

The logo for UTU News features the letters 'UTU' in a stylized, bold font. The 'U' on the left is blue, the 'T' in the middle is red, and the 'U' on the right is blue. To the right of 'UTU' is the word 'News' in a large, black, sans-serif font.

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“At the very time that the memberships of the UTU and the BLE should be coming together through merger, our diligent efforts have been thwarted once again.”

— UTU International President Byron A. Boyd, Jr.

**FOR THE LATEST NEWS
ON UNIFICATION,
NEGOTIATIONS
AND RAIL RETIREMENT,
SEE THE UTU WEBSITE:
WWW.UTU.ORG**

News & Notes

Website free for advice

CLEVELAND, Ohio – To provide additional support during the recent terrorist attacks, ValueOptions is making its Achieve Solutions website available for all customers at no cost until mid-November. The site is designed to be a resource for tools and information for employees and their families in response to this disaster. Specific information on coping with disaster comes from reputable sources such as the Federal Emergency Management Agency. In addition, information from topical experts in the field is also available on clinical topics such as acute stress disorder, post-traumatic stress disorder, and grief and loss. Over the next several weeks, the site will be updated to address the changing needs of its visitors. The website address is:

<<http://www.achievesolutions.net/guest>>

Contract on NBECR

OTTAWA, Ont. -- Employees of the New Brunswick East Coast Railway (NBECR) represented by the United Transportation Union have put together their first contract with the carrier, according to UTU General Chairperson Rex Beatty. The agreement covers about 30 rail traffic controllers and customer service agents, said Beatty, who noted the three-year agreement runs through December 31, 2003.

“Local union members and leaders have worked hard to build a union and win a first contract,” Beatty says. “This is a good agreement.”

The agreement, which is subject to a membership ratification vote, includes a 2% wage increase each year, retroactive to January 1, 2001; an additional \$750 lump-sum payment; a comprehensive benefits package including dental care; material change protection, and profit sharing.

Employees of the NBECR formed UTU Local 1547 in Moncton, N.B., on Jan. 26, 2001, and are represented by General Committee of Adjustment GO-105.

UTU files with NMB for election on KCS

CLEVELAND, Ohio – Heeding the overwhelming will of its members that the United Transportation Union and the Brotherhood of Locomotive Engineers (BLE) merge into a single, strong and progressive new voice of transportation labor, the UTU on Sept. 18 asked the National Mediation Board (NMB) to order a winner-take-all representation election between the UTU and the BLE on the Kansas City Southern Railway (KCS).

The UTU took this action after a U.S. District Court in Ohio granted three dissident BLE officers a preliminary injunction to halt the proposed merger by impounding ballots that had been cast. UTU International officers said the KCS representation election can and will be held without any disruption to rail service and absolutely no interference with the national effort to wage a war on terrorism. UTU and BLE members already have pledged to do everything to move the freight critical to this nation's war effort.

As of Sept. 21, the NMB had not acted on the UTU petition for a representation elec-

tion on the KCS, but UTU officials expect that the election will be ordered. The UTU website at <http://www.utu.org> will post information from the NMB immediately as it becomes available.

The NMB did instruct the KCS to provide it with an alphabetized list of potential eligible voters, their employee identification numbers, job titles, duty stations and signature samples. Employees in train and engine service on the KCS with an employment date of Sept. 19, 2001, or earlier will be eligible to vote in a representation election monitored by the NMB. The policy of the NMB is to order a representation election when a majority of a craft or class of workers on a railroad requests such an election.

UTU International President Byron A. Boyd, Jr., said actions by the BLE gave him no choice but to seek the representation election on the KCS, where “an overwhelming majority of operating employees previously requested that election in writing. At the very time

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Lawsuit halts merger vote

Retirement bill on hold, for now

WASHINGTON, D.C. – UTU members and other supporters of the Railroad Retirement and Survivors' Improvement Act of 2001 (H.R. 4844 and S. 697) are being asked to temporarily suspend their efforts and stop trying to reach their senators to urge support for this legislation.

“In the aftermath of the tragic terrorist attacks on New York City and Washington, D.C.,” UTU National Legislative Director James M. Brunkenhoefer said, “and due to the current crisis situation gripping our capital, we are asking supporters of the Railroad Retirement legislation to wait until matters of national security are sorted out by our lawmakers before proceeding with this campaign.”

Brunkenhoefer said that temporarily post-

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UTU, BNSF in safety deal

CLEVELAND, Ohio, and FORT WORTH, Texas – A collaborative effort to prevent workplace injuries by challenging and changing traditional employee/management relationships has been launched by the Burlington Northern and Santa Fe Railway Company (BNSF) and the United Transportation Union.

New employee safety rules and policies will be developed and implemented through collective bargaining on a region-by-region basis across the railroad. These rules and policies also are intended to improve working conditions, enhance the quality of rail service and permit a mutually acceptable procedure for introduction of new technologies.

“The customary roles of a manager and employee in the railroad industrial setting

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Around the UTU

News from around the U.S. and Canada

Local 369, St. Thomas, Ont.

The local's recent golf tournament drew 76 participants, some from as far away as Florida, said Local President **Ronald M. Cleary**. Operation RedBlock's **George Muneio** donated golf towels, RedBlock Team Leader and CSX Safety Team member **Kelly Kirkman** donated cash prizes, and other prizes were supplied by local merchants. The day's winning team included **Dave Coleman**, **Kevin Kemmis**, **Dave Allen** and **Bill Aberhart**, who turned in a score of 60. All the members of the second-place team were from Ohio, including **James Smith**, **Jessie Smith**, **Larry Siefierd** and **Dick Warwick**. **Gord Neely, Jr.**, won a prize for coming closest to the pin, **Bill Aberhart** won the longest-drive award, and everyone enjoyed the 16-oz. steaks. Gratitude goes to **Ken Derrough**, **Dave Coleman**, **Tom Letang** and **Bill Robb** for their assistance.

Local 577, Northlake, Ill.

Perfect weather greeted the members attending the local's annual Labor Day picnic, said Local Secretary **Kenneth J. Larson**, who offered his gratitude to the local officers, members and legal counsel whose efforts made the day a successful and memorable event.

Local 762, Montgomery, Ala.

The Retired Railroad Employees Club meets at 11 a.m. on the first Thursday of the month at Catfish Country, 5311 US 431, in Wetumpka, Ala., said retiree **Harold Turner**, who noted a new directory is available. All are invited to attend the get-togethers, said Turner, who can be reached at (334) 284-4426. Also, more information can be obtained from **J.B. Lindsey** at (334) 272-3909.

L-807 & L-1800, Tucson, Ariz.

The annual special meeting hosted by the locals in conjunction with UTU Auxiliary Lodge 800 will be held Saturday, October 20, at the Holiday Inn Palo Verde, with coffee and registration at 8 a.m. and meetings commencing at 9 a.m., said Legislative Representative **Tom Moore**. Attending will be those from the Railroad Retirement Board, various insurance companies and **Designated Legal Counsel Lloyd (Chip) Rabb** and **Jim Penny**. A barbecue Friday evening and a dinner Saturday night will be preceded by hosted cocktail hours. Those planning to attend should contact Moore at (520) 622-6902 or (520) 744-0381. Make reservations by calling the hotel at (520) 746-1161.

Local 811, San Bernardino, Cal.

The 25th annual retirement dinner will be held November 3 at the National Orange Show at 689 S. E Street in San Bernardino, said Local President **Larry Halverson**, with cocktails at 5 p.m. and dinner at 7 p.m. Tickets cost \$30 per person, and checks should be made payable to "UTU Local 811" and sent to Halverson at 20672 Sholic Rd., Apple Valley, CA 92308. Halverson also thanked the UTU Auxiliary for donating cash and door prizes for the event. For more information, contact Halverson at (760) 247-8757.

Local 886, Marquette, Mich.

The local's annual picnic in late August was not only fun but also informative, said Local Chairperson **Edward Morrison**, thanks to the participation of State Legislative Director **David Brickey**, who addressed the pending Railroad Retirement legislation, TPEL, the upcoming election of 2002 and his participa-



Lynette Farley of Local 1785, Santa Monica, Cal., recently became the first female motorcoach operator to take the top driving honors at the Fifth Annual Santa Monica Big Blue Bus Rodeo.

Member wins trip to national competition

When Lynette Farley emerged as the winner of the recent Fifth Annual Santa Monica Big Blue Bus Rodeo, becoming the first female to take the event's top honors, the result startled her.

