to solve the fatigue problem mutually, then the UTU will find its own solution.

What is being required of our members is wrong, and there will be painful and costly consequences for railroads and their stockholders if carriers do not do the right thing.

It is time right now for chief executives and operating department officials to sit down with the UTU and work toward an equitable solution to operating-crew shortages and employee fatigue.



WASHINGTON WATCH

By James Brunkenhoefer

Longer, heavier trucks threaten UTU jobs

When the new Congress assembles next year, one of its major tasks will be reauthorization of the nation's highway spending program that funds roadway expansion and renewal as well as mass transit projects.

This legislation affects not only our bus and mass transit members, but also our passenger and freight railroad employees and airline members. This is because highway spending also serves to make trucks more competitive with railroads and encourages more automobile trips.

Moreover, the highway spending bill gives trucking companies an opportunity to tinker with federal weight and length limits on tractor-trailer rigs. Trucking companies and many shippers are anxious to gain from Congress expanded access for triple-trailer rigs that look like mini intermodal trains going down the highway. Each time trucks have grown longer and heavier, railroads have lost more freight to the highway and that means fewer freight-railroad jobs. As more trucks haul shipper freight, they also haul away members' jobs.

We cannot let Congress include in the new highway spending bill authority for trucks to grow longer and heavier. We must fight for railroad jobs and convince Congress it is good public policy for freight to travel by railroad.

Railroads have announced major capital spending programs for new or expanded intermodal facilities in Chicago, Southern California, Atlanta, West Memphis and Fort Worth. These

expenditures can translate into more intermodal trains and more railroad jobs if we keep trucks from growing longer and heavier.

But if truckers and shippers succeed in convincing Congress to allow longer and heavier trucks on our highways, the railroads will cancel intermodal expansion projects.

Another objective for which we must fight is the allocation of more federal fuel-tax dollars to mass transit. Federal taxes collected on gasoline and diesel fuel mostly fund highway construction, but a portion also is allocated to mass transit. As it deliberates the new highway spending bill, Congress will consider how much of the fuel tax goes to mass transit. More dollars for mass transit mean more union jobs driving buses and operating commuter trains.

As Congress begins debating a new multi-year highway spending bill next session, we will require your help to save and grow UTU job opportunities. You will be asked to contact lawmakers as you did to help us win Railroad Retirement reform.

It also is important to increase contributions to the Transportation Political Education League (TPEL), which amplifies UTU's voice in Congress.

We must increase TPEL contributions among active members. As more members are retiring because of our victory in gaining Railroad Retirement reform, we must replace the contributions of those retirees.

You have seen how TPEL contributions work for each of us and our families. If you do not already participate in TPEL, please start. And, if you already participate, please raise that level of participation.

JetTrain locomotive arrives amid uncertainty

WASHINGTON, D.C. – A new high-speed jet-powered locomotive was unveiled here last month, but the future of the train in America is clouded by an uncertain market and mechanical troubles with its close cousin, Amtrak's Acela, according to a Reuters report.

Montreal-based Bombardier Inc. showed off the sleek red JetTrain at Washington's Union Station, touting its maximum speed – up to 150 mph – and adaptability to existing rail infrastructure, including track. Another plus, say proponents, is that JetTrain eliminates the enormous expense of having to electrify rail lines.

“JetTrain's high speed is game-changing technology that breaks open the high-speed market throughout North America,” Pierre Lortie, president and chief operating officer of Bombardier, told the news conference.

But while the U.S. federal government underwrote half of JetTrain's \$25-million development and some consider it promising, its future in the United States is entwined in the tangled debate over city-to-city rail.

Most travelers fly or drive, and the nation's only recent experience with high-speed rail has been with beleaguered Amtrak and its problematic Acela trains, which are also made by Bombardier.

Congress is considering legislation that would fund development of regional rail corridors and provide Amtrak with enough money to adequately maintain Acela and other flagship services in the Northeast.

Florida and California are considering high-speed rail initiatives as is a coalition of nine midwestern states.

U.S. proponents tout high-speed rail as an answer to ease increased air and highway congestion, especially for trips of 300 miles or less. They also see regional rail development as a cornerstone of local economic development.

Opponents favor promoting spending on greater air and road capacity.

Amtrak itself is unhappy with Bombardier because of mechanical problems it has had with Acela and a long-running legal battle over delivery of the



trains, which have been popular with travelers.

The worst Acela problem occurred this summer when cracks were found in several suspension systems, prompting Amtrak to temporarily suspend all Acela service between Washington, New York and Boston. Full service has yet to be restored.

Amtrak says it will not buy any more Acela trains but Lortie said he is convinced his problems with Amtrak will not hurt Bombardier's ability to sell JetTrain in North America.

JetTrain is 38,000 pounds lighter than a conventional diesel-powered engine, limiting track damage that often occurs with many existing high-speed trains.

Before it could be used in the United States a number of multimillion dollar track upgrades would be needed, including railroad crossing improvements and making curves less steep.

Bombardier hopes to sell its first JetTrain sometime next year and deliver the first train with cars before 2005.

Gunn proposes trust fund for Amtrak

WASHINGTON, D.C. – Amtrak President David L. Gunn last month proposed the creation of a federal trust fund for passenger rail similar to those that help build roads and airports, and he said states must eventually cover operating losses on all state and regional trains for those services to survive, according to a report in the *Washington Post*.

Gunn, who has spent much of his five-month tenure trying to keep Amtrak alive and to stabilize it, told a meeting of rail officials and consultants that those goals have been accomplished for the time being and the time has come to start preparing for the future.

“Of course, stability at Amtrak would be chaos anywhere else,” Gunn said in a speech to the annual Passenger Trains on Freight Railroads Conference, sponsored by *Railway Age* magazine.

For the first time, Gunn outlined publicly some of his ideas for the future of the passenger train. He said that federal and state governments must pay for capital costs such as tracks, locomotives and passenger cars and that state governments must pay for the cost of operations not covered by ticket revenue. If no one is interested in paying those costs, he said, the trains will disappear.

Even with those measures, Gunn said, no American alive today will see a costly network of trains running at 180 mph or faster lacing the country on newly constructed high-speed tracks, like the French TGV or the Japanese Shinkansen. Anyone who thinks so is “smoking funny cigarettes,” he said.

Instead, he said, the United States can do quite well with an “incremental” approach concentrating on trains going 90 to 110 mph, on upgraded tracks, with frequent service between urban centers.

