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UTU News

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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“There can be no excuse for intimidation and harassment of injured employees because a supervisor is more concerned about a safety award than a safe workplace.”

UTU International President Byron A. Boyd Jr.

News & Notes

Railroad fatalities rise

WASHINGTON, D.C. – Government data issued in mid-August indicates railroads reported fewer train accidents during 2002's first five months, compared with the same period last year, but employee and trespasser fatalities were up over that same span, according to Progressive Railroading magazine. Some 646 U.S. railroads reported 5,535 accidents/incidents through May, compared with 6,835 for the same 2001 period. Those railroads recorded 382 fatalities during 2002's first five months, about the same as the 2001 period. Railroads recorded 10 employee fatalities, 43.9% more than the seven they recorded during 2001's first five months, and 17.8% more trespasser fatalities than the same period last year.

EPA warns of diesel exhaust

WASHINGTON, D.C. – An Environmental Protection Agency (EPA) report concludes after a decade of study that inhaling diesel exhausts from large trucks and other sources over time can cause cancer, the Associated Press reported. The finding is expected to buttress the government's push to reduce exhaust-pipe emissions by requiring cleaner-burning engines and diesel fuel with ultra-low sulfur content. While acknowledging uncertainties about the long-term health effects of exposure to diesel exhausts, the report said studies involving both animal tests and occupational exposure suggest strong evidence of a cancer risk to humans.

Elections in locals set for November

In accordance with the UTU Constitution, elections for certain positions as designated in Article 57, lines 1-4 and 11-12, will be held during the month of November 2002. This election notice is to advise that nominations for local officers (president, vice president, secretary/treasurer, three-member board of trustees), local committee(s) of adjustment (chairperson, one or more vice chairpersons and secretary), delegate and alternate delegate, will be accepted at all October 2002 local meetings. Nominations may be filed by petition signed by at least five (5) eligible voters in the local, or may be made from the floor at the October 2002 meeting. Elections will be conducted by mail ballot or at the local's November 2002 meeting, dependent upon local bylaws or procedures.

Granddaughter earns scholarship

The 14-year-old granddaughter of former UTU President Tom DuBose was awarded \$1,500 for educational purposes for an essay she wrote on the life of her grandfather. Portions of her essay are reproduced on page 11.

FRA warns rail managers against worker intimidation

WASHINGTON, D.C. – Railroad management nationwide has been put on notice by the Federal Railroad Administration (FRA) that intimidation and harassment of employees could result in individual liability that includes civil fines and prosecution by a U.S. attorney.

FRA's stern written warning follows discussions between UTU International President Byron A. Boyd Jr., Federal Railroad Administrator Allan Rutter and FRA safety chief George Gavalla. Boyd told Rutter and Gavalla, “There can be no excuse for intimidation and harassment of injured employees because a supervisor is more concerned about a safety award than a safe workplace.”

Boyd provided FRA with evidence of employee harassment, including numerous incidents where a carrier supervisor interfered in the emergency room treatment of an injured employee. The purpose, explained Boyd, was to influence the doctor to limit treatment so that the injury would not be reportable to the FRA and thus jeopardize the railroad's winning of a safety award.

“The FRA is very concerned about injured employees receiving proper medical treatment,” the FRA said in a letter sent to carriers. “If the injured person feels restricted in discussing these

issues, it can prevent proper treatment besides violating a person's privacy.”

The agency listed specific examples of what constitutes intimidation or harassment “calculated to prevent or discourage” injured employees from receiving proper medical treatment:

- Asking a physician to provide/prescribe that an injured employee take only non-prescription drugs;
- Asking a physician to provide/prescribe that an injured employee take only over-the-counter drugs sold at lower than prescription strength, but in doses that equate to prescription strength (e.g., requesting that a physician tell an employee to take three times the recommended over-the-counter dosage of a painkiller when the physician would otherwise prescribe a prescription-strength dosage of the drug to the employee);
- Accompanying an injured employee into the examination room without a truly voluntary invitation. (An exception would be if the employee is unconscious or very groggy and the supervisor is providing relevant information to the attending physician. Also, if the supervisor does not intend to influence the treatment or alter reportability, or if the supervisor is merely

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NS shuts yard at UTU urging

HARRISBURG, Pa. – Norfolk Southern (NS) abruptly shut down Enola Yard outside Harrisburg, Pa., last month after the United Transportation Union raised safety concerns about the design of the flat-switching facility that opened in January, according to transportation writer Bill Stephens at trains.com.

The railroad – which says the yard is safe and doesn't require modifications – plans to reopen Enola soon, an NS official said.

The UTU claims 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 standing cuts of cars at the other end of the yard.

UTU officials pressed the matter during a regularly scheduled safety meeting September 11 in

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Two members killed on the job

CLEVELAND, Ohio – Two UTU members were killed and one seriously injured in recent incidents.

A member working as a conductor on the CSXT was killed early September 2 when a railcar attached to a CSXT train backed over him.

Jerry W. Duncan, 52, a member of Local 904 at Evansville, Ind., was hit around 3:05 a.m. at the Atkinson Railroad Yard in Madisonville. He was pronounced dead at the scene.

Duncan reportedly was dropping off seven cars at the Atkinson Yard and operating a rail switch when he was struck.

The train was not being operated by remote control, according to R.W. Marshall, Kentucky state legislative director, who visited the scene. An Associated Press dispatch had wrongly sug-

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Around the UTU

News from around the U.S. and Canada

Local 17, Marshalltown, Iowa

Nearly 100 active and retired Union Pacific employees and their families attended the local's annual picnic, said Legislative Representative **Bill Backoff**, who thanked the local merchants who donated door prizes and the designated law firms who supported the event for making it a great success. Among those attending were Iowa State Legislative Director **Pat Hendricks**, Iowa 4th Congressional District Candidate **John Norris**, Iowa House Representative **Mark Smith**, and National Association of Retired and Veteran Railway Employees (NARVRE) Area 4 Director **Ruth Elyea**.