"I was very surprised," said the member of Local 1785, Santa Monica, Cal. "I was just there for the fun of it and to be a team player. I wasn't even nervous. I just joked with the two judges inside the bus."

Her relaxed, assured approach will likely serve her well in Philadelphia, where her win has secured her a spot to compete in the 40-ft.-vehicle division of the American Public Transit Association's International Bus Rodeo.

Farley said there were no provisions for practicing for the Santa Monica event, but her career preceding the competition provided all the rehearsal necessary. Now working a straight eight-hour shift six days a week, her seven years with the Santa Monica Municipal Bus Lines apparently gave her all the practice she needed.

At one point, she said, she was working split shifts seven days a week. For the first two years she was with the agency, she had been a part-time worker, but for eight years prior to that, she had honed her skills as a school bus driver.

As the event's winner, Farley received a trophy, as well as an all-expenses-paid trip for two to Philadelphia to compete in the international competition, where the top winner receives a trophy, a ring, \$1,000, and has his or her name engraved on a plaque.

Besides Farley, those who distinguished themselves in Santa Monica included fellow members of Local 1785 **Edgardo Yamsuan**, who took second-place honors, and **Fred Williams**, who held the top spot for the previous two years but this time placed third.

"I want to congratulate all of this year's participants," UTU Alternate Vice President **Percival Palmer** said. "I consider them all winners for showing off their skills behind the wheel."

tion on the Switching Operation Fatality Analysis (SOFA) committee. Also on hand was Local 734's (Battle Creek, Mich.) **Dave Hiatt**, who answered questions about the UTU/BLE merger vote and UTUIA insurance. Thanks go to **Designated Legal Counsel Harrington, Thompson, Acker, and Harrington** for their presence and support.

Local 941, Columbus, Ga.

Members are mourning the loss of Brother **Keith Forrister**, who lost his battle with cancer on the evening of September 18. Forrister generously served the local for many years as

local chairperson and legislative representative, said State Legislative Director **Danny Boyles**, who noted that donations to assist the family should be sent to his attention at P.O. Box 390506, Snellville, GA 30039-0009.

Local 1033, Atlanta, Ga.

Approximately 50 UTU members, family and friends gathered recently to honor and roast Local Chairperson **Charles "Jaybird" Kirk** on the occasion of his retirement. Among those attending the event were UTU Past International President **Thomas DuBose**, Vice President **Roy Boling**, CSX General Chairpersons **John Hancock** and **Larry Moody**, and State Legislative Director **Danny Boyles**, who extended their best wishes to Brother Kirk for a long and happy retirement.

Local 1290, Chicago, Ill.

Perfect weather greeted the 350 who attended the ninth annual UTU 1290 & BLE Division 131 picnic, held last month. Active members and retirees from all crafts, along with their families, enjoyed fun activities and a menu that boasted deep-fried turkey, bratwurst, chicken, hamburgers, hotdogs, corn, salads, fruit, cakes and ice cream, said Local President **Donald E. Schwieger**, who offered his gratitude to conductor **Ed Mackey**, "the brain" behind the year-round fundraising that makes the event possible. Also thanked for their participation (in no special order) were **Yaeger, Jungbauer, Barczak & Roe, PLC; Sands & Associates; Harrington, Thompson, Acker & Harrington, Ltd.**, and **Hoey, Farina & Downes**.

Local 1518, Indianapolis, Ind.

The 22nd annual reunion of Pennsylvania Railroad retirees drew 102 participants, who enjoyed the musical program and door prizes, said Retiree Program member **R.L. Brown**.

Local 1557, Memphis, Tenn.

Conductor **Thomas E. White** recently expressed his sincere gratitude to engineer **J.R. Kimbro** of Local 762, Montgomery, Ala., who may well have saved his life. The two Canadian National/Illinois Central employees were recently inspecting a loaded grain train from the ground at a siding in Tipton, Tenn., when a derailment caused a car to overturn and spill its load of corn, effectively burying White. Brother Kimbro immediately went into action, helping dig White free of a life-threatening predicament.

Local 1882, Minneapolis, Minn.

Members are mourning the loss of Brother **Kenneth A. Jordan**, a Soo Line conductor with 32 years of experience in the industry, who succumbed on Friday, September 7, to an apparent heart attack while on duty. He is survived by a wife, three children, a step-daughter, a step-son, six grandchildren, four brothers, and two sisters.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Donald F. Doubrava** of Local 792, Cleveland, Ohio, which represents workers on Norfolk Southern. These items are awarded every month by random drawing as a show of appreciation to those who have been supportive of the UTU throughout the years.

State Watch

News from UTU State Legislative Boards

New Jersey

The New Jersey Legislative Board has unanimously endorsed the candidacy of Woodbridge Mayor James McGreevey (D) in the state's upcoming gubernatorial election on Nov. 6.

"The choice for working people in New Jersey is Jim McGreevey," said Legislative Director **Dan O'Connell**. "We have had the opportunity to talk with Mayor McGreevey, and whether the issue is funding for mass transit, the safety concerns of our freight rail members, or fatigue in the bus and rail industries, UTU will have someone who listens in Gov. McGreevey."

O'Connell would also like to remind all UTU members in New Jersey that the last day to register to vote in the general election is Oct. 9, and the last day to apply for an absentee ballot is Oct. 30.

Voter registration forms and absentee ballot applications are available through UTU local legislative representatives or at the legislative board's Trenton office. The office telephone number is (609) 396-1994.



Joining hands, standing from left, are Local 1261 Secretary/Treasurer and Engineer Local Chairperson Don Dysart, Local 1245 Legislative Representative and Conductor Local Chairperson John Black, UTU Special Representative Keith Trout, and Georgia State Legislative Director Danny Boyles with U.S. Sen. Max Cleland (D-Ga.) following a meeting to discuss the Railroad Retirement and Survivors' Improvement Act of 2001.

Washington



UTU International President Byron A. Boyd, Jr., center, and UTU's Coordinator of Designated Legal Counsel Monte Bricker, met recently with U.S. Sen. Patty Murray (D-Wash.), whose committee assignments focus directly on the Federal Employers Liability Act (FELA), the Railway Labor Act, Railroad Retirement and transportation-project spending.

O'Connell also said that seats in both the General Assembly and the state Senate are up for election. "Our members need to know that elections have consequences and they must be part of the political process," he said.

Georgia

During the U.S. Senate's August recess, UTU members here visited the office of Sen. Max Cleland (D-Ga.) to discuss the importance of the Railroad Retirement and Survivors' Improvement Act of 2001, reported Legislative Director **Danny Boyles**.

"As you can see from the photo, our talks with the senator were a major success," Boyles told *UTU News*, who added that Cleland has always been responsive to issues of concern to the UTU.

Boyles said Cleland serves on the Senate Committee on Commerce, Science, and Transportation and the subcommittee on Surface Transportation and Merchant Marine, which oversees legislation related to Amtrak, the Surface Transportation Board, and the Federal Railroad Administration, as well as the railroad industry and transportation safety.

Virginia

The Executive Board of the Virginia Legislative Department has made the following endorsements: Mark Warner for governor; Tim Kaine for lieutenant governor; Donald McEachin for attorney general. "We aren't telling our members how to vote, only to inform them that these candidates were endorsed because they have proven themselves loyal to our active and retired members' needs," State Director **Richard Jeskey** said.

Wisconsin

Legislative Director **Tom Dwyer**, on Aug. 27, joined a delegation of UTU and BLE members who attended a "town hall" listening session hosted by Wisconsin Sen. Russell Feingold (D), where the Railroad Retirement and Survivor's Improvement Act was a major topic of discussion.

Each of the people in attendance addressed Feingold individually on why he should support S. 697, the Senate legislation which seeks to improve retirement benefits under the Railroad Retirement system.

Following the meeting, Feingold stated that the group had "opened his eyes" to the importance of S. 697 to his constituents.

Both Dwyer and BLE Legislative Board Chairman Keith Luebke thanked Feingold for his support and sponsorship of S. 250, the High-Speed Rail Investment Act.



U.S. Sen. Russell Feingold (D-Wis.), center, meets with UTU and BLE members following a town hall meeting in Adams, Wis., where the railroaders voiced their support of S. 697, the Railroad Retirement and Survivors' Improvement Act of 2001.