Gunn acknowledged that he does not know how a trust fund would be

financed, although he said it could take the same form as the current transit section of the highway trust fund, which provides \$4 for each \$1 the states provide.

But the highway trust fund is financed through gasoline taxes, and other participants in the conference said there is no way Congress would put the trust fund in jeopardy for Amtrak. Gunn did not even mention highway gasoline taxes as a possible source. He noted that freight railroads now pay 4.3 cents per gallon in fuel taxes – a total of about \$170 million a year – that go directly to the Treasury. He said that could become the seed money for a trust fund. Freight railroads, led by Union Pacific Corp., strongly oppose use of the fuel tax for a trust fund and want it repealed so they can use that money for their own capital projects.

Gunn called on the freight railroads to join him in seeking more stable funding for Amtrak, which he said would provide the freight lines with badly needed capital improvements that they cannot now finance privately.

He said he sees signs that the freight railroad industry is deteriorating operationally under a burden of heavy traffic that still has not produced adequate revenue. He said money spent on tracks and facilities for passenger trains would also provide badly needed freight capacity.

“They're having a lot of fun playing with trains, but they're not earning much for it,” he said. “More tonnage and less money. It doesn't work.”

Gunn said that freight railroads often do a poor job of running Amtrak trains and that some railroads consistently run them hours late. But he said they don't deliberately run Amtrak trains poorly; many of their freight trains can't run on schedule, either. “We're all in the same leaky boat,” he said.

Mayors urge Congress to fund Amtrak

WASHINGTON, D.C. – A group of mayors urged Congress last month to give Amtrak the \$1.2 billion it insists it needs to continue full service for the next year, according to an Associated Press report.

“An adequately funded national passenger rail system is essential for the economy and security of our cities and the nation,” said Fort Worth, Texas, Mayor Kenneth Barr, chairman of the transportation committee of the U.S. Conference of Mayors.

He and other mayors were in Washington for a conference on transit. They sent a letter to key lawmakers warning of major cuts in rail service if Amtrak gets less than its requested appropriation.

The House Appropriations Committee has approved a \$60-billion transportation bill that includes \$762 million for Amtrak, \$440 million less than

the financially ailing passenger railroad says it needs for the fiscal year that began Oct. 1.

The mayors said an appropriation of \$762 million would “only guarantee another midyear cash crisis.” Amtrak needed an emergency federal loan this summer to avoid shutting down its entire national system for lack of money.

Cong. Harold Rogers (R-Ky.), chairman of appropriations subcommittee on transportation, says giving Amtrak \$1.2 billion would reward mismanagement.

The Conference of Mayors has been a loyal supporter of Amtrak and an advocate for greater federal spending on rail. The organization represents cities with populations of 30,000 or greater.

Railroading is a family tradition in the UTU



Historically, railroads have offered employment opportunities for multiple members of the same family.

Fathers and sons, uncles and nephews, grandfathers and grandsons, sisters and brothers have worked shoulder to shoulder at railroads across the nation.

Oftentimes, the railroad was the biggest employer in town, so, naturally, members of the same family were destined to work together.

This is typical of many other industrial trades, as well, where sons – and now daughters – follow their fathers, and mothers, into the same trade.

The Armstrong Family



Dan and Ralph Armstrong

Ralph, 52, conductor on CN
Daniel, 45, conductor on CN

Both are members of Local 1179 at Rainy River, Ontario. Ralph is local chairperson, Daniel is secretary/treasurer.

(There also is Dave Armstrong, 38, who serves the local as first vice local chairman. He is the nephew of Ralph and Daniel, and works as a locomotive engineer. And Garry Armstrong, 54, a second cousin, who is a retired locomotive engineer of the CN. And also Reed Armstrong, 51, a second cousin who works as a locomotive engineer, and Wallace Armstrong, 47, brother to Reed, who also works as a locomotive engineer. Brother John Armstrong, UTU vice president, is a member of Local 1874 at Winnipeg, Manitoba.)

The Armstrongs come from a long line of railroaders. Ralph and Daniel's father, Jack Armstrong, hired out with the CN in 1946 and retired in 1976. He served his local as second vice local chairperson and was active in union affairs. Of his six brothers, four worked as conductors for the CN. One was killed on the job as a young man, while the rest ended up retiring from the railroad. Three of his sister's seven children ended up railroaders. "We wanted the railroad to change it from Rainy River Terminal to Armstrong Terminal, but there already was a terminal by that name," Ralph said. Ralph hired out in 1966. "I only meant to hire out temporarily, because I wanted to teach school, but the railroad went on strike and my dad couldn't afford to send me to college, and now here I am." Did that many Armstrongs cause trouble for the crewcallers or railroad officials? "We caused trouble amongst ourselves once in a while, like the Hatfields and McCoys, but there's never been any trouble with the railroad. We are good union men who believe in the protections afforded by union membership."

The Osborne Family

George, 61, is a conductor on CSXT
Eric, his son, 30, is an engineer/conductor on CSXT
Both members of Local 1162 at Erwin, Tenn.

George Osborne started railroading on Nov. 3, 1963, with the Cinchfield Railroad, now part of CSX. Son Eric started in 1994. The two often work together in a two-person crew. "He's a good engineer," George says proudly. "It's great. I get to tell him all the old stories."

At one point in history on the old Atchison, Topeka & Santa Fe Railway, for reasons lost to history, sons were forbidden from hiring out in the same crafts as their fathers.

All that has changed. Now, sons and daughters follow their parents into railroad work.

We did not have a problem finding brothers, fathers and sons, daughters, wives and whole families working together on the railroad, oftentimes in the same UTU locals.

Here are the stories of just a few of these UTU families:

The Obst Family

Danny, 52, yardman for BNSF
Cathy, 48, yardperson for BNSF
Geoff, 27, conductor for BNSF
All members of Local 811, San Bernardino, Calif.

Danny Obst started railroading in 1972. He was already married to Cathy at the time. She hired out in 1995 "because she wanted to be on the same schedule as me," Danny Obst said. Son Geoff started as a trackman with the BNSF in 1996 and transferred to train service in 1998. He works the extra board as a conductor out of San Bernardino. Obst said he and his wife regularly work on the same afternoon switch crew together. "It has made it a little easier on the family," he said.



The Mackeys: Frank Jr., Frank Sr., Ken Sr. and Ken Jr.