Local 84, Los Angeles, Cal.

Secretary/Treasurer and Delegate **Richard Albitre** is reminding the local's Amtrak employees to keep him apprised of home addresses so ballots can be mailed out for November elections, as per Article 49 of the UTU Constitution.

Local 226, Moberly, Mo.

Members of the local working for Norfolk Southern and the Gateway Western railroads have invited BMW and BLE members to participate in the flu- and pneumonia-shot clinic the local is sponsoring November 4 from 8 a.m. to 9:30 a.m. at the Ramada Inn in Moberly at Highways 24 and 63, said Secretary/Treasurer **Rich Duley**. Free breakfast will be served from 8 a.m. until 10 a.m. For details, call Duley at (660) 263-4916.

Local 490, Princeton, Ind.

Nearly 100 members of this Norfolk Southern local, along with family members and others from rail labor, marched in the Labor Day parade held in Evansville, Ind., behind Parade Marshall **Gov. Frank O'Bannon**. The 15th annual picnic followed, drawing 128 participants, including Indiana State Legislative Director **James Carri-co** and UTU Special Representative **J. M. Lewis**, said Indiana Assistant State Legislative Director **T. E. Hensler Sr.**, who thanked Local President **Alan Stuckey** and his committee for arranging the event and Designated Legal Counsel **Ed Brennan** for his support.

Local 492, Sacramento, Cal.

Former Southern Pacific employees who recently retired thanks to the passage of Railroad Retirement legislation held a celebration in August, said Secretary/Treasurer **Daryl M. Stinchfield**, who also serves as the local's delegate and legislative representative. Those participating shared beverages and side dishes at the home of **Thomas R. "Tomcat" Mulholland**.

Local 577, Northlake, Ill.

Rain failed to dampen the spirits of those from this Union Pacific local who attended the annual picnic in August, said Secretary **Kenneth J. Larson**, who thanked all the officers, families and friends who made the event a resounding success and the UTU designated law firms who gave their support.

Local 807, Tucson, Ariz.

The local is hosting with **Local 1800** and **Auxiliary Lodge 800** (both in Tucson) the Tucson Annual Special Meeting on November 23 at the Doubletree Hotel at Reid Park, said Legislative Representative and Delegate **Tom Moore**. Attending will be UTU International officers, state legislative directors, general chairpersons, and Railroad Retirement and health insurance representatives. A dinner will be held Friday



TPEL contributor **Harry C. Lewis Jr.** is flanked by (left) U.S. National Legislative Director **James M. Brunkenhoefer** and Assistant President **Paul C. Thompson**.

Member's gratitude bolsters TPEL fund

UTU members realize the importance of investing in the union's political action fund, the Transportation Political Education League (TPEL). And, nobody realizes it more than **Harry C. Lewis Jr.**

Thanks to Lewis and thousands of other UTU members, TPEL is the largest political action committee among rail labor unions, and the reason why the UTU is successful at both the bargaining table and in the halls of Congress and in state capitals.

Lewis, a Double Diamond Club member who contributes \$600 per year to TPEL through payroll deduction, recently surprised Illinois State Legislative Director **Joe Szabo** and Iowa State Legislative Director **Pat Hendricks** with donations of \$1,200 and \$600, respectively.

Lewis, vice local chairperson and alternate legislative representative of Local 597 at Des Plaines, Ill., is a locomotive engineer for the Union Pacific (former C&NW), and regularly runs between Chicago and Clinton, Iowa. He has been a UTU member for 30 years, and a TPEL donor for 24 years.

That total \$2,400 yearly donation places Lewis atop the TPEL's annual Honor Roll of donors.

"These contributions are the only way I can say thanks to the UTU Legislative Department for all they have done," Lewis said. He insisted the contributions were not made for self-promotion, and was reluctant to pose for the photo above for fear that his actions would be misconstrued. "I will only have my picture taken if it will help my union and TPEL," he said.

"Harry's leadership in TPEL is a shining example of the commitment UTU members can make in trying to shape their own future through the legislative process," Szabo said. "Harry clearly understands a TPEL donation is an investment in his future, an investment he believes he will get a return on, that it is not just an expenditure, or money that is idly given away."

"Harry is a fine member. We need more like him," Hendricks said. "He is loyal to TPEL and the engineers' craft, and shows appreciation for the work that the UTU does."

night (November 22), with a hosted luncheon, dinner and dancing the following day. Registration begins Saturday at 8 a.m. The hotel, offering a rate of \$79 a night for a single or double room and \$125 for a suite, can be reached at (520) 881-4200, said Moore, who would like to hear from those planning to attend. Call Moore at home at (520) 744-0381, at his office at (520) 622-6902 or on his cell phone at (520) 907-5378.

Local 590, Portage, Wisc.

At press time, Canadian Pacific Railway (CPR) employees on the former Soo Line and Milwaukee Road were set to participate in an emergency response exercise, along with members of **Local 911** in Minneapolis, Minn., that would involve tipped tank cars, multiple fire departments, an air rescue unit and a secret scenario that investigators will be required to solve, according to Legislative Representative **Jerry Ott** (L-911) and Local Chairperson **Jim H. Nelson** (L-590), who work together on a joint safety and health committee. Besides members of the two locals, others participating will be officials from CPR, as well as those representing the city, county, state and federal governments. Plans also call for the Federal Bureau of Investigation to film the event to use in its training programs.