Bus Department

By **Bernie McNelis**

Make every day a special occasion

A member sent me the following in an e-mail and I would like to pass it on:

"Today we have higher buildings and wider highways, but shorter tempers and narrower points of view. We spend more, but enjoy less. We have bigger houses, but smaller families. We have more compromises, but less judgment. We have more medicines, but less health. We have multiplied our possessions, but reduced our values. We talk much, we love only a little and we hate too much. We reached the moon and came back but we find it troublesome to cross our own street and meet our neighbors. We have higher incomes, but fewer morals. These are times of more liberty, but less joy. We have much more food, but less nutrition. These are days in which it takes two salaries for each home, but divorces increase. These are times of finer houses, but more broken homes.

"That is why I propose, as of today, you do not keep anything for a special occasion, because every day is a special occasion. Spend more time with family and friends. Life is a chain of moments of enjoyment, not only about survival. Let us write that letter we thought of writing 'one of these days.' Let us tell our families and friends how much we love them. Every day, every hour and every minute is special and you do not know if it will be your last."

What happened on September 11, 2001, should cause us to pause and realize the importance of life and why the above is appropriate. Make some time to do those things addressed in the message above and maybe make a difference in someone's life.

Let us never forget those who died on September 11, 2001.



Yardmasters

By **Don Carver**

God Bless America



**Strength
through
Unity**

3

BLE dissidents will not thwart this merger

By Byron A. Boyd, Jr., International President

If there is one thing that each and every member of the UTU and the BLE can agree upon, it is that the dozens of railroad mergers we have seen over the past two decades have made the carriers stronger financially and, especially, stronger at the bargaining table. That strength, coupled with support from their conservative friends in Congress, has emboldened rail executives to demand more and more concessions from workers while rewarding themselves with cash bonuses and higher salaries.

Major railroads have slashed their workforces in half since 1980 and many have stepped up intimidation of the workforce through harsh attendance policies and arbitrary imposition of discipline. There is only one way to restore balance. It is by increasing union strength at the bargaining table. As each of us knows, in union there is strength. But union strength cannot match that of the carriers when two unions, representing workers performing similar tasks, are divided against a unified railroad industry.

In Chapter 3 of the Book of St. Mark we are told at paragraph 25, "And if a house be divided against itself, that house cannot stand." Yes, there is strength in union and when we all stand united in support of a living wage, health-care benefits, job-place dignity and quality of life, we all stand proud, strong and unbending.

Strength through unity is why rail workers organized into protective societies more than a century ago. It is why Eugene Debs preached a single railroad union. It is why a majority of UTU and BLE members long have favored merger. It also is why a majority of UTU and BLE members were voting "yes" on the proposed UTU-BLE merger.

But, three dissident BLE officers put a stop to that democratic process by filing suit in federal court and gaining a preliminary injunction to impound the ballots. That is what happened in Florida last November when the presidential election was stolen from Al Gore and that is how some BLE dissidents are attempting to game the results of this merger vote.

Brothers and sisters, the UTU would be breaking faith with its forebearers, breaking faith with Eugene Debs and breaking faith with a majority of UTU and BLE members if it allowed BLE dissident officers to thwart the will of their own leadership and of their own rank-and-file and disrupt an orderly, democratic and necessary march toward the merger of our two great unions.

So that we don't break faith and so that we don't allow this election to be stolen, we are taking a parallel action to ensure that the will of the rank-and-file is not thwarted. If the issues in the court are resolved and the ballots as they were cast are counted, the merger will go forward.

But if the dissident BLE officers succeed in impounding the ballots permanently for what appears the sole purpose of renegotiating the merger agreement, then



Byron A. Boyd, Jr.

we shall continue moving forward with our second action, which is to force a winner-take-all representation vote, carrier by carrier, starting with the Kansas City Southern Railway (KCS).

We cannot and will not permit BLE dissident officers (and maybe even some misguided current BLE international officers) to steal this election in hopes of gaining leverage to renegotiate what already was negotiated – a good-faith agreement between the elected leaderships of both unions that the question of merger be submitted to the rank-and-file for determination.

I only wish I knew what the BLE is up to. A BLE international officer called me and indicated that the court suit was an attempt to gain leverage to renegotiate the merger agreement. But, as of Sept. 21, it was more than two weeks since I have heard from the top three BLE leaders.

Merger between our two great unions is not a sudden whim. When we formed the UTU in 1969, we discussed merger with the BLE, but it declined to join us. We subsequently grew to become the largest, strongest and most progressive of rail labor unions.

But, as carriers merged and grew stronger, they became emboldened. In flexing their increased muscle against workers, they began playing the BLE off against the UTU. It's called a race to the bottom, whereby the carrier entices each union, on the promise of some small favor, to undermine the rights of members of the other union. The UTU does not participate in a race to the bottom.

But, each time we have discussed merger with the BLE, a small minority with a different agenda has derailed the process. In this most recent attempt at merger, the UTU met every demand of the BLE for a merger vote. We structured the merger so that BLE dues would be reduced and so that the BLE heritage would be preserved.

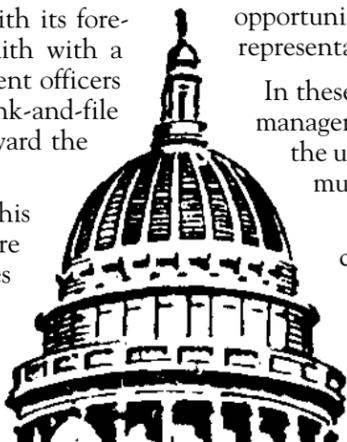
Now that the ballots have been impounded, UTU has no real choice other than to pursue a parallel action at the National Mediation Board to ensure that the nation's operating employees on the railroads have the opportunity to choose unified representation. That is why we filed for a representation election on the KCS.

In these uncertain times, with powerful Wall Street investors and rail managers clamoring the need for higher profits, dividends and wages, the unions representing those employees who keep America moving must protect the interests of those workers in a constructive way.

As Eugene Debs said, we must "end the battles of craft against craft and working man against working man. The combined strength of operating men (and women) gives better representation through legislation and negotiation."

That is what a UTU-BLE merger is all about.

We are not going to let a handful of misguided dissident BLE officers thwart that essential objective.



WASHINGTON WATCH

By James Brunkenhoefer

Diversity, tolerance make U.S. great

September 11, 2001. 9-11 as it will be called for generations to come. Unspeakable horror etched forever in our minds. The finger of blame seems to be pointing at Osama bin Laden, a member of a small, Muslim sect at war with the West and an overwhelming majority of his own religion.



If there ever was a symbol of someone who had no respect for tolerance and diversity, it is Osama bin Laden. Yes, tolerance and diversity. It was the theme of our regional meetings this year and the underpinnings of every great society.

Let me relate my own experience with the importance of tolerance and diversity. Many years ago, when I was living in Houston, my Local 83 elected as its president Zahid Mahmood, a Pakistani and devout Muslim.

Zahid earned the wrath of many in his homeland because he had the courage to stand up for human rights and democracy against an authoritarian government that respected neither.

Zahid escaped from the darkness of intolerance in Pakistan. He came to America, as tens of millions of our own ancestors, in search of the American dream.

Zahid succeeded, despite his cultural differences, because he worked hard at the job, hard at becoming an American and hard at displaying tolerance.

Zahid's culture, religion, preferred foods and even language were those of Osama bin Laden. But that is where the similarities ended. Zahid believed in open debate, democra-

cy, fairness and, wherever possible, the peaceful resolution of problems.

The lesson to be learned is that there are Muslims who are American citizens and are just as patriotic as you and me. If we are to overcome the evil of those like Osama bin Laden, America must have, in addition to a powerful military, citizens and leaders with the qualities of Zahid.

We must recognize, respect and promote the theme of our regional meetings – diversity and tolerance toward each other. In fact, this past week has brought out the best face of union members – a face that truly makes these United States of America so great.

Witness the hundreds of New York City policemen and firemen who selflessly and, in the face of unprecedented horror and danger, raced to the World Trade Center, only to perish trying to save their fellow human beings.

You can be certain the police and fire fighters never asked, "Who are they? What is their religion? Where are they from? What is their color?" All they needed to know is that other human beings needed assistance.

Now there are the building trades employees laboring almost beyond human endurance to locate victims and get lower Manhattan and the Pentagon back to normal.

And, we cannot forget the emergency responders and nurses working round the clock dispensing medical assistance to all who require it without regard to anything except their need for help.

Thanks to the efforts of our own members on Amtrak, PATH and behind the wheels of buses, life in New York is becoming a little more tolerable for the diverse population that calls New York City their residence or working address.

Diversity and tolerance. It is what makes America great.