The Mackey Family

Frank, 76, is a retired Conrail conductor
Ken Sr., 56, is a conductor working for NS out of Mingo Junction, Ohio
Ken Jr. 34, is a conductor/engineer for NS at Mingo Junction, Ohio

All are members of Local 991 at Steubenville, Ohio. Ken Sr. serves his local as local chairperson and legislative representative. Ken Jr. is assistant legislative representative for his local.

(Brother Frank, 52, is a former Conrail conductor. He now works for the Wheeling, W. Va., Police Department.)

Frank Mackey got a job with the railroad in 1951. His son Ken Sr. remembers dad taking him and his brother Frank Jr. to work with him often. "He used to take me all the time, me and my brother both. He'd get bumped off a job and he'd have to go down and clean his stuff off the caboose." Ken Sr. started railroading right out of the service. He has never worked any other job. "I just wanted to be like my dad," Ken Sr. said. "I knew the lifestyle, knew the hours. It was exciting. I was my father's brakeman many times. It was different. He didn't cut me no slack. He was harder on me than anyone else. He didn't allow me to make mistakes." Ken Jr. also started railroading right out of the service, in 1996. "I said 'Come with me, we'll get you a job on the railroad' and down to the rail yard we went," Ken Sr. remembers. Father has worked with son "a lot of times. He has been my brakeman, and I have been his. I've been his conductor lots of times. It's good. He always buys me lunch. It's nice to see how far he's come over the last six years. He's a good engineer."



Donn and Dale Westfall

The Westfall Twins

Donn, 55 and 13 minutes older than Dale, is a conductor for NS, working a local job out of Elkhart, Ind., Yard Dale, 55 and 13 minutes younger than Dale, works a hump-yard conductor job at Elkhart Yard

Both are members of Local 194 at Elkhart, Ind., representing workers on the NS. Donn is local treasurer, Dale is local secretary.

Dale started railroading in May of 1966; Donn started one year later, on the advice of his brother. He had been working in the heavy-machinery industry. "I told him, 'Why don't you try the railroad? It won't be as hard as what you're doing now,'" Dale said. They had the opportunity to work together some years back, when crews were larger, but have different assignments now. After more than 30 years on the railroad, neither has any desire to become a locomotive engineer and start at the bottom of the roster. The Westfall brothers, identical twins, both married nurses, they live next door to each other about a mile from where they grew up, and each has a son and daughter.

The Batty Family

Roy, the father, 61, is a conductor for the BNSF
Damon, 36, is a conductor/engineer for BNSF
Dustin, 32, is a conductor on BNSF
All are members of Local 1252 at Fresno, Calif. All work out of Calwa Terminal at Fresno.

Railroading runs in the Batty family. Father Roy began railroading in 1963. He was joined by sons Damon in 1993 and Dustin in 1997. Dustin remembers going down to the rail yard with his father when he was little. "Everything was hand written in those days, everything was local, like paychecks. I liked trains at that age, like every boy." After traveling around the country as a union electrician, Dustin's father and brother convinced him to apply for a railroad job. He admits having three Battys on the roster has caused some confusion. "Oh yeah, it's caused some confusion," he said. "They (the railroad) have called me to work as engineer, put me on duty, and I get down there and find out they've called the wrong guy. I've laid off and they laid Damon off. He's done it to me, too." Dustin agrees there is a bit of nepotism on the railroad, citing brothers Randy and Kenny Jones and father/son Horace and Steve Evans at his terminal. "In that era, that was how people got hired on. Somebody from the family sent them down to talk to the trainmaster. Family members knew the job, the freaky hours, and most other people didn't relate to that environment. We are like gypsies, that's for sure." The three Battys have never worked together, Dustin said. "Two of us have worked together, but never all three. We have tried and hope it will happen on a local job someday, with Damon as engineer and dad and I as conductor and brakeman. That would be great."

The Cyza Brothers

Jerry, 54, conductor for BNSF
John, 47, conductor for BNSF
James, 42, conductor for BNSF
All members of Local 934 at Alliance, Neb.

(Eldest brother Tom, 53, is a carman for the BNSF at Alliance. Both Cyza sisters also are married to railroad workers, one to a conductor in Alliance, the other to an engineer in Sterling, Colo.)

James Cyza is a conductor on the Burlington Northern Santa Fe working out of Alliance, Neb. "My father Clifford Cyza was a trainmaster and personnel clerk for the railroad. He retired in 1982. When our oldest brother started on the railroad we got a sense of what it was like, the advantages and disadvantages. We decided it was a worthwhile job, and it's been good for all of us.

"From time to time crewcalling has confused us, but for the most part it hasn't been much of a problem."

Their mother, Lee, would have worked for the railroad herself, "but I was too busy having babies. I love (the railroad). I wanted to be on the railroad myself. I love to hear the whistle and hear the horns."



Charles, Denny and Randy Elliott

The Elliott Brothers

Denny, 55, works as a switch foreman on a hump job for NS at Chattanooga, Tenn.
Randy, 53, is a trainman on CSX. He works out of the Nissan yard near Smyrna, Tenn.
Charles, 44, is a conductor on the CSX, working primarily between Nashville and Chattanooga.

Randy and Charles are members of Local 974 at Nashville, Tenn.; Randy serves as local chairperson. Denny is local chairperson of Local 338 at Chattanooga, Tenn.

Railroading has provided stability and opportunity for the Elliott brothers. Denny came back from a tour of Viet Nam and began working for the NS in 1970. Randy returned from Viet Nam and began working for the Louisville & Nashville (now part of CSX) in 1972. Randy got younger brother Charlie a job in the L&N roundhouse as a pipefitter. He transferred to the Transportation Department in 1978 when his job was cut.

Randy and Charlie have worked together occasionally, but not for the last six years or so. "He's a conductor on the extra board, and I work a road switcher job Monday through Friday, so I really don't see him much," Randy said. "I have a regular job, and he works damn near any time."

Randy has a son, 21 and in college, who he hopes does not want to work for the railroad. "The railroad has changed so much from when I started. CSX runs things a lot differently than the L&N did. I'd rather my son get an education."

Retiree Program News

Retiree's efforts boost UTU goals

UTU Retiree Program Member **Harold C. Turner**, a member of Local 762 in Montgomery, Ala., loves to promote a good cause.