Local 1088, Jackson, Miss.

All are invited to join the nearly 50 Kansas City Southern retirees who meet once a month for a potluck lunch at the senior citizens' building in Meridian, Miss., according to Retiree Program member **Jimmy J. Rawson**, who said there's also a group that meets at the Chicken Basket Restaurant in Meridian every Saturday morning for breakfast. For times and dates, write to Brother Rawson at 8793 Chapel Rd., Meridian, MS 39305, or call him at (601) 681-6322.

Local 1373, Philadelphia, Pa.

This CSXT local is trying to raise funds to assist the family of brother **Bill Betson**. Betson's nine-year-old daughter, **Cecelia**, was involved in an accident that left her with second- and third-degree burns over 40% of her body. She is expected to be hospitalized for a year. Donations are being collected by Local President **Tony Mirarchi**, who can be reached by writing 929 Georgetown Rd., Swarthmore, PA 19081, or calling 215-339-2723.

Local 1529, Toledo, Ohio

The local's annual "Oldtimers Party" for current and retired employees from CSXT's Toledo terminal will be held November 4 at 6 p.m. in the Knights of Pythias Hall in Walbridge, Ohio. The event is sponsored by Designated Legal Counsel **Harrington, Thompson, Acker and Harrington**. For information, call Local Secretary/Treasurer **Mike Obrock** at (419) 836-8697.

Local 1778, N. Vancouver, B.C.

The autumn issue of *The Meeting Point*, this BC Rail local's newsletter, which also chronicles events at Local 1923 (Prince George, B.C.), is now available on the website shared by the two locals at <http://www.utubc.com>, according to Secretary/Treasurer **David Moorhouse**. This issue features articles about dangerous taxis, the right to refuse dangerous work, and more.

Wanted: Retiree info

The UTU Retiree Program is seeking information about upcoming events honoring our retirees. If your local or retiree association is planning such an event, please let us know at least a month in advance by calling us Monday through Friday at (216) 228-9400 between 8:30 a.m. and 4:30 p.m. EST, or by writing to us at UTU Retiree Program, 14600 Detroit Ave., Cleveland, OH 44107-4250. Send e-mail to utunews@utu.org.

State Watch *News from UTU State Legislative Boards*

Ohio

State Legislative Director **William J. Thompson** retired September 30 after more than 40 years of membership in the UTU and its predecessor, the Brotherhood of Railroad Trainmen, reported Assistant Director **Joseph A. Boda Jr.**



Thompson



Boda

Thompson's railroading career began in 1961 as a trainman for the Akron, Canton & Youngstown Railroad, now part of Norfolk Southern. He was elected alternate legislative representative of his local in 1964 and since that time has held the offices of legislative representative, vice local chairperson, local chairperson, delegate and general chairperson. He has served as state legislative director since 1992.

"His devotion to the UTU and to (the) Transportation Political Education League goes without saying," said Boda, who pointed out that Thompson has been an active TPEL supporter almost as long as he has been a union member.

Boda, who serves as a member of the UTU Executive Board, assumed the position of Ohio state legislative director on October 1. He has served as assistant legislative director since 1992.

Illinois

A special-edition Illinois pin has been commissioned by Legislative Director **Joe Szabo** for members in the state who contribute at least \$25 per month (Diamond Club) to TPEL.

Szabo said the pin will be given exclusively to those members who distinguish themselves as "leaders of distinction" for their contribution to the UTU's political action committee.

All current Illinois Diamond Club and above members will have their pins mailed to them immediately, Szabo said, and future contributors will be sent a pin once their application has been processed.

Wisconsin



Seated, from left, are Local 581 Legislative Representative **Andy Hauck**, Local 582 Legislative Representative **Jeff Thompson** and Local 281 Chairperson **Wes Braswell** holding awards presented to Wisconsin UTU locals for their contributions to TPEL. Locals 281 at Milwaukee, 312 at Madison and 1293 at Altoona all received plaques for placing in the top ten locals in the country in TPEL contributions.



Pictured above, from left, are Local 583 Legislative Steward **Jeff Miller**, Wisconsin attorney general candidate **Peg Lautenschlager**, Legislative Representative **Craig Peachy Sr.**, Vice Local Chairperson **Jim Wathan Jr.**, Alternate Legislative Representative **Scott Seggerman** and Local Chairperson **Pat Dobbs**. The Fond du Lac local, which represents employees on Canadian National's Wisconsin Central lines, presented **Lautenschlager** with a check from TPEL when she attended a recent local meeting.

District of Columbia

Robert J. Beard, retired former UTU District of Columbia state legislative director, has been named to the editorial advisory board of *Bus Ride* magazine.

Beard was a bus operator for Trailways from 1960 until 1987, and for Greyhound from 1987 to 1990. As a Trailways driver, he was a member of the now-closed UTU Local 1699 in Washington, D.C., and served as its vice local chairperson.

In addition to co-founding the Interstate Bus Driver's Association and being the editor of its *Over the Road* magazine from 1966 to 1973, Beard has been an airport, charter, paratransit and local transit driver for various companies on the east coast.

Beard is also the author of the book, "Square Wheels on the Interstate," and the museum curator to Trailways Transportation System's national headquarters. He also serves on the convention staff and as the chairperson for the Trailways Retirees' Association. He lives in Washington, D.C., with his wife of 44 years, Frances.

"From driving to marketing, the members of *Bus Ride's* brand-new editorial advisory board come from a variety of backgrounds, but they all have one thing in common: a love for the industry coupled with a wide array of knowledge and experience," *Bus Ride* magazine said.