If not now, when? A wake-up call for America

by Daniel W. Collins, Sr., Local 1393

Retired former UTU Assistant General Secretary/Treasurer

The terrorist killing of the innocent in New York City and Washington, D.C., and in the fields near Pittsburgh, Pa., serves as a much-needed wake-up call to all of us. Among other things, its aftermath should alert us to the fact that our railroads must be rebuilt to serve as a safety net for our people.



Collins

For more than 30 years, I have written about and pleaded with our lawmakers and other leaders over the need to restructure and revitalize our national system of railroads, including Amtrak. The answer I received was that the country really needed more and better highways and airways.

For far too many years, the United States has remained near the bottom of the world's totem pole in per capita investment in passenger trains. To continue this neglect now, and to continue pursuing this short-sighted investment policy in passenger trains and infrastructure, is to place our nation and our people at risk.

We now know that our nation's priorities have been dead wrong. Our leaders' tunnel vision in support of their politically favored modes of transport can only lead to gridlock. The planned shrinkage of our rail

plant through mega-mergers of railroads must end, and the misdirected attempts to privatize our one and only system of passenger trains must be stopped – now!

The tragic deaths of our people at the hands of terrorists requires that we get prepared to meet any and every challenge to our national security, wherever and whenever it comes. We must prepare for the defense of our beliefs and our country, and for a worldwide war against terrorism. To do so, our Congressional leaders and the Departments of Defense and Transportation must develop a plan to coordinate and integrate the activities of all segments of our transportation system.

Once again, our railroads will be called upon to function as the hub of our system. Unless they are rebuilt to undertake this lead role, our highways and airways will come up short in meeting our traveling and defense needs.

And yet, a Congress that authorizes a \$35-billion investment in highways and a \$15-billion investment in the air traffic system has the audacity to demand that Amtrak, alone amongst our transport modes, become self-sufficient by the year 2003!

Common sense dictates that to continue neglecting the unmet needs of our railroads by withholding public funding is to place our future at risk. We must rebuild our railroads so as to meet the demands of moving military people and equipment, as well as millions of travelers.

And if not now, when?

Guest Editorial

It happened to them; can it happen to you?

by David Moorhouse

Member, Local 1778, N. Vancouver, B.C.

If something happened while you were riding the end of a rail car, where would you go? What would you do? What are the consequences of riding the end of a moving car?

We are tempted because a boxcar or bulkhead crossover step, tank car or sulfur car platform, or the inside framework of a hopper car, seems like a natural place to ride. It is certainly more comfortable than riding the side ladder, particularly on long moves.

But what if you lost your grip? Could you hang on if the slack ran out? Where would you go if the car you were riding derailed or collided with something?

Consider these real-life examples of injury or death resulting from riding the end of a moving car.

The following three accounts were related by UTU Strategic Planner and Special Representative Steven Keene of Local 568, London, Ont.:

In Ontario, Brother Bill Mercer was killed while riding on the point of 22 gondolas in a reverse movement. It's unclear whether he was riding in the side stirrup or on the small platform at the front. He was run over by all 22 cars in addition to the three locomotives.

In Quebec, Brother Richard Labre was killed while on duty. Prior to his death, he was observed sitting on the platform of a container car, leading end, with his legs stretched out on the drawbar.

Another individual from London, Ont., lost both legs after falling off the front of a flat car on the lead of the movement.

There is little doubt slack action was a contributing factor in each of these incidents, as well as the obvious factor inherent in riding so positioned so as to have nowhere to go, if the individual's stability is compromised, but under the equipment.

According to retired former Ontario Legislative Board Chairperson Dennis Schweitzer of Local 472, Windsor, Ont., a member of UTU Local 416 in Toronto was riding the leading end of a gondola car at the Ford Motor Company at Oakville, Ont. He was believed to be standing on the knuckle when, going over a crossing in the plant, he was struck by a truck and killed.

UTU International Vice President Guy Sorrow contributed an account of an incident that occurred in the summer of 1983 in Oshawa, Ont. A senior yard foreman was riding on the leading edge of a car and had placed his foot in the area of the knuckle and cushioned draw bar

after the movement had stopped. The slack adjusted while standing still and his foot was crushed. He eventually lost some toes and part of his instep.

Scott C. Montani, vice president, local chairperson, legislative representative and alternate delegate for Local 343, Hamilton/Oakville, Ont., cited an example from a safety advisory issued recently by Canadian National Railways. The advisory was issued after an employee was injured due to improperly attempting to ride on the end platform of a boxcar while standing on top of the sliding center sill.

The advisory cited by Montani said: "After climbing onto the boxcar the employee swung around the end of the car to the crossover platform. While holding on to the handhold, he had one foot on the crossover step and one foot resting on the center sill. He then okayed the engineman by radio to start to pull ahead.

"The employee then took his other foot off the crossover step and placed it as well on the center sill. As the car was being pulled ahead the center sill slid forward, pinching the employee's feet under the crossover step. This car was equipped with a full sliding center sill which could potentially move up to 20 inches of travel under load.

"Fortunately the center sill only moved seven or eight inches in this instance or the employee's injuries would certainly have been far more severe."

The advisory ended with the following: "All employees whose duties involve working on or about moving equipment must thoroughly review and be compliant with safe work procedures related to riding equipment, found in General Operating Instructions Section 8 item 12.4 page 21."

The preceding is a partial sampling of the accounts Local 1778 Secretary and Treasurer David Moorhouse is compiling with the help of rail union members across North America and making available through the website shared by his local and Local 1923 (Prince George, B.C.). Access the website at <<http://www.utubc.com>>, and send further accounts via e-mail to utu@telus.net.

(Note from Monte Bricker, UTU coordinator of designated legal counsel: "We thank our Canadian brother Moorhouse for this information. It is a vivid reminder of the dangers of our daily work. While our Northern brothers and sisters do not have the benefit of the Federal Employers' Liability Act, the risks are the same wherever you are working. Safety is important on both sides of the border.")

Dedicated members respond

Although the terrorist attack on New York City's World Trade Center Twin Towers brought the city to a halt, members of the United Transportation Union kept the wheels rolling. While only a few stories are told here, hundreds of other UTU members performed their jobs with dedication.

When terror struck the City of New York on September 11, many United Transportation Union members were on the job there and witnessed its horror and ugliness first hand. Yet they responded to the terrorist attacks on the World Trade Center and on freedom with devotion and dedicated professionalism.

Throughout all the danger to which they were exposed, UTU members continued to perform their jobs until safe passage was provided for the people they transport on a daily basis.

"We should be proud of their courage and commitment, for they are heroes all," said UTU International President Byron A. Boyd, Jr. "For 150 years, in peace and in war and during the most harsh weather conditions, transportation employees have kept the wheels rolling. It is a proud tradition that again was upheld," Boyd said.

PATH

UTU general chairperson and PATH conductor Ray Arenas was working on a PATH commuter train carrying 800 passengers when it arrived at a station platform directly under the Twin Towers just minutes after the first jet slammed into 1 World Trade Center. Neither he nor the engineer was aware of what had happened just moments earlier.



Arenas

As smoke had already reached the tunnel, a police officer on board the train told Arenas, "Get us out of here." Arenas relayed an identical message to PATH trainmasters and was instructed to keep the doors of the train closed, passengers inside and to depart the station immediately. Assured that no passengers were left on the platform, the PATH train departed the station.

Arenas also said that a PATH dispatcher received a telephone call from her father,



Pictured above is a Port Authority Trans-Hudson (PATH) train at the commuter platform underneath the now-destroyed Twin Towers of the World Trade Center. PATH employs approximately 125 members of UTU Local 1413 as conductors, dispatchers and tower (signal) operators. Prior to the terrorist attacks on the Trade Center Complex on September 11, PATH carried an estimated 280,000 passengers a day.

telling her to leave the station because an airplane had struck one of the towers. "She was told to stay put and she did," he said. She did not leave until she was instructed to do so.

Other UTU members were exposed to the very worst of the terrorist attack. Conductor Jeanette Warren, racing out from under the burning towers, reached the street just as a body fell to the ground directly in front of her. As *UTU News* went to press, she had not yet returned to work.

UTU Vice General Chairperson Thomas Esposito escaped from under the complex just as the first tower collapsed, witnessing death and carnage all around him. "He told me later how horrified he was," Arenas said. "He had never seen so many dead bodies."

Esposito, who was working for PATH when the Trade Center complex was bombed in 1993, told Arenas he did not know if he could return to the job. "He said 'I don't know if I ever want to work for an

organization that's a target,'" Arenas added.