The chairman of the Retired Railroad Employees Club of Montgomery, Turner recently received a TPEL Diamond Plus pin from UTU's Alabama State Legislative Director **Ronald R. Clements**. The pin recognized Turner's contributions to TPEL, but the personal presentation recognized his contribution to the effort to win passage of the Railroad Retirement and Survivors' Improvement Act of 2001.

"If you don't believe in a cause enough to support it," Turner said, "it must not mean that much to you."

Turner realized his club could do a lot of good by focusing its efforts. "We sent a lot of letters and made a lot of phone calls to make sure the pension legislation got passed," he said. "And, I think it's high time we exercised our political muscles on such issues as the cost of prescription drugs."

Turner's drive carries over from his years as a railroader. Starting as a brakeman on the Louisville & Nashville in 1969, he spent his last seven years as an engineer on CSXT before retiring in December 2000. He was a delegate to two conventions, served Local 762 as chairperson, legislative representative and secretary/treasurer, and served a term as general committee secretary.

About a year ago, he was elected to chair the Retired Railroad Employees Club of Montgomery when the former chief passed away.

"The club is about 22 years old, with around 140 members," Turner said. "On the first Thursday of each month, about 50 of us get together at Catfish Country in Wetumpka, Ala. We've got a flower fund, and last year I started an annual Christmas party. I update a directory of members, and consider them family. There's no dues, and we welcome anyone interested in joining us."

For more information, contact Brother Turner at 3348 Albans Ln., Montgomery, AL 36111, send him e-mail at hcturner39@cs.com, or call him at (334) 284-4426.

RRB, Social Security COLAs, Medicare Part B to rise in 2003

Railroad Retirement Tier I and Social Security benefits will increase 1.4% and Railroad Retirement Tier II benefits will increase 0.5% next year, officials said.

Tier I, Social Security and Supplemental Security Income (SSI) benefits increase automatically each year based on the rise in the Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) from the third quarter of the prior year to the corresponding period of the current year, according to the Department of Health and Human Services (HHS). This year's increase in the CPI-W was 1.4%. Tier II benefits are adjusted by 32.5% of the change in the CPI-W.

Vested dual benefit payments and supplemental annuities also paid by the U.S. Railroad Retirement Board (RRB) are not adjusted for the rise in the CPI-W.

The average Railroad Retirement employee annuity will rise \$17 a month to \$1,548, and the average combined benefits for an employee and spouse will increase \$23 a month to \$2,200, according to the U.S. Railroad Retirement Board (RRB).

For aged widow(er)s benefits computed under the provisions of the Railroad Retirement and Survivors' Improvement Act of 2001, no annual COLAs are applied until the annuity amount exceeds the amount that would have been paid under prior law, counting all interim COLAs otherwise payable, the RRB said. About 30% of such annuities are computed under the provisions of the new law. For aged widow(er)s, the average survivor annuity in 2002 is \$890, the RRB said.

For aged widow(er)s whose annuities are not computed under the new law, the average annuity will increase \$10 a month to \$820, the RRB said.

Meanwhile, the average monthly Social Security check for individual retirees will rise from \$882 to \$895 starting in January, an increase of \$13. For the average couple receiving Social Security benefits, their monthly check will go from \$1,463 to \$1,483, an increase of \$20, the Social Security Administration (SSA) said.

The 1.4% increase for the needy receiving SSI payments will translate into a maximum payment of \$552 a month for an individual, an increase of \$7. For a couple, the maximum payment will rise to \$829 a month, an increase of \$12. Increased payments to the approximately seven million SSI beneficiaries will begin on December 31, 2002.

For Medicare Part A, which pays for inpatient hospital, skilled nursing facility, and some home health care, the deductible paid by the beneficiary will be \$840 in 2003, up 3.5% from this year's \$812 deductible, according to HHS. The monthly premium paid by beneficiaries enrolled in Medicare Part B, which covers physician services, outpatient hospital services, certain home health services, durable medical equipment and other items, will be \$58.70, an increase of 8.7% over the \$54.00 premium for 2002.

Under legislation enacted in April 2000, the retirement earnings test no longer applies to people above the normal retirement age (NRA). The NRA is age 65 for those born before 1938, and it will gradually increase to age 67. One of two different exempt amounts apply, depending on the year an annuitant attains normal retirement age.

For those who attain the NRA in 2003, the exempt amount is \$30,720, up from \$30,000. Otherwise the exempt amount in 2003 is \$11,520, up from \$11,280. NRA, or full retirement age in 2003 is 65 years and two months.

The Social Security Administration and the RRB withhold \$1 in benefits for every \$2 of earnings in excess of the lower exempt amount, and \$1 in benefits for every \$3 of earnings in excess of the higher exempt amount. Earnings in or after the month of NRA attainment do not count toward the retirement test.

Retired employees and spouses, regardless of age, who work for their last pre-retirement non-railroad employer are also subject to an earnings deduction, in their Tier II and supplemental benefits, of \$1 for every \$2 in earnings up to a maximum reduction of 50%.