Kansas

A team of four UTU members tied for second place among 34 teams competing in the Topeka Cadillac Invitational Golf Tournament on August 19, reported State Director **Don Lindsey Jr.**

The tournament benefitted the National Kidney Foundation and raised \$34,353 for the National Kidney Foundation of Kansas and Western Missouri.

"The UTU team was the only group representing organized labor that I am aware of," Lindsey said. "UTU's participation has received many favorable comments, from not only politicians, but local members of the community."



Pictured from left are: **Vance Nash**, retired member of Local 533; **Don Lindsey Jr.**, Kansas state legislative director; **Bob Ginther**, investigator with the *Hubbell, Sawyer, Peak, O'Neal & Napier* law firm and member of Local 1403, and **Kevin Cuthbertson**, member Local 533.

Bus Department

By **Percy Palmer**

The right attitude will make your day

As bus operators, we are put through extensive rigors and scrutinies every day. The operator must report to work by a specified time, properly dressed in uniform, or face disciplinary action. He or she is expected to meet the public with a smile. There are various Federal and state laws, as well as other regulations, under which he or she must operate.

In most cases there also is the city charter, city municipal code, city ordinances, employee handbook, motor vehicle code, school pupil activity bus regulations or school bus regulations for some operators, along with contract language if there is a union on the property, and daily company bulletins.

Then there are managers and supervisors watching for the operator to make a mistake so he or she can be disciplined. There also are spotters on the bus to observe every move the operator makes to be reported back to the company. Passengers are constantly observing and will make exaggerated complaints to which the operator must respond, and for which he or she may be disciplined.

Then there are the regular motorists, half of whom do not know how to drive, who will call and complain to the company that the bus cut them off or was speeding or much more.

The operator probably has more personal contact with the public than any other profession. I say to you, sisters and brothers, "Make it easy on yourself." You, and only you, decide what your day is going to be like. Choose your attitude each day. Some of the aforementioned scenarios you have no control over, but you certainly have a choice when it comes to your attitude.



Yardmasters

By **Don Carver**

D&H yardmasters ratify new contract

Delaware & Hudson yardmasters have ratified a new mediated agreement.

It was necessary to secure the assistance of the National Mediation Board (NMB) to reach a proposed agreement for the D&H yardmasters.

Ratification voting was completed September 19, 2002. The results reflected overwhelming support for the proposal, with 86% of the ballots being returned and 100% of the ballots returned registering a vote for ratification.

The Grand Trunk Western yardmaster general committee, led by **Lenny Forchione**, completed its NMB-taught interest-based bargaining training the second week of September.

Immediately following the training, contract negotiations began. We are hoping for a successful conclusion in these negotiations.

William J. Cobean, general chairperson of the Burlington Northern Santa Fe yardmaster committee, became a Railroad Retirement annuitant September 1, 2002.

Billy's sincerity, dedication, levity, jovial spirit and "big bear hugs" will be missed, but never forgotten. We wish **Billy** and his wife, **June**, all our best.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400

via fax at (216) 228-5755

via e-mail at utunews@utu.org

via the Internet at <http://www.utu.org>

Make your voice heard this coming Election Day

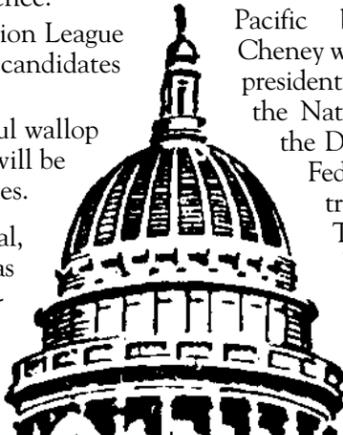
Corporate America has contributed more than \$700 million to corporate-friendly political candidates who will be seeking congressional office on Election Day. One purpose of corporate political contributions is to weaken the strength of organized labor and attack our pay, benefits and working conditions.

We can overcome corporate America's attack on working men and women by going to the polls on Election Day and casting ballots for labor-friendly candidates. More than 25% of all eligible voters have at least one union member in the household. If each of us, as well as other members of our families, goes to the polls on Election Day, we can, and will, make a difference.

We can also contribute to the Transportation Political Education League (TPEL), which provides frequently under-financed labor-friendly candidates the dollars they desperately need to get their message out.

The votes of labor families on Election Day can pack a powerful wallop in support of our paychecks, benefits and job security. But, there will be no labor wallop if we don't cast ballots for labor-friendly candidates.

And, once those labor-friendly candidates take office at the local, state and federal level, TPEL makes our voice heard just as loudly as corporate America. The carriers acknowledge that no major legislation has passed Congress in recent years without support from your UTU. That is so only because of our friends in office. Without our votes and without TPEL support, the only wallop on Capitol Hill and in state capitals would be that of the employer.



WASHINGTON WATCH

By James Brunkenhoefer

One vote, your vote, can make a difference

Last month I wrote about the importance of voting. I feel that voting is so crucial, that I am writing another column about it. This time I am going to talk about how one vote, your vote, can make a difference.

Many people feel that their vote does not make a difference and that they are not a part of the process. But your vote does count. Everyone knows just how close the November 2002 Presidential election was and how every vote counted in that election.