Although no PATH employees were physically injured in the attack, four are suffering from Post Traumatic Stress—including Warren and Esposito—and have removed themselves from service.

"I am extremely proud of all UTU and BLE members," said Arenas. "They acted courageously and out of concern for our riders' safety."

Arenas said that he was grateful for all of the assistance his local had received from the UTU International. "I was so appreciative of getting calls from Brokenrail and other International officers."

Just days after the attack, UTU Vice President-Commuter Rail Tony Iannone traveled to New York to meet with PATH employees and management. "Ray and I spent two days walking and talking and riding with members of all crafts and they were glad to see us," Iannone said. "We are

UTU to assist families of fallen brothers and sisters

Dear Brothers and Sisters:

In the aftermath of the World Trade Center and Pentagon tragedies, the families of our fallen brothers and sisters should not have to worry about their futures because the wage earner is missing.

The International Association of Fire Fighters has established the New York Firefighters 9-11 Disaster Relief Fund and the International Union of Police Associations is sponsoring the PBA Widows and Children's Fund. The monies donated to these funds will be distributed directly to the families of our fallen brothers and sisters.

Consistent with the Constitution, individual UTU locals can donate up to \$600 by action of the local; a larger donation requires a referendum vote of the members. Donations may be made by general committees of adjustment and legislative boards from their advance funds if approval is obtained from committee or board members.

Contributions from individual members will also be accepted.

Donations can be forwarded to Daniel E. Johnson, General Secretary and Treasurer at 14600 Detroit Avenue, Cleveland, Ohio 44107, who will ensure the donations are promptly forwarded to the appropriate funds.

Please make checks payable to the "New York Firefighters 9-11 Disaster Relief Fund" or the "PBA Widows and Children's Fund."

The UTU International has already made a generous contribution and we appreciate the generosity of our UTU Canadian brothers and sisters for their generous donation.

Fraternally yours,

Byron A. Boyd, Jr.
International President

to crisis after terror attacks

Pledge allegiance to the flag

The tragic events of September 11 have stirred a new patriotic movement across the country, the likes of which our nation has not seen in many years.

Our glorious stars and stripes seem to grace nearly every home, storefront, automobile and telephone pole from “sea to shining sea,” and it is a wonderful sight. As has been reported by many in the media, it is difficult to find a store in the land that still has American flags on its shelves.

Unfortunately, it took the heartbreaking horror of last month’s terrorist actions to rekindle America’s love for the red, white and blue.

While our passion for this beloved symbol of our nation still burns brightly, we should each take a moment to reflect on what that flag represents.

As children, we all pledged “allegiance, to the flag, of the United States of America. And to the republic, for which it stands; one nation, under God, indivisible, with liberty and justice for all.”

As incidents of violence and ill-will against Arab-Americans and other ethnic groups continue to be reported in the media, each of us needs to remember just exactly what we pledged to that great flag: that we would be a nation indivisible, with liberty and justice for all. Violence or intimidation against a group or an individual, simply because they are different, violates everything our flag represents.

On September 11, President Bush’s first statement to the nation was that “Freedom itself was attacked this morning...and freedom will be defended.” Let’s make sure that freedom is defended, not only from forces outside our country, but within our communities as well.

While the forces of evil tried to divide us as a nation last month, and will likely try again, let’s show the world that we practice what we preach.

We must be united, both as a nation and an organization. After all, it’s in our names. God bless America.



meeting with them again...and we are going to work with the general committee to address this situation.”

“We have established a medical network with a psychologist and he is working with us to ensure our members get the attention they need,” said Iannone. He added that PATH Vice General Chairperson Richard Maddox is a licensed social worker and is assisting in this process.

Said Arenas: “Tony on the property was very reassuring. Our local had never had that type of relationship with the International before, and it boosted the morale of our members—it really did. We spoke with individual conductors and listened to their concerns. It had a positive effect on them...and provided some sense of security.”

Suburban Transit

Suburban Transit bus operator Charlotte Anderson had just dropped off her last passengers in the financial district when she was startled by what appeared to be a ticker-tape parade.

“As I turned right onto Church Street, I saw what looked like thousands of people running. Then I saw the fire and figured the tower was on fire, not knowing the first plane had crashed into the tower,” she said.

Fearing the tower might explode, Anderson tried to leave the area, but thousands of people and other vehicles had snarled traffic. She heard an explosion as the second plane crashed into the other tower.

An hour later, she was only three to four blocks away from the Trade Center when the first tower crashed to the ground.

“All traffic had stopped and police were yelling for everyone to run to the park for cover. They kept yelling, ‘Run for cover. Go, go, go!’”

Anderson left her bus and ran to the park as the smoke and dust blanketed the area.

“Something told me to get back into the bus,” she said, so she returned. “Then I hear people yelling, banging on the door of the bus to let them in. ‘Help us.’ So I let them.” There were about 25 or 30 people, she said.

Anderson said everyone was coughing and choking, so she shared her only bottle of water. “I asked them, please save a little bit. They did...and they all were thanking me, saying I saved their lives.”



UTU and BLE members wait for assignments at the crew ready room at Journal Square in Jersey City, New Jersey. Although a portion of the Port Authority Trans-Hudson (PATH) railroad operated by the Port Authority of New York and New Jersey has been shut down, no UTU employees have been furloughed.

Anderson said it seemed like “forever” as they waited for the smoke and dust to clear.

“Finally, it was still smoky but (clear) enough to see, the Red Cross volunteer on the bus told me to move slowly and get us out of here.”

At one point, one of the passengers left the bus and came back with a case of bottled water from a nearby store. It was after 7 p.m. before Anderson was back at the terminal in New Jersey.

Anderson even drove one of her passengers to his home in her own car because it was “on the way.”

“The next day I went back to the terminal around 12 p.m. or so and drivers (were) coming up to me and hugging me and saying, ‘Glad you made it.’ I cried.”

Anderson said she met with union representative, Rich Ellis, and “he could see I was still shook up and said he would seek counseling through the company for me.”

Ellis told her to take a few days off and as *UTU News* went to press, Anderson had not returned to work.

Rockland Coaches

Local 1558 Secretary and Treasurer Mike Byrne was driving his bus from Rockland County, New Jersey, over the George

Washington Bridge when he saw the first tower collapse. Though he and his passengers were some eight miles away, many wanted to go home.

When he reached the end of the bridge, there were already thousands of people who wanted to return to New Jersey from New York.

Byrne said his bus was stopped at the terminal on the New York end of the bridge for a couple of hours until it was commandeered by police to transport commuters back to New Jersey. It was a duty he obligingly performed.

“I had talked to a supervisor, so I knew they would be using my bus,” he said. “It felt like it was some kind of evacuation. It was just a madhouse.”

Byrne said police escorted people to his bus and searched them before they boarded.

He carried about 60 commuters at a time back to New Jersey, putting in a 13-hour day.

“Believe me, I’m no more a hero than an astronaut,” he said. “The real heroes are still over there, searching through the rubble.”

UTU Bus Vice President Bernie McNelis said he was proud of the many UTU members “who took the actions necessary to ensure the safety of their passengers.”

KCS election

Continued from page 1

that the memberships of the UTU and the BLE should be coming together through merger, our diligent efforts have been thwarted once again," Boyd said. "On Sept. 17, three dissident BLE officers, at odds with their own national leaders, obtained a preliminary injunction from a federal district court in Cleveland to impound the BLE ballots cast in the UTU-BLE merger vote. I believe the majority of the voting members of the UTU and the BLE have voted to approve this merger. We cannot let their desires go unheeded. For several years our rank-and-file has been telling us to accomplish this merger."

Boyd said, "The will of the members of both the UTU and the BLE was thwarted by the court action. This merger vote was agreed to by the elected leaderships of both unions after a substantial majority of UTU and BLE members indicated they wanted a single operating-employees' union to match the bargaining strength of a rail industry which has seen more than three dozen major railroads merge into just six mega-systems. The UTU met every demand of the BLE for a merger vote," Boyd said. "We structured the merger so that BLE dues would be reduced and so that the BLE heritage would be preserved. Now that the BLE ballots have been impounded, UTU has no real choice other than to pursue a parallel action at the NMB to ensure that the nation's operating employees on the railroads have the opportunity to choose unified representation."

The winner-take-all representation election on the KCS will be followed by winner-take-all representation elections on the Union Pacific, CSX and every other major carrier, Boyd said. When a previous UTU-BLE merger effort broke down in 1999, the UTU sought

and won winner-take-all representation elections on three smaller railroads: the Manufacturers Railway Co., the Paducah & Louisville Railway Co., and the Terminal Railroad Association of St. Louis.