THE FINAL CALL

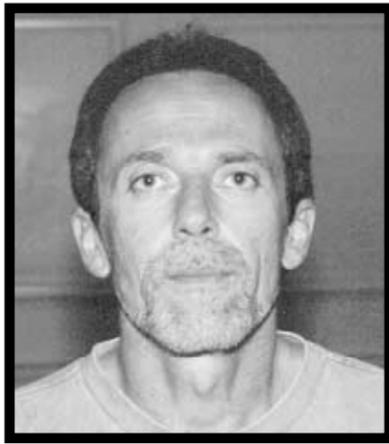
Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	McMahon, James D.	Huron, Ohio	537	Collie, Donald R.	Stevensville, Ont.	1011	Henry, Wilson W.	Lilesville, N.C.
2	Trotter, Earl D.	Canton, Mich.	544	Hettman, Stanley C.	Larlan, Mont.	1074	Flanagan, Frederick A.	Pittsburgh, Pa.
6	Southwood, Denzil F.	Petersburg, Ind.	610	Eberly, Oscar H.	Baltimore, Md.	1106	Bullard, Nathan J.	Kure Beach, N.C.
60	Sherlock, Michael F.	Morrisville, Pa.	645	Falco, Patrick	Spring Hill, Fla.	1177	Heling, John H.	Willmar, Minn.
94	Williams, John R.	Overland Park, Kan.	656	Lee, Jimmy A.	Little Rock, Ark.	1188	Underwood, Thomas C.	Purcell, Okla.
202	Strohmeier, Franklin E.	Lakewood, Colo.	656	Snyder, James V.	Pine Bluff, Ark.	1308	Hammons, Thomas L.	Lakeland, Tenn.
233	Heintzman, Sigfred F.	Mesa, Ariz.	744	Keller, John H.	Lima, Ohio	1361	Smyth, Frank J.	Long Beach, N.Y.
256	Stetson, Clair A.	Bradington, Fla.	770	Rogers, Kenneth E.	Heavener, Okla.	1390	Hernandez, Hiram	Everett, Pa.
258	Phillips, Norman A.	Crosby, Tex.	793	Davis Jr., Walter W.	Columbia, S.C.	1393	Waldron, William E.	Sarasota, Fla.
258	Pyle, Howard E.	New Orleans, La.	853	Wright, Paul W.	Amory, Miss.	1413	O'Donohue, John	New Providence, N.J.
298	Reilly, James P.	Bridgeview, Ill.	856	Walker, Frank E.	Milo, Maine	1468	Gaines, Robert B.	Walla Walla, Wash.
306	Zimmer, Richard T.	Ft. Dodge, Iowa	891	Joy, R. L.	Kalispell, Mont.	1477	Vaughn, John W.	Warren, Mich.
367	Horn, David J.	Omaha, Neb.	927	Schmitt, Robert F.	Warren, Mich.	1544	Battley, J. C.	Charter Oak, Cal.
377	Skubisz, Francis A.	Anita, Pa.	970	Bond Jr., Claud W.	Abbeville, S.C.	1554	Pettigrew, Harold H.	Tucumcari, N.M.
453	Hagenbruch, F. C.	Clinton Ill.	971	Scott Jr., Alwin B.	Franklin, Va.	1570	Carr, Charles E.	Orangevale, Cal.
489	Patton, Ray A.	Hurst, Tex.	980	Bearman, Clarence E.	Detroit Lakes, Minn.	1573	Pound, Kenneth H.	Klamath Falls, Ore.
500	Stocker, Fred G.	Grand Junction, Colo.	991	Reese, Earl D.	E. Liverpool, Ohio	1628	Likens, John T.	N. Huntingdon, Pa.
511	Underhill, James M.	Dallas, Ga.	1007	Dwyer, James A.	Knightdale, N.C.	1813	Redding, Paul L.	Fontana, Cal.
						1831	Huslinger, Donald E.	Englishtown, N.J.
						1963	Kappesser, Charles H.	Ft. Thomas, Ky.



Heather Anderson
L-990, Winnipeg, Man.

"I've been with CN for 15 years, and run a remote control. We dress by the book for safety. Basically, I wear jeans and a T-shirt or sweatshirt – safe, comfortable clothes. Trousers must be ankle length. Shirts must cover the torso, and sleeves must be at least quarter length. Safety glasses are required. Neckwear, facial hair and jewelry can't pose a danger. We wear approved, steel-toed boots, and some sort of reflective patch or apparel. A watch is a requirement for me. In the winter, I dress in layers. I wear mitts rather than gloves because they slide off safely if snagged on something, and a toque or fur hat. Hearing protection is available to us, but not required."



Kyle Kitt
L-881, Montpelier, Ohio

"I've been with Norfolk Southern for 25 years, and I'm a conductor. Everything we can wear is spelled out in the rule book. There's certain footwear that's approved. Wolverine and Chippewa boots are my choice. Shirts must have sleeves. And no shorts – you have to wear long pants. No wedding rings are allowed, and tattered or loose clothing that could be dangerous can get you fired. As I get older, I'm beginning to think appearance does count. It makes us look more professional. I usually wear union-made Carhartt clothing, winter and summer. I like bib overalls with a T-shirt in warm weather, and something as lightweight as possible in the winter."



John Hardy
L-977, Pasco, Wash.

"I've been with BNSF for 26 years, and I work as a switchman. Our clothes basically are covered by the rule book. I wear bib overalls and either a shirt or sweatshirt, depending on the weather. Pants have to cover your legs, and you need to wear steel-toed boots and safety glasses with the side shields. Head gear isn't required, but I wear a baseball-type cap to keep the dirt out of my hair. Some wear jackets in the winter, but I like to layer my clothes. That way, if I get too hot, I can always peel off a layer. The guy who trained me threw my gloves away and gave me mitts, which slip off if they catch on anything. No jewelry can be worn other than a watch."



Samuel Harper
L-1563, El Monte, Calif.

"I've been with the Los Angeles MTA for 32 years. I'm a bus operator and a vice local chairperson. Our uniform includes black leather shoes, black or dark blue socks, navy blue pants, a long- or short-sleeved powder blue shirt and a navy blue jacket. The long-sleeved shirt should be worn with a navy blue necktie. We have an Eisenhower jacket for dress, and a bomber jacket and a sweater for cooler weather. There's a baseball-style cap, and a tam cap similar to the U.S. Air Force tam, but they're optional. We can wear knee-length shorts on hot days. On Fridays, we can wear casual shirts. Jewelry is no problem, but we need a railroad-approved watch."

TPEL HONOR ROLL

Individuals who have begun contributing to TPEL or increased their donations to \$100 or more, per year, during the previous month