The following are a few examples of how just one vote made a difference:

- In 1645, one vote gave Oliver Cromwell control of England;
- In 1649, one vote decided that Charles I would be executed;
- In 1776, one vote decided that English would be the official language of the United States instead of German;
- In 1839, Marcus Norton was elected governor of Massachusetts by one vote;
- In 1868, one vote saved President Andrew Johnson from impeachment;
- In 1876, one vote changed France from a monarchy to a republic;
- In 1876, Rutherford Hayes was elected president by one vote;
- In 1920, women in the United States gained the right to vote by one vote;
- In 1923, Adolph Hitler was elected head of the Nazi Party by one vote;
- In 1960, Nixon would have been elected president instead of President Kennedy by a change of one vote/precinct;
- In 1968, Hubert Humphrey would have been elected Presi-

Your vote + TPEL = Success

By Dan Johnson
General Secretary/Treasurer

It's a legitimate question: Why should I bother to vote on Election Day and/or give my hard-earned money to the Transportation Political Education League (TPEL)?

Shortly after the 2000 presidential election, one of Al Gore's top political advisers responded, in part, to this question. If only just one or two more people in key election precincts had cast a ballot for Gore, he would now be President Gore.

"So what?" you say. "Politicians are all the same."

That is not so. When comparing Gore's record with that of President Bush, there is a difference that affects your pay, benefits and job security. President Bush is very pro-big-business and often anti-labor. His political campaigns have been financed by big business, including the nation's transportation carriers. Conversely, Gore's record clearly is much more in tune with what is important to working-class America.

Clearly, were Al Gore in the White House today, former Union Pacific board member Dick Cheney would not be advising the president on who to appoint to the National Mediation Board, the Department of Labor, the Federal Railroad Administration or the National Transportation Safety Board.

On Election Day this year, voters will decide whether labor-friendly or carrier-



Johnson

friendly candidates are elected to the House and the Senate. The Senate plays an important role of confirming – or not confirming – presidential nominees to the courts and federal agencies. So, even with President Bush in the White House, we get another bite of the apple if we have friends of labor in the Senate who are able to block presidential nominations considered unfriendly to labor.

This is exceptionally important to you and your family because whenever we have wage disputes and hours of service regulations that must be decided by federal courts or federal agencies, it is individuals appointed by the president and confirmed by the Senate who make the final decisions.

This brings us full circle as to why we should vote and make substantial contributions to TPEL, which provides financial support to candidates who represent our needs, positions and philosophies.

Our ballots and TPEL are our effective response to the financial support carriers provide political candidates of their choice. If we don't vote and don't contribute to TPEL, we put the carriers in the driver's seat on matters affecting our pay, our benefits and our job security.

You are not a player if you cannot consistently and credibly deliver the votes and the campaign finances necessary to put labor-friendly legislators and regulators in these forums.

Simply put, if you can't consistently and predictably form an effective pro-labor voting block with your votes and political contributions to TPEL, you will not be in the game and the carriers will trample you and your family.

UTU adapts to best serve members

By Mike Bradley
Vice Local Chairperson
UTU Local 313, Grand Rapids, Mich.

In the not-too-distant past, railroads were the preeminent industry in the nation, much like today's technology industry led by such giants as Microsoft and Intel.

Nearly every American family had a member, relative or neighbor working for a railroad. Many rail officials had been promoted up from the ranks and/or had close relatives among the rank-and-file. Politicians frequently had family members working for railroads; and the same was true of newspaper reporters. All this contributed to the political and negotiating success of rail unions as carriers and lawmakers knew that public opinion frequently tilted toward rail unions.



Bradley

That was then. Airplanes, automobiles, trucks and improved rail technology have reduced railroad employment from more than one million persons as recently as 1951 to fewer than 200,000 today. Few families, neighbors, politicians or newspaper reporters today have a railroad worker in the family. Railroads have become largely invisible to the public, except when they are stuck at a highway-rail grade crossing or they read about Amtrak's problems. Out of sight, out of mind, goes the saying – and that also has contributed to a dilution in the effectiveness of rail unions.

So what is a railroad labor organization to do? Well, we can pound our collective fists, complain to each other in the shanty, march in the streets, threaten work stoppages and even hit the bricks. We know how that has worked. The result is counted in diesel engines, two-way radios, centralized traffic control, computers everywhere, elimination of the caboose and installation of end-of-train devices. The result especially is counted in a rail workforce that has gone from dominant in America to barely visible.

Good for railroads, good for employees

The one fact we cannot honestly deny, however, is that all of this has been good not only for railroad stockholders and shippers, but for employees who kept their jobs. The objective of more safe and more productive employers – whether they be railroad companies, communication companies or big-box department stores – cannot be retarded by those who may suffer as a result of positive progress. We also cannot ignore that good wages and good benefits can be paid only by productive and profitable employers.

Thus a new negotiating philosophy is needed to embrace and manage technological innovation to make it our ally rather than our enemy. The UTU is leading the way among all of organized labor through a shrewd and effective bargaining philosophy that embraces change and makes it an ally of job secu-

rity and improved pay and benefits.

Negotiating trip rates and bringing post-1985 employees to pay parity with pre-1985 employees is one example of the effective UTU strategy. Even the BLE has taken a page from the UTU playbook by negotiating an hourly rate agreement on the former Wisconsin Central.

The UTU has also taken another innovative and effective step forward by gaining ownership, control and operation of remote control technology. As with diesel locomotives, two-way radios and computers, we knew that new technology such as remote control locomotives cannot be stopped. The technology has proven itself in Canada to be safe and productive.

So rather than fight the new technology and have it crammed down our throats with nothing in exchange, the UTU embraced the new technology and negotiated an agreement advantageous to each of us.

I would be upset if I were a BLE member

If I were a BLE member, I would be very upset that my leaders dropped the ball and weren't first to negotiate a similar contract – especially after losing thousands of BLE jobs in Canada through a similar failed strategy of fighting rather than embracing change. To argue – as the BLE does – over “who” should operate remote is a waste of resources and misses the point entirely.