The BLE filed for a representation election for engineers only on the Texas-Mexican Railway in 1999. The UTU had the contract for both engineers and trainmen on the Tex-Mex. The NMB dismissed the BLE application, ruling that a single craft and class of train and engine service employees existed, and that was the basis of the NMB's decision to order representation elections on the Manufacturers, the P&L and the TRRA.

A single line of progression

In ordering the representation election on the TRRA, the NMB ruled that modern practices had blurred historic craft distinctions. The NMB recognized that there has developed a single line of progression from trainman to engineer. Cross-utilization frequently occurs as engineers flow back to brakeman and conductor jobs when demand for engineers ebbs, but return to engineer slots when demand increases. Since brakemen are now required to accept promotion to conductor, and trainmen to engineer, historic craft lines have become blurred. And, since the elimination of cabooses that began 20 years ago, brakemen, conductors and engineers now share the locomotive cab.

When the UTU was formed in 1969, the BLE declined to become a part of that merger. In 1975, then-UTU President Al Chesser said that the American labor movement should adopt "unity of purpose as its No. 1 goal."

As dozens of railroads merged, slashed their workforces by more than half, instituted harsh attendance and discipline policies and demanded concession after concession from employees, the cost of protecting employees escalated and

the rank-and-file of both unions recognized the need for a stronger, united front.

Merger talks were held again in 1993, and in 1999 a UTU-BLE merger agreement was reached after five committees formulated a 28-point document recommending the two unions move toward merger.

BLE dissidents derailed that agreement through a recall of BLE President Clarence Monin. That is when the UTU moved forward with representation elections.

Initially, the NMB asked three arbitrators to decide whether a representation election should be held on the Union Pacific. The arbitrators declined to order that election and the NMB accepted that arbitration award.

But, when the NMB itself considered the requests for representation elections on the Manufacturers, the P&L and the TRRA, the NMB concluded that the representation elections be held.

The majority of the rank-and-file voted in those winner-take-all elections to be represented by the UTU.

As a substantial majority of train and engine service employees on the KCS were signing authorization cards to hold a winner-take-all representation election on that railroad, the BLE restarted merger talks.

In June of 2001, Monin's successor, Edward Dubroski, reached a new merger agreement with the UTU and a majority of BLE international officers approved sending that merger agreement to the rank-and-file for ratification. Dubroski said he voted in favor of the merger. Then the three BLE dissident officers filed their lawsuit and a federal district court judge in Cleveland issued a preliminary injunction to impound the BLE ballots cast. That is when the UTU sent the "A" cards to the NMB with the request for the representation election on the KCS.

UTU, BNSF

Continued from page 1

were defined more than a century ago and remain basically adversarial in nature and require modernization," UTU International Vice President Rick Marceau said. "We have agreed to recognize first that safety, productivity and quality of life on the job are inexorably intertwined and that staffing, training, work/rest scheduling, attendance requirements, rules and operating prac-



Marceau

tices all have a bearing on safety in general and human-factor failures specifically."

"This framework will, for the first time, truly allow all of us to concentrate on injury and accident prevention," said M. David Dealy, BNSF's vice president for transportation.

"This is a win-win for both parties. More focus on the upstream drivers and root causes will generate immediate and continuous improvement.

"The UTU's visionary leadership and commitment will add a tremendous amount of leverage to our current safety efforts."

BNSF and the UTU will empower regional safety representatives to assure that new procedures are being implemented and interpret-

ed uniformly and as intended by negotiators. Local safety forums will monitor work practices and seek to correct safety hazards promptly rather than through the archaic reporting, cataloging and investigative process.

Workplace coaching, counseling and retraining are intended to replace the existing discipline process for non-repetitive and non-serious safety-rules violations. "It is intended that imposing discipline on injured employees be severely restricted," Marceau said.

BNSF President and Chief Executive Officer Matthew K. Rose and UTU International President Byron A. Boyd, Jr., jointly recognized Dealy and Marceau for their efforts in leading the negotiating teams.

Retirement

Continued from page 1

poning the pressure on the Senate would allow lawmakers to concentrate on the urgent matters related to the terrorist attack.

"This is only a temporary situation," Brunkenhoefer said. "Once things have been sorted out, we will offer instructions on how backers of the legislation should proceed. Instructions on how supporters can further press for passage of this legislation will be issued as soon as possible."

UTU members and others concerned about improving Railroad Retirement should access the UTU website (<http://www.utu.org>) periodically for the latest information and instructions.

"Congress will give the appearance of going

through the motions in dealing with their original agenda while they deal with the crisis," Brunkenhoefer said. "In actuality, the only thing that they will truly focus on is the current crisis. Congress can be expected to be in this mode for a few weeks.

"I can only share with you speculation as to what may occur. Congress may move back to their original agenda and treat (the interruption) simply as if a delay had taken place. Previous expectations were that Congress would have adjourned before Thanksgiving after they had the budget/appropriations fight.

"If they return to that schedule, it means that Congress will be here well into December.

"Although there was a possibility that Railroad Retirement would be handled as a stand-alone bill, it was really expected that it would be part of a major omnibus bill passed during

the closing days of this session.

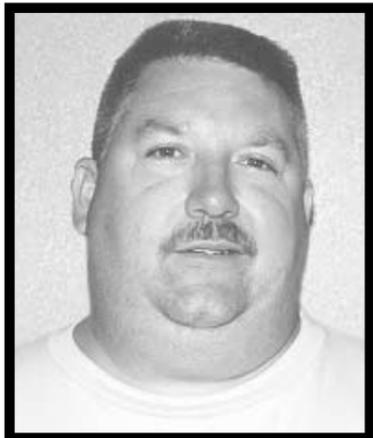
"The other feeling is that there would be a bipartisan summit involving the leaders of the House, Senate and the White House who would quickly settle all pending issues and adjourn much earlier.

"It is impossible for the coalition to have a game plan for our issue without knowing what Congress's overall agenda is and where our program would fit.

"We cannot give you any more guidance than this at this time. Quite frankly, no one knows exactly what will happen next. As soon as we have more information, we will notify you. Do not think that the legislation is dead; it is only the schedule that has changed.

"As crazy as it sounds, the legislation could either move much sooner or move much later," Brunkenhoefer said.

Voices: Do you get satisfaction from your job?



Steve Metken
L-1433, Elmwood Park, Ill.

"I've been a railroader for six years, and I'm employed by Canadian Pacific as an engineer in the Bensonville Yard. I have pride as an engineer. It's something I wanted for a long time. My grandfather was an engineer on the Rock Island. I heard stories while growing up and always wanted to do this. After a good day's work, I really do feel a sense of satisfaction. We're lucky to get heat in the winter, and there's no air conditioning in the summer, but with two fingers, you're in control of 8,000 h.p. pulling 18,000 tons. There's something to that. The least-satisfying aspect of the job is when management says one thing



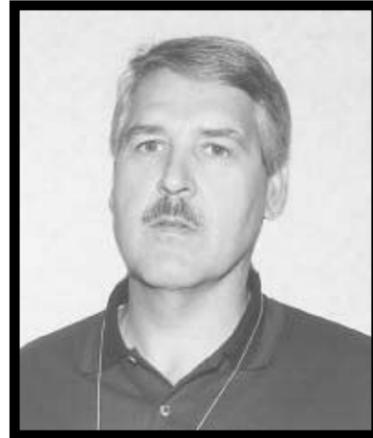
Thaddaus Warner
L-1290, Chicago, Ill.

"I'm a Metra conductor, with 31 years of rail experience. I worked for Illinois Central until the lines were bought and changed to Metra. I have a good job and I'm grateful for it, and when things are going well, there's a lot of satisfaction there. But when the company signs an agreement and doesn't live up to it, that takes away a lot of the job's satisfaction. I've also been secretary and treasurer since 1992, and was vice local chairperson for trainmen in 1990. We've got some issues here and some problems with deadhead pay, our 401(k) plan, and overtime pay. When agreements are reached, management needs to respect the contract."



Jimmy Minter
L-733, DeQueen, Ark.

"I'm a Union Pacific switchman working in the Texarkana Yard, and I've been railroading for about 33 years. I'm also my local's secretary and treasurer, legislative representative and delegate. I've held union positions since my second year in the industry. I've always enjoyed rail work, especially since I get to work days and get part of the weekend off, but I don't like the way we're treated. If we have an agreement, I believe in living up to it. We owe them what we agreed to, and they owe us what they agreed to. But I believe in the union movement and get a lot of satisfaction from being in the thick of things."