Name	Local	City	Name	Local	City
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)					
UTU Auxiliary Lodge	915	Chattanooga, Tenn.	Sipp, Larry W.	577	Northlake, Ill.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
Omans, Darrell R.	168	Chicago, Ill.	Antoniewicz, Keith A.	581	Green Bay, Wis.
Gonzalez, Larry J.	934	Alliance, Nebr.	Brillowski, Brian R.	582	Stevens Point, Wis.
Van Hook, Andrew G.	1081	Glendale, Ariz.	Hilmanowski, Jason M.	582	Stevens Point, Wis.
Martinez, Francisco	1892	Houston, Tex.	Lehman, Donald T.	582	Stevens Point, Wis.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
McDonald, Sandra L.	166	Salt Lake City, Utah	Garcia, Ronald R.	756	San Antonio, Tex.
Strickholm, Eric S.	166	Salt Lake City, Utah	Niaves, Gilbert	756	San Antonio, Tex.
Van Hook, David T.	166	Salt Lake City, Utah	Valadez, Mario A.	756	San Antonio, Tex.
Locke, Clifford L.	486	Glendive, Mont.	Pennell Jr., Lowery T.	807	Tucson, Ariz.
Quinn, Michael D.	544	Havre, Mont.	*Hale, Harold R.	878	Greenville, Tex.
Brown Jr., Oliver H.	674	Augusta, Ga.	Crawford, Michael P.	904	Evansville, Ind.
Justus Jr., Marion B.	980	Enderlin, N.D.	*McCullough, Charles P.	904	Evansville, Ind.
Rolland, Lawrence C.	980	Enderlin, N.D.	Chesley, Paul R.	980	Enderlin, N.D.
Riley, Lawrence S.	1031	Savannah, Ga.	Miller, Daniel T.	980	Enderlin, N.D.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
Coan, Roy A.	171	Aurora, Ill.	Schilling, Craig E.	980	Enderlin, N.D.
Burke, Thomas W.	375	Edgemont, S.D.	*Tucker, K. E.	1011	Hamlet, N.C.
Mansfield, Dennis M.	486	Glendive, Mont.	Herring, Willie M.	1129	Raleigh, N.C.
Tallent, Gerald A.	486	Glendive, Mont.	Whitfield, Robert M.	1129	Raleigh, N.C.
Homan Jr., James M.	524	Palestine, Tex.	Doster, Franklin E.	1202	Ft. Wayne, Ind.
Lewkuc, George A.	577	Northlake, Ill.	Knowles, Thomas	1241	Richmond, Calif.
Morelock, Rex C.	577	Northlake, Ill.	Barber, Joshua K.	1375	Philadelphia, Pa.
*West, Ernest C.	974	Nashville, Tenn.	Cox, Richard A.	1375	Philadelphia, Pa.
Lucas, Barry L.	980	Enderlin, N.D.	Fagans, Brady C.	1375	Philadelphia, Pa.
Schmeets, Dean D.	980	Enderlin, N.D.	Gazzillo, Andrew F.	1375	Philadelphia, Pa.
*Devine, Thomas J.	1390	Trenton, N.J.	Gazzillo, Frank A.	1375	Philadelphia, Pa.
Melican, William R.	1402	Dupo, Ill.	Hatcher, Roger M.	1375	Philadelphia, Pa.
*Steiger, Gerald L.	1503	Marysville, Kans.	Holland, Steven	1375	Philadelphia, Pa.
GOLD CLUB (\$100 OR MORE PER YEAR)					
McDonnell, John E.	166	Salt Lake City, Utah	Leister, Richard K.	1375	Philadelphia, Pa.
Omans, David M.	168	Chicago, Ill.	Motley, Dennis N.	1375	Philadelphia, Pa.
Voss, Jon Thomas	195	Galesburg, Ill.	Ottaviano, Valentine J.	1375	Philadelphia, Pa.
Maxfield, Jason William	202	Denver, Colo.	Pursel, David D.	1375	Philadelphia, Pa.
Reynolds, Frederick L.	234	Bloomington, Ill.	Smith, Clyde E.	1375	Philadelphia, Pa.
Fugate, Jeffery S.	258	Savanna, Ill.	Toney, David	1375	Philadelphia, Pa.
Schwieger, Greg M.	281	Milwaukee, Wis.	Willis, Shirley K.	1375	Philadelphia, Pa.
McKinney, Jeremy J.	311	La Crosse, Wis.	Blair, Larry W.	1386	Parkersburg, W. Va.
McBreen, Sean William	375	Edgemont, S.D.	*Dier, Albert H.	1393	E. Buffalo, N.Y.
Waite, Cad R.	375	Edgemont, S.D.	Martinez, Ernest J.	1607	Los Angeles, Calif.
Dassinger, Daniel L.	486	Glendive, Mont.	Dobernecker, John T.	1904	Houston, Tex.
Ward, James D.	486	Glendive, Mont.	*Bradford Jr., Hugh M.	1974	Ft. Worth, Tex.
Galich, David A.	528	Chicago, Ill.	Phillips, Judy	Aux 642	El Paso, Tex.
Broom, Ronald A.	577	Northlake, Ill.	Arrington, Dorothy	Aux 851	Mineola, Tex.
Ferry, William S.	577	Northlake, Ill.	UTU Auxiliary Lodge	70	Kansas City, Mo.
Fuentes, Mario Alberto	577	Northlake, Ill.	UTU Auxiliary Lodge	177	Decatur, Ill.
Harvey, Frank	577	Northlake, Ill.	UTU Auxiliary Lodge	398	Washington, D.C.
Lee Sr., Kermit	577	Northlake, Ill.	UTU Auxiliary Lodge	489	San Antonio, Tex.
Lilly, Mark A.	577	Northlake, Ill.	UTU Auxiliary Lodge	694	Salina, Kans.
Nicely, James P.	577	Northlake, Ill.	UTU Auxiliary Lodge	801	Sheridan, Wyo.
Owens, Leon Michael	577	Northlake, Ill.	UTU Auxiliary Lodge	835	Bakersfield, Calif.
			UTU Auxiliary Lodge	948	Allton, Mass.

* = Retired Member

UTU members ratify pact with Alaska Railroad

ANCHORAGE – The Alaska Railroad Corp. and the United Transportation Union have agreed to a contract that would provide substantial pay raises for UTU-represented employees.

Under the agreement, engineers, conductors, firemen and brakemen will receive pay hikes of between 30% and 57% over the next six years.

The contract was inked by the UTU on September 5.

The total package for the six-year contract is worth about \$78 million, railroad and union officials said.

The new contract does away with the two-tier pay system begun in 1986, when workers were hired at an average of 20% less than co-workers before that date.

The new flat-rate pay system will bring equity to workers and heighten morale, said Michael Weatherell, an Alaska Railroad conductor and UTU general chairperson.

With some 175 members, the UTU makes up about a quarter of the Alaska Railroad's labor force. The union, one of five within the state-owned railroad, has been without a contract since Dec. 31, 2000.

Negotiations for a new contract started in October 2000 but stalled over the issue of wages, benefits and positions on cabooses, Weatherell said.

"There was a lot of butting heads between us and the railroad," Weatherell said. "It's a relief to have it over with."

The contract was ratified by 77% of the union membership, he said.

"We had our differences but the negotiations were cordial," said Patrick Flynn, Alaska Railroad spokesman. "It ensures a strong future for the railroad."

The contract spells the end of cabooses in Alaska, since most trains will now be operated with a two-person crew instead of three.