All post-1985 employees are dual craft and therefore will be conductors and engineers at some point in their careers. Many will continue the ebb and flow through much of their careers.

The UTU saw technological change coming and devised a strategy that embraces it as an ally and protects our jobs and earning ability in the process. Remote control technology will not put a single one of us out of work for the remainder of our careers! Nobody but the UTU can make such a claim. No wonder the BLE is marching in the streets to complain about the new technology while, at the same time, demanding that its members operate it.

Other challenges on the horizon

Other challenges are on the horizon and I am confident that the UTU's proven progressive strategy will meet those challenges for our benefit. If history has taught us anything it's that what worked in the past doesn't necessarily work in the future. The dustbin of history is littered with once-successful companies and institutions that, for one reason or another, did not change to meet the demands of a changing society.

The UTU has changed. The UTU is meeting the changing demands of our modern society. And, most of all, the UTU is delivering the job security and improved pay and benefits packages we most expect in exchange for our union dues. That's why I continue to be a proud member of the United Transportation Union.

(Mike Bradley's e-mail address is mebradleyutu313@yahoo.com).

CSXT, UTU officials sign new yardmaster agreement

UTU officers, CSXT officials and a representative of the National Mediation Board met recently to sign the system contract covering CSXT yardmasters represented by the UTU Yardmaster Department.

This is the first successful membership ratification of a yardmaster contract in the history of the organization using the interest-based bargaining process, according to Don Carver, assistant to the president and director of the union's Yardmasters Department.

By a more than 90% margin, yardmasters overwhelmingly ratified the new agreement on wages and work rules with CSXT. Wage provisions of the agreement run through December 31, 2004.

Yardmasters on CSXT (non-Conrail lines) voted 340 to 26 to ratify the agreement, while yardmasters on CSXT Northern Lines (formerly Conrail) approved the new agreement by a 55-to-4 margin. Almost 60% of those eligible to vote – on both CSXT and CSXT Northern Lines – cast ballots.

Carver praised the efforts of four CSXT general chairpersons, Doyle Turner, Ron Kratz, Richard DeGenova and Dennis Burke, as well as J.R. Cumby, alternate assistant to the president and assistant director of the Yardmasters Department.

Yardmasters on CSXT were not covered by national negotiations (except for health care) that led to a separate agreement with other major railroads.



Above, pictured at the signing ceremony, were, top row left to right, UTU General Secretary/Treasurer Dan Johnson; CSXT General Chairperson Dennis Burke; Alternate Assistant to the President-Yardmasters J.R. Cumby; National Mediation Board Senior Mediator Patricia Simms; CSXT General Chairperson Doyle Turner; CSXT General Chairperson Richard DeGenova, and CSXT/Amtrak General Chairperson Ron Kratz. Seated, left to right, are Assistant President Paul C. Thompson; International President Byron A. Boyd Jr.; Assistant to the President and Yardmasters' Department Director Don Carver; CSX Vice President of Labor Relations Ken Peifer; CSX Senior Director of Labor Relations Steve Friedman; CSX Assistant Vice President of Labor Relations Howard Emerick.

UTU Recommendations for the 2002 General Election

Alabama

Senate
Susan Parker (D)

House of Representatives
1st Dist. Jo Bonner (R)
3rd Dist. Joe Turnham (D)
5th Dist. Bud Cramer (D)*
6th Dist. Spencer Bachus (R)*
7th Dist. Artur Davis (D)

Alaska

Senate
Ted Stevens (R)*

House of Representatives
At Large Don Young (R)*

Arizona

House of Representatives
1st Dist. George Cordova (D)
2nd Dist. Randy Camacho (D)
4th Dist. Ed Pastor (D)*
5th Dist. Craig Columbus (D)
7th Dist. Raul Grijalva (D)
8th Dist. Mary Judge Ryan (D)

Arkansas

Senate
Mark Pryor (D)

House of Representatives
1st Dist. Marion Berry (D)*
2nd Dist. Vic Snyder (D)*
4th Dist. Mike Ross (D)*

California

House of Representatives
1st Dist. Mike Thompson (D)*
2nd Dist. Mike Johnson (D)
4th Dist. Mark Norberg (D)
5th Dist. Robert Matsui (D)*
6th Dist. Lynn Woolsey (D)*
7th Dist. George Miller (D)*
8th Dist. Nancy Pelosi (D)*
9th Dist. Barbara Lee (D)*
10th Dist. Ellen O. Tauscher (D)*
12th Dist. Tom Lantos (D)*
13th Dist. Fortney H. "Pete" Stark (D)*
14th Dist. Anna G. Eshoo (D)*
15th Dist. Michael M. Honda (D)*
16th Dist. Zoe Lofgren (D)*
17th Dist. Sam Farr (D)*
19th Dist. John Veen (D)
20th Dist. Calvin Dooley (D)*
21st Dist. David G. Laperre (D)
22nd Dist. Jaime A. Corvera (D)
23rd Dist. Lois Capps (D)*
24th Dist. Fern Ruddy (D)
25th Dist. Marjorie Musser Mikels (D)
26th Dist. Brad Sherman (D)*
27th Dist. Howard L. Berman (D)*
28th Dist. Adam B. Schiff (D)*
29th Dist. Henry A. Waxman (D)*
30th Dist. Xavier Becerra (D)*
31st Dist. Hilda L. Solis (D)*
32nd Dist. Diane E. Watson (D)*
33rd Dist. Lucille Roybal-Allard (D)*
34th Dist. Maxine Waters (D)*
35th Dist. Jane Harman (D)*
36th Dist. Juanita Millender-McDonald (D)*
37th Dist. Grace F. Napolitano (D)*
38th Dist. Linda T. Sanchez (D)
39th Dist. Christina Avalos (D)
40th Dist. Keith A. Johnson (D)
41st Dist. Richard Waldron (D)
42nd Dist. Joe Baca (D)*
43rd Dist. Louis Vandenberg (D)
44th Dist. Elle K. Kurpiewski (D)
45th Dist. Gerrie Schipske (D)
46th Dist. Loretta Sanchez (D)*
47th Dist. John Graham (D)
48th Dist. Del G. Stewart (D)
49th Dist. Bob Filner (D)*
50th Dist. Peter Moore-Kochlacs (D)
51st Dist. Susan A. Davis (D)*
52nd Dist.
53rd Dist.