Bill Waymire
L-1202, Ft. Wayne, Ind.

"I'm a Norfolk Southern conductor with 31 years of experience, working from Ft. Wayne to Cincinnati. I've also been a local chairperson for 20 years or so. Yeah, I do enjoy my job. A lot of good people complain about going to work, but when the phone rings, I'm ready to go. I guess I see the same tracks each day, but I get to see different people, and there's something new and different about each day. We have a tremendous amount of new people working out here, too. I get a lot of satisfaction out of the union work, too. I'm one of the lucky ones, because I have three assistants who are marvelous people."

In Memoriam



Pannell

Dillard S. Pannell

BIRMINGHAM, Ala. – Retired former UTU General Chairperson Dillard Steve Pannell, 83, passed away Sat., Sept. 15, 2001, at his home in Birmingham after a long illness.

A member of Local 847 in Birmingham, Pannell was one of the few surviving members of the 40-person committee that laid the groundwork for the creation of the UTU in Hot Springs, Ark., in 1969, and formulated the UTU's autonomy guarantee. A monument located at UTU Square in Hot Springs depicts the committee.

Pannell began his career as a brakeman on the Louisville & Nashville Railroad and joined Lodge 847 of the Brotherhood of Railroad Trainmen (BRT) in 1940.

He served in the U.S. Air Force in World War II, then returned to the railroad and joined Division 186 of the Order of Railway Conductors and Brakemen in November 1948. He held various local posts, and was elected chairperson of the Southeastern General Chairmen's Association.

Following unification, Pannell worked tirelessly to unify the general committees representing L&N trainmen and conductors into a single committee, which he served until his retirement in July 1982 as associate general chairperson.



Morelli

Carl M. Morelli

Carl M. Morelli, a former insurance representative for the Brotherhood of Locomotive Firemen and Enginemen (BLF&E) and organizer for the UTU, passed away Aug. 22, 2001, during open-heart surgery. He was 78.

A member of UTU Local 1038 at Salt Lake City, Utah, Brother Morelli began his career as an engineer for the Denver & Rio Grande Railroad and joined BLF&E Lodge 670 in July 1942.

An Air Force veteran of World War II, Morelli worked as an organizer with the UTU from unification in 1969 until his retirement in 1988.

TPEL HONOR ROLL

Honoring members who have begun contributing to TPEL or increased their donations to \$100 or more per year within the last month.

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			DIAMOND CLUB (\$300 OR MORE PER YEAR)		
Wiley, Kenneth L.	324	Seattle, WA	Adamove, Leroy F.	469	Madison, IL
Sturgeon, Patrick B.	477	Newton, KS	Beck, George T.	620	Chicago, IL
LeNeave, Cortney	1000	Minneapolis, MN	*Devine, Thomas J.	1390	Trenton, NJ
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Belluomini, R.A.	1732	San Jose, CA
Anderson, David E.	311	LaCrosse, WI	GOLD CLUB (\$100 OR MORE PER YEAR)		
Ackerman, Larry C.	329	Boone, IA	Hagaman, Earl J.	60	Newark, NJ
Passet, Joseph R.	329	Boone, IA	Albitre, Richard J.	84	Los Angeles, CA
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Shuff Jr., Roger D.	194	Elkhart, IN
Kunda, Danny R.	322	Milwaukee, WI	Roberts, Bryan R.	195	Galesburg, IL
Holmquist, Paul R.	329	Boone, IA	Lanahan, James M.	281	Milwaukee, WI
Kerner, James J.	1582	Albany, NY	Carlascio, Stephen A.	281	Milwaukee, WI
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Vogler, Christopher D.	496	Portsmouth, OH
Leo, Christopher J.	84	Los Angeles, CA	*DuBose, G. Thomas	535	Macon, GA
Wolber, Mark S.	329	Boone, IA	Chitman, James E.	781	Shreveport, LA
Woodward, Aubrey	500	Grand Jct., CO	Richardson, Billy J.	785	Paducah, KY
Elzy Jr., Edward F.	590	Portage, WI	Rice, Richard J.	1067	Virginia, MN
Staley, Steven H.	597	Des Plaines, IL	Mertens, Arnold J.	1137	Fargo, ND
Hoerler, Sean P.	934	Alliance, NE	Mickish Jr., Joe	1137	Fargo, ND
Howell, Jeffrey H.	1800	Tucson, AZ	Baker, James A.	1292	Proctor, MN
			Gross, Bradley P.	1293	Altoona, WI
			*Davis, Darrel W.	1770	Los Angeles, CA
			Nelson, Brad T.	1780	Kansas City, MO
			Fernow Jr., Fred W.	R	Rash Fork, AZ

* = Retired Member

Senior News



Retirees from the SEPTA predecessor Red Arrow who continue to meet regularly include (from left) Paul Murray, Ken Redmond, Joe Pearson and Joe Hennelly. All but Redmond are members of Local 1594 in Upper Darby, Pa.

Red Arrow retirees a vanishing species

Ralph R. Quay of Local 1594, Upper Darby, Pa., considers himself a member of an endangered species.

Retired since 1980 and recently marking his 78th birthday, Brother Quay was an employee of the former Red Arrow Lines, now part of the Southeastern Pennsylvania Transportation Authority (SEPTA), and made the last trip out of Westchester, Pa., with a trolley car.

"I never saw so many cameras in my life," Quay said of the trip. "After that, I drove a bus, but I preferred the trolleys because they steered themselves!"

Today, about 30 Red Arrow retirees gather each month for a luncheon. A mailing list alerts about 160 persons to the meetings, but "some of the guys are getting tired, and a lot are starting to die off," said Quay.

Quay began on Red Arrow in September 1946, but also worked on the heavy rail equipment of the former Philadelphia & Western, making him a triple-threat commuter transportation veteran.

"I've got a binder filled with tokens, passes and other memorabilia, and probably 200 pages of things related to Red Arrow," Quay said.

For information about the Red Arrow Retiree Association, contact Charles Wilkie by calling (610) 358-4856, or write to him at 220 Moria Place, Aston, PA 19014.

Medical insurance facts pave the way to retirement

Early retirement

If you are thinking about "early" retirement, medical insurance for you and your family is something you seriously need to consider.

GA-46000 is the Early Retirement Major Medical Expense Benefit Plan available to employees of participating railroads and their eligible dependents.

To be eligible for this plan, the employee must apply for an age annuity from the Railroad Retirement Board on or after age 61 (age 60 if the pending Railroad Retirement Survivors' and Improvement Act of 2001 is passed by the Senate and signed into law by President Bush), with 30 or more years of service and be covered under either the National Health and Welfare Plan (GA-23000) or the NRC/UTU Health and Welfare Plan when applying for retirement.

This plan covers the employee and any eligible dependents up until the time the employee reaches age 65 and becomes eligible for Medicare. At that time, the employee must enroll for Medicare and the dependent coverage ends. The dependent can continue coverage under COBRA for 18, 29, or 36 months, depending upon the circumstances, at their own cost.

In addition to GA-46000, which provides coverage of 80% of covered expenses after a \$100-calendar-year deductible is satisfied, and prescription drug coverage similar to that enjoyed by active employees, a supplement is available under GA-23111 Plan E. This supplement covers 70% of the expenses not paid under GA-46000 and has a \$200,000 lifetime maximum benefit provision.

For a booklet describing the benefits of GA-46000 and GA-23111, along with an enrollment form for Plan E, contact United HealthCare at 1-800-842-5252. Representatives are available to answer any questions regarding benefits and eligibility.

Normal retirement

If you are nearing age 65, or have worked beyond age 65 and have not yet applied for Medicare, there are certain things you must do to assure uninterrupted coverage.

First, you must apply for Medicare, Parts A & B. This can be done at the time you contact the Railroad Retirement Board to begin the retirement process, usually 60 to 90 days prior to the date you intend to stop working. There is a seven-month initial enrollment period, starting three months before you turn age 65, during which you can enroll without penalty.

If you do not enroll for Medicare during this seven-month period, you will have to wait until the next general enrollment period (January 1 through March 31) to add Part B coverage, and the delayed enrollment could cause you to pay more for your coverage.

Medicare benefits for railroad retirees and their dependents are administered by Palmetto in Augusta, Ga. To inquire about Medicare claims, you can contact them by calling toll-free 1-800-833-4455.