"The opportunity to run trains with a two-person crew instead of three will, in fact, save the railroad money," Flynn said. "The less expensive two-person crew will allow us to pay our train engineers better."

STB decision

Continued from page 1

"I now hope that rather than having Rail-America re-institute efforts to abandon the line, we can work with them in an effort to grow the business and serve these communities."

UTU won a second significant regulatory agency victory involving the 1995 creation of BNSF. A condition of that merger was to ensure employees wouldn't arbitrarily be put in an adverse position merely for the convenience of the carriers.

Instead, the carrier was required to reach a merger implementation agreement with the UTU. Where the parties couldn't agree, an arbitrator would make the final determination.

There was disagreement over labor protection applicable to operating employees on extended runs from Kansas City, Mo., to Galesburg, Ill., and from Amarillo, Tex., to Enid, Okla.

The UTU maintained that the runs were "interdivisional service changes" covered by

both a 1972 and 1985 agreement and that employees adversely affected by the merger had recourse to those collective bargaining agreements.

The arbitrator agreed with the UTU.

BNSF appealed the arbitrator's decision to the STB. In its October decision, the STB said it would not review the arbitration award.

There is no reason to circumvent collective bargaining agreements, said the agency.

"BNSF has not shown (that the arbitrator) acted irrationally in applying the existing UTU national agreement," said the STB.

Collective bargaining agreements are to be overturned in railroad mergers "only when an override is necessary to carry out an approved transaction and to achieve public transportation benefits."

UTU attorney Dan Elliott said of the BNSF action, "this was obviously an attempt by the carrier to evade its obligations under collective bargaining agreements as it has done willy-nilly in the past. UTU succeeded in stopping this override ploy."

Driver killed

Continued from page 1

ing until it was too late.

"It was dark, there was a misting rain, the speed limit for the highway is 65, so all we can figure is the bus driver may not have seen the tractor-trailer," Capt. Lawrence Jackmin of the state police told the *Syracuse Post-Standard*.

The collision sheared off the front of the bus. Seventeen passengers were onboard. None suffered life-threatening injuries, but many had bumps, bruises and broken bones, and a few had teeth that were knocked out.

The driver of the tractor-trailer also was injured. He was ticketed for having inoperable taillights and having a rear axle on the truck that was over the legal weight limit. The truck was carrying about 22 tons of cargo.

Trailways drivers are in constant communication with dispatchers, but Kemp had not called in to report any problems with the bus or adverse weather conditions, according to reports.

The interstate was closed for more than five hours after the accident.

Amtrak to end guarantee program, cargo service

WASHINGTON, D.C. – Amtrak is ending the "satisfaction guarantee" program it introduced two years ago as a marketing maneuver to lure and keep passengers.

The passenger carrier also will end its five-year effort to haul cars of express cargo on its passenger trains, a service that it had hoped would pump life, and money, into the struggling carrier.

The passenger railroad never met its goal of holding reimbursement requests to one per 1,000 passengers.

Instead, Amtrak found that most of the certificates being issued resulted from factors outside its control, things like delays on the freight railroads, or weather-related delays.

Amtrak said it will continue to review customer complaints on a case-by-case basis but, as of Nov. 1, will no longer automatically issue a voucher to any dissatisfied passenger who asks for one.

The move to halt cargo service has been under review by Amtrak for months. Last summer Amtrak President David Gunn indicated he was

unhappy with the express business, which he said was losing money and hampering on-time performance of Amtrak's long-distance trains.

Amtrak said express cargo will be phased out during its fiscal year ending Sept. 30, 2003. There was no estimate on how many jobs will be eliminated.

The service guarantee was introduced in 2000 under former Amtrak President George Warrington, who said it would help counter the railroad's reputation of being "tired, worn out and complacent." The goal was to increase the number of riders who try Amtrak, then choose to ride again.

It also created an incentive for Amtrak employees. Under the program, all 25,000 employees would get a bonus equal to the average fare – about \$50 – for any month in which 99.9% of riders did not request service guarantee vouchers.

Amtrak never reached that level, getting as close as 99.86% last February.

Overall, in the fiscal year that ended in September, about four passengers per 1,000 asked

for service guarantee vouchers – meaning 99.6% did not.

Amtrak said complaints about late trains produced about 45% of vouchers issued. In many cases, he said, weather and track problems were the culprit. Amtrak owns only 3% of the tracks it uses; the rest are under the control of freight railroads.

Amtrak had high hopes for express cargo when it launched the service in 1997, leasing freight cars, opening cargo terminals and carrying magazines, fruit juices, tuna fish, canned goods, apples, machinery parts and other products on the same trains that carry passengers. Some Amtrak long-haul trains started carrying more freight cars than passenger cars, and the company even started some new trains based on anticipated revenue from express service.

Instead of generating hundreds of millions of dollars a year of additional revenue, the express business had a loss of about \$7 million on revenue of about \$35 million for the fiscal year ended Sept. 30.

PATH pact

Continued from page 1

this contract does," Arenas said. "To me, it's always about the membership. I wanted something I could present to the membership, and it had to be a deal that would sell itself."

Arenas said the contract proposal includes a series of cost-of-living adjustments, as well as improved health and welfare coverage. "We won a vision benefit, which we never had before, and we also improved our dental package," he said. "And there are no give-backs on our part."

Arenas offered his gratitude to UTU International President Byron A. Boyd Jr. for his unwavering support and for giving the negotiating team the benefit of the UTU International's resources.

"We owe a lot to President Boyd, who encouraged us and offered us the full services of the UTU Legal Department. That helped us greatly in this endeavor," Arenas said.

"The legislative staff also came through for us," Arenas said, "particularly UTU's New Jersey State Legislative Director Dan O'Connell and his people. We're very grateful for the role they played."

Arenas offered special thanks to his negotiating committee for remaining focused and determined throughout the contract talks, and praised them for helping to create a good environment in which to pursue their goals.

Also credited with securing the pact were the efforts of International Vice President C.A. "Tony" Iannone.

"Having Tony here to help us was reassuring," said Arenas. "To have that kind of relationship with an officer from the UTU International keeps morale high, and his advice kept us right on track."

International Vice President Iannone said one of the keys to the committee's success on the property was the mutual respect the negotiators showed for each other.

"They didn't negotiate against PATH, they

negotiated with PATH," Iannone said. "That helped them to understand both sides of the issues, and to move forward without compromising."