Colorado

Senate
Tom Strickland (D)

House of Representatives
1st Dist. Diana DeGette (D)*
2nd Dist. Mark Udall (D)*
4th Dist. Stan Matsunaka (D)
5th Dist. Curtis Imlrie (D)
7th Dist. Mike Feeley (D)

Connecticut

House of Representatives
1st Dist. John B. Larson (D)*
2nd Dist. Joe Courtney (D)
3rd Dist. Rosa DeLauro (D)*
4th Dist. Christopher Shays (R)*
5th Dist. James H. Maloney (D)*

Delaware

Senate
Joseph Biden (D)*

House of Representatives
At Large Michael Castle (R)*

District of Columbia

House of Representatives
At Large Eleanor Holmes Norton (D)*

Florida

House of Representatives
1st Dist. Jeff Miller (R)*
2nd Dist. Allen Boyd (D)*
3rd Dist. Corrine Brown (D)*
4th Dist. Ander Crenshaw (R)*
5th Dist. Karen Thurman (D)*
6th Dist. Cliff Stearn (R)*
7th Dist. John Mica (R)*
8th Dist. Ric Keller (R)*
9th Dist. Michael Bilirakis (R)*
10th Dist. Bill Young (R)*
11th Dist. Jim Davis (D)*
12th Dist. Adam Putnam (R)*
13th Dist. Katherine Harris (R)
14th Dist. Porter Goss (R)*
15th Dist. Dave Weldon (R)*
16th Dist. Mark Foley (R)*
17th Dist. Kendrick Meek (D)
18th Dist. Ileana Ros-Lehtinen (R)*
19th Dist. Robert Wexler (R)*
20th Dist. Peter Deutsch (D)*
21st Dist. Lincoln Diaz-Balart (R)*
22nd Dist. E. Clay Shaw (R)*
23rd Dist. Alcee Hastings (D)*
24th Dist. Tom Feeney (R)
25th Dist. Mario Diaz-Balart (R)

Georgia

Senate
Max Cleland (D)*

House of Representatives
2nd Dist. Sanford Bishop (D)*
3rd Dist. Jim Marshall (D)
4th Dist. Denise Majette (D)
5th Dist. John Lewis (D)*
6th Dist. Johnny Isakson (R)*
8th Dist. Mac Collins (R)*
11th Dist. Roger Kahn (D)*
12th Dist. Champ Walker (D)
13th Dist. David Scott (D)

Hawaii

House of Representatives
1st Dist. Neil Ambercrombie (D)*
2nd Dist. Patsy Mink (D)*

Idaho

Senate
Larry Craig (R)*

House of Representatives
1st Dist. C.L. "Butch" Otter (R)*
2nd Dist. Michael Simpson (R)*

Illinois

Senate
Dick Durbin (D)*

House of Representatives
1st Dist. Bobby Rush (D)*
2nd Dist. Jesse Jackson Jr. (D)*
3rd Dist. William Lipinski (D)*
4th Dist. Luis Guterrez (D)*
5th Dist. Rahm Emanuel (D)
6th Dist. Tom Berry (D)
7th Dist. Danny Davis (D)*
9th Dist. Jan Schakowsky (D)*
10th Dist. Mark Kirk (R)*
11th Dist. Jerry Weller (R)*
12th Dist. Jerry Costello (D)*
13th Dist. John F. Tierney (D)*
14th Dist. Edward J. Markey (D)*
16th Dist. Michael Capuano (R)*
17th Dist. Lane Evans (D)*
18th Dist. Ray LaHood (R)*
19th Dist. David Phelps (D)*

Indiana

House of Representatives
1st Dist. Peter J. Visclosky (D)*
2nd Dist. Jill Long Thompson (D)
3rd Dist. Jay A. Rigdon (D)
4th Dist. Bill Abbott (D)
6th Dist. Melina "Mel" Fox (D)
7th Dist. Julia M. Carson (D)*
8th Dist. Bryan Hartke (D)
9th Dist. Baron Hill (D)*

Iowa

Senate
Tom Harkin (D)*

House of Representatives
1st Dist. Ann Hutchinson (D)
2nd Dist. Julie Thomas (D)
3rd Dist. Leonard L. Boswell (D)*
4th Dist. John Norris (D)
5th Dist. Paul Shomshor (D)

Kansas

Senate
Pat Roberts (R)*

House of Representatives
1st Dist. Jerry Moran (R)*
3rd Dist. Dennis Moore (D)*

Kentucky

Senate
Lois Combs Weinberg (D)

House of Representatives
3rd Dist. Jack Conway (D)
4th Dist. Ken Lucas (D)*
5th Dist. Harold "Hal" Rogers (R)*

The candidates listed below have been determined by UTU International President Byron A. Boyd Jr., UTU National Legislative Director James M. Brunkenhoefer and the UTU's state legislative boards to be the best qualified and most sympathetic to the needs of working men and women in this country. In districts not shown, there is no recommendation. An asterisk (*) indicates that the candidate is the incumbent office holder.