In addition to Medicare, supplemental benefits are available through GA-23111 Plan D and Plan F. Both of these plans pay the Medicare Parts A and B deductibles in full, as well as 100% of the covered expenses not paid by Medicare. Plan D also includes prescription drug coverage, but at a higher premium than Plan F.

You must apply for enrollment in Plan D or F during the first four months following the month in which you stop working. If you fail to do so within that time, enrollment may require "proof of insurability" unless you apply during an "open enrollment" period.

Booklets describing Plan D and Plan F benefits, along with enrollment forms, can be obtained by calling United HealthCare at 1-800-809-0453. United HealthCare representatives will also be able to answer any questions you may have about insurance when you retire.

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	Kemmerley, Tom	Waterville, OH	377	Longwell, George T.	Dixonville, PA	847	Pannell, Dillard S.	Birmingham, AL
2	Saunders, John W.	Bartow, FL	454	Wilson, John E.	Owings Mills, MD	903	Weeks, William T.	Tallahassee, FL
78	Wilson, Homer C.	Las Vegas, NV	459	Daughtrey, Jr., W. Fred	Chattanooga, TN	1038	Morelli, Carl M.	Murray, UT
113	Dover, L.F.	Winslow, AZ	469	Leonard, Julius J.	Versailles, MO	1117	Mace, M.	St. George, UT
113	Peterson, Keith E.	Winslow, AZ	569	King, Maynard L.	Red Oak, TX	1172	Boothe, Oka L.W.	Princeton, WV
118	Smith, Estel	Oak Hill, WV	573	Keeton, Junior	Oneida, TN	1373	Williams, John B.	Bensalem, PA
194	Wilson, Victor P.	Elkhart, IN	584	Seeling, Milton O.	Houston, TX	1390	Mitchell, John J.	Kearny, NJ
212	Willmott, Aubrey M.	Virginia Bch., VA	584	Thompson, Walter L.	Meridian, MS	1418	Petterson, Emanuel G.	Rochester, PA
228	Nejdl, Edward J.	Cedar Rapids, IA	590	Cooper, Jr., Leo J.	Madison, WI	1409	Colvin, John F.	Kansas City, MO
238	Nistler, Joseph H.	Tempe, AZ	605	Griffith, Ralph W.	Clarksburg, WV	1470	Brown, Frank E.	Bowie, MD
240	Ferns, Rolland	Covina, CA	610	Kalvelage, Karl T.	Baltimore, MD	1522	Cezmar, Peter P.	Daytona Beach, FL
257	Sandstrom, Robert G.	Chadron, NE	626	Clark, Stanley H.	Normal, IL	1564	Bagsby, Jr., Samuel	Gardena, CA
258	Hawk, Glennis L.	Toledo, IA	631	Mock, Robert D.	Cumberland, MD	1594	Parker, Edward L.	Philadelphia, PA
283	Sanford, Thomas N.	Vancouver, WA	694	Wolf, Jack L.	Redding, CA	1884	Huston, Roland O.	Calgary, AB
298	Totos, Walter G.	Chicago, IL	768	Calhoun, John W.	Bethany, IL	1948	Ciotto, Fred M.	New Castle, PA
363	Bentley I, John S.	Roanoke, VA	792	Miller, Robert F.	Spring Hill, FL			
367	Nagle, Thomas G.	Phoenix, AZ	818	Bobo, Stanley D.	Hurst, TX			

Employee Benefit Providers

Below are web addresses and toll-free telephone numbers for the various companies that administer benefits under the NRC/UTU and national health and welfare plans. Utilizing the websites listed below will allow you to track claims, review par-

ticipating physician directories, check benefit eligibility, order prescription medicines and more. If you have Internet access, the UTU encourages you to visit these websites and take advantage of the services and up-to-date information available.

Medical Benefit Plans

REGENCE LIFE & HEALTH INSURANCE CO. (BCBS)
(WWW.BCBS.COM)

NRC/UTU HEALTH & WELFARE PLAN
Information Line1-888-977-2583

UNITED HEALTHCARE (WWW.MYUHC.COM)

NRC/UTU HEALTH & WELFARE PLAN
Information Line1-800-691-0013
Managed Care Program1-888-445-4379
Medical Management1-800-842-4555

NATIONAL HEALTH & WELFARE PLAN (GA-23000)
Information Line1-800-842-5252
Managed Care Program1-800-842-9905
Medical Management1-800-842-4555

EARLY RETIREMENT PLAN (GA-46000)
Claims and Information1-800-842-5252

GA-23111 POLICIES
Claims and Information1-800-842-5252
Plan D Claims and Information1-800-809-0453

AETNA U.S. HEALTHCARE (WWW.AETNAUSHC.COM)

NRC/UTU HEALTH & WELFARE PLAN
Managed Care Program1-888-332-8742

NATIONAL HEALTH & WELFARE PLAN (GA-23000)
Managed Care Programs1-800-842-4044

RAILROAD EMPLOYEES NATIONAL DENTAL PLAN (GP-12000)
Claims and Information1-877-277-3368

Mental Health, Substance Abuse Programs

MAGELLAN BEHAVIORAL HEALTH

(WWW.MAGELLANHEALTH.COM)
Claims and Information1-888-724-5006

VALUEOPTIONS (WWW.VALUEOPTIONS.COM)

Claims and Treatment Certification ...1-800-934-7245

Prescriptions Drugs

MERCK-MEDCO (WWW.MERCKMEDCO.COM)

Claims and Information1-800-842-0070
GA-23111-D Prescription Drugs1-800-842-0304

Life Insurance Benefits

MINNESOTA LIFE INSURANCE

(WWW.MINNESOTALIFE.COM)
Claims and Information1-800-328-9442

METLIFE (WWW.METLIFE.COM)

Claims and Information1-800-310-7770

Vision Benefits

RAILROAD EMPLOYEES NATIONAL VISION PLAN

(WWW.VSP.COM)
Claims and Information1-888-877-4782

UTU gives Brass Lantern Award for caboose



The winner of the 2001 UTU Brass Lantern Award is Howard Smith of Grove City, Ohio. The UTU Brass Lantern Award is given each year to the builder of the best model caboose at the National Model Railroad Association's (NMRA) annual convention. It is one of the union's highest honors.

Smith, 61, is a mechanical engineer for a company that makes surveillance equipment. He is married with two children.

He has been interested in model building since a child and has built hundreds of models over the years, the vast majority railroad models. He has attended the NMRA's convention many times, but this was his first submission at the national level. He beat out nine competitors.

The winning model is a 1930s Baltimore & Ohio Railroad Class I5 wooden caboose in the 1/87th HO scale. It was built in 1977 from an article written in *Model Railroader* magazine in 1960.

Virtually everything on the model, except trucks, wheels and couplers, was crafted from scratch. The model took about three months to build. The roof comes off to reveal bunks, storage lockers, a stove and sink, a coal bucket, even the mirror on the wall.

"I appreciate receiving the UTU Brass Lantern Award," Smith said. "Over the years I have watched other people win it. When I walked into that room I had every hope of winning it and I am extremely proud of it. To me this is the best award I have ever won. It doesn't get any better than this. I thank the union very much."

Panama Canal cruise set for Mar. 6-16

Experience the Panama Canal with a twist!

Active and retired UTU members and their guests are invited to enjoy a unique fraternal travel opportunity in the spring of 2002 when the UTU Travelers Club sponsors its Roundtrip Panama Canal Cruise aboard the Princess Cruise Line's Sun Princess.

Set for March 6 through March 16, 2002, the Roundtrip Panama Canal Cruise provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices starting at just \$1,522 per person (based on double occupancy), this Love Boat adventure gives those who were closed out of our sold-out Fall Foliage Cruise aboard the Crown Princess another opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests aboard this cruise will embark from Ft. Lauderdale on Wednesday, March 6, and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to the charming, British-



Cruise the Panama Canal aboard the Princess Cruise Line's "Sun Princess."

influenced island of Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica, which offers white, sandy beaches and misty mountains draped in lush rainforest.

On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks and heads for Gatun Lake, an immense 168-square-mile artificial reservoir surrounded by lush, impenetrable jungle.

Returning through the same locks, the ship cruises to Cartagena, Columbia, where travelers will get a glimpse on March 13 of colonial Spain as they stroll into the 16th century walled city boasting local boutiques that offer the world's finest emeralds.

Two days at sea on the way back to Ft. Lauderdale give travelers ample opportunity to discover why Princess cruises outclass the rest.

To receive a brochure and reservation form, write today to: UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about the various upgrade options and airfares, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)



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