"And I want to say something positive about the management side, too," Iannone said. "They were able to maintain mutual respect. That environment, along with the help from the UTU International, the New Jersey State Legislative Board and the National Mediation Board, made this contract proposal possible."

Members of Local 1413 were first-hand witnesses to the horrors of the terrorist attacks on Sept. 11, 2001, responding that day with devotion and dedicated professionalism and performing their jobs until safe passage was provided for the people they transport on a daily basis.

"Five of my conductors recently received special commendations and medals of honor for their efforts that day," Arenas said. "I couldn't be more proud of this group, and I want nothing but the best for them."

UTU can fill your holiday shopping needs

The UTU can help provide useful and welcome holiday gifts for all members of your family.

All items are union or American made. All prices include shipping and taxes.

All UTU-logo items are available for viewing on the UTU web site at www.utu.org. An order form also can be downloaded from the website for quick and easy shopping.

Wearing apparel, other items

Jacket choices include: the **Durango Jacket**, a heavyweight black duck-cloth coat with lining; the **Stadium Jacket**, in navy and white with a zip-off hood; the **Herringbone Jacket**, a lightweight jacket featuring a nice tan herringbone design; the **Fleece Jacket**, in a rich navy-blue fleece with a zippered front, and the two-tone **Weekender Jacket**, in either a Spring or Fall weight.

The UTU's selection of shirts includes the popular **polo-style shirts** in your choice of white or blue with pocket; the "**Spencer**" polo-style shirt in light green and tan; the "**Marsh**" polo-style shirt with royal blue pinstripes; the "**Brentley**" polo-style shirt, a tan polo shirt with contrasting black collar and cuffs, and the "**Fairview Pullover**," which is a smart-looking gray microweave pullover windshirt perfect for golf or other activities.

The UTU also offers a polo-style shirt for ladies, called the "**Raleigh**," in a royal blue with a fashionable design on the collar and cuffs.

The UTU also stocks **baby bibs** and **children's T-shirts** in a variety of sizes.

A zippered-front **hooded sweatshirt** and crew-neck **sweat-shirt** also are available, both featuring the UTU logo.

A variety of **caps** are available from the UTU, including **baseball-style caps** embroidered with either "UTU and Proud" or "UTU Retired and Proud;" a baseball-style cap embroidered "Bus Operations;" and corduroy baseball caps in black or navy blue.

Also great for gift-giving are the **UTU Craft Caps**. A variety of different crafts are offered, each with the UTU logo. Please contact the UTU Supply Department at the address below for a list of available crafts, or check out the UTU web-site at utu.org.

Also available are **soft-sided briefcases with pockets**; a "**Membership I**" motorcoach replica coin bank; a clear acrylic yo-yo; a solid-brass belt buckle; a Zippo-brand pocket knife; a brass lantern; a three-foot by five-foot UTU flag; a large, royal-blue canvas barrel bag; a money clip with nail file and knife; a Garland-brand chrome and gold pen and pencil set, and a selection of sew-on patches in different sizes.

An apparel and novelty item price list and order form are



UTU Soft-sided Briefcase

available on the UTU website or by writing the UTU Supply Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250.

UTU men's, women's rings

UTU members proud of their union affiliation can order a beautiful **UTU ring** that grandly displays the union's logo and highlights the union's creed, "Progress Through Unity." The ring features the wearer's smooth-top or facet-cut birthstone circled with the words "United Transportation Union."

The 10k-gold ring is available in both a man's and woman's style for \$475 from the Shamrock Company. For more information, call the Shamrock Company toll free at (800) 255-9703, Ext. 177.

UTU watch shows your pride

American Time watches proudly emblazoned with the UTU logo are available to members with union pride.

American Time watches are union-made in New York State. Three distinctive timepieces are available:

- A black dial watch with gold numbers, a gold-colored UTU logo on the watch face and a date indicator;
- A white dial watch with gold numbers, blue and red UTU logo on watch face and a date indicator;

- An elegant 14-karat gold-filled watch with dial boasting proof-coin brilliance, with Roman numerals and a gold-colored UTU logo

on the watch face (shown on this page).

The five-jewel Swiss movement delivers precision time accuracy to the highest standard. Each watch is mounted in a classic, 18-karat gold-tone case, and protected by a mar-resistant mineral crystal.

Available in men's or women's styles, these watches include your choice of an easy-to-adjust Speidel expansion band or a genuine stitched and padded black leather strap.

These watches may be engraved with a name and date, or other personalized message. Each watch carries a two-year limited warranty.

The white- or black-dial watches are available at just \$75 (plus \$6.50 shipping), and the 14-karat gold dial watch is priced at \$100 (plus \$6.50 shipping).

Engraving is extra, all prices quoted are U.S., and Canadians are requested to add \$10 to the shipping price. VISA and MasterCard are welcomed.

Order your American Time watch for the holidays or anytime by calling toll free (800) 272-5120.

Thanks for shopping with the UTU, and have a happy holiday season!



Herringbone Jacket



Weekender Spring Jacket



Durango Jacket



Fleece Jacket

This month's winning photo:

This month's winning photograph was taken by **Russ Pritchard**, a member of Local 1962 at Toledo, Ohio. Pritchard's photo is of a sunrise over the CN/IC yard in Flatrock, Mich.

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 new 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.

UTU News
www.utu.org / www.utuia.org

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11/02

PARENTS...GRANDPARENTS...

This Christmas, Give a Gift that Will Last a Lifetime

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



"The best thing I gave each of them was a paid-up \$25,000 life insurance policy."

– Willis G. Croonquist
Local 1177, Willmar, Minn.

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

Permanent life insurance is a wonderful way to provide a lifetime benefit for your youngsters. What better way to show them you care? Permanent life insurance is very inexpensive at young ages, and premium-paying choices are endless, since premiums can be paid in one easy payment or over just about any period of time you select. Give a gift that *keeps on giving* by returning the coupon below, or by calling toll-free, 1-800-558-8842, for assistance from your UTUIA representative.

Information, Please



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

Full Name of Member _____ Sex _____ Date of birth _____

Address _____ City _____ State _____ ZIP _____

Telephone Number with Area Code _____ UTU Local Number _____

Please provide full name, sex, date of birth, and relationship of the child for whom the information is requested on the line below.

Full Name _____ Sex _____ Date of Birth _____ Relationship _____

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