Louisiana

Senate
Mary Landrieu (D)*

House of Representatives
2nd Dist. William J. Jefferson (D)*
5th Dist. Rodney Alexander (D)
7th Dist. Chris John (D)*

Maine

House of Representatives
1st Dist. Tom Allen (D)*
2nd Dist. Michael Michaud (D)

Maryland

House of Representatives
1st Dist. Ann Tamlyn (D)
2nd Dist. C.A. "Dutch" Ruppberger (D)
3rd Dist. Benjamin L. Cardin (D)*
4th Dist. Albert R. Wynn (D)*
5th Dist. Steny H. Hoyer (D)*
6th Dist. Donald DeArmon (D)
7th Dist. Elijah E. Cummings (D)
8th Dist. Christopher Van Hollen (D)



Members of the Maryland State Legislative Board meet with 2nd Congressional District Candidate C.A. "Dutch" Ruppberger. State Director Larry Kasecamp said Ruppberger has "a keen knowledge of the transportation needs of the state."

Massachusetts

Senate
John F. Kerry (D)*

House of Representatives
1st Dist. John W. Olver (D)*
2nd Dist. Richard Neal (D)*
3rd Dist. James P. McGovern (D)*
4th Dist. Barney Frank (D)*
5th Dist. Marty Meehan (D)*
6th Dist. John F. Tierney (D)*
7th Dist. Edward J. Markey (D)*
8th Dist. Michael Capuano (R)*
9th Dist. Stephen F. Lynch (D)*
10th Dist. William Delahunt (D)*

Michigan

Senate
Carl Levin (D)*

House of Representatives
1st Dist. Bart Stupak (D)*
5th Dist. Dale Kildee (D)*
7th Dist. Mike Simpson (D)
9th Dist. David Fink (D)
10th Dist. Carl Marlinga (D)
11th Dist. Kevin Kelley (D)
12th Dist. Sander Levin (D)*
13th Dist. Carolyn Kilpatrick (D)*
14th Dist. John Conyers Jr. (D)*
15th Dist. John Dingell (D)*

Minnesota

Senate
Paul Wellstone (D)*

House of Representatives
1st Dist. Steve Andreasen (D)
2nd Dist. Bill Luther (D)*
3rd Dist. Jim Ramstad (R)*
4th Dist. Betty McCullom (D)*
5th Dist. Martin Olav Sabo (D)*
6th Dist. Janet Robert (D)
7th Dist. Collin Peterson (D)*
8th Dist. James L. Oberstar (D)*

Mississippi

House of Representatives
2nd Dist. Bennie Thompson (D)*



Missouri Legislative Director W. Larry Foster meets with Sen. Jean Carnahan during UTU's Washington, D.C., Regional Meeting. Thirteen UTU members and their spouses later attended a meeting with Carnahan at her Washington, D.C., office.

Missouri

Senate
Jean Carnahan (D)*

House of Representatives
1st Dist. William L. Clay Jr. (D)*
3rd Dist. Richard Gephardt (D)*
4th Dist. Ike Skelton (D)*
5th Dist. Karen McCarthy (D)*
7th Dist. Roy Blunt (R)*
8th Dist. Jo Ann Emerson (R)*

Montana

Senate
Max Baucus (D)*

Nebraska

Senate
Chuck Hagel (R)*

House of Representatives
1st Dist. Doug Bereuter (R)*
2nd Dist. Jim Simon (D)
3rd Dist. Tom Osborne (R)*

Nevada

House of Representatives
1st Dist. Shelley Berkley (D)*
2nd Dist. Jim Gibbons (R)*
3rd Dist. Dario Herrera (D)

New Hampshire

Senate
Jeanne Shaheen (D)

House of Representatives
1st Dist. Martha Fuller Clark (D)
2nd Dist. Katrina Swett (D)

New Jersey

Senate
Robert G. Torricelli (D)*

House of Representatives
1st Dist. Robert Andrews (D)*
2nd Dist. Frank A. LoBiondo (R)*
3rd Dist. Jim Saxton (R)*
4th Dist. Christopher Smith (R)*
5th Dist. Anne Summers (D)
6th Dist. Frank Pallone Jr. (D)*
7th Dist. Mike Ferguson (R)*
8th Dist. Bill Pascrell Jr. (D)*
9th Dist. Steve Rothman (D)*
10th Dist. Donald Payne (D)*
11th Dist. Vij Pawar (D)
12th Dist. Rush Holt (D)*
13th Dist. Robert Menendez (D)*



Legislative Director Dan O'Connell (third from left) presents New Jersey Sen. Robert Torricelli with a UTU cap prior to a meeting between Torricelli and members of the New Jersey State Legislative Board.

New Mexico

Senate
Gloria Tristani (D)

House of Representatives
1st Dist. Richard M. Romero (D)
2nd Dist. John Arthur Smith (D)
3rd Dist. Tom Udall (D)*

New York

House of Representatives
1st Dist. Felix J. Grucci Jr. (R)*
2nd Dist. Steven J. Israel (D)*
3rd Dist. Peter T. King (R)*
4th Dist. Carolyn McCarthy (D)*
5th Dist. Gary L. Ackerman (D)*
6th Dist. Gregory W. Meeks (D)*
7th Dist. Joseph Crowley (D)*
8th Dist. Jerrold Nadler (D)*
9th Dist. Anthony D. Weiner (D)*
10th Dist. Edolphus Towns (D)*
11th Dist. Major R. Owens (D)*
12th Dist. Nydia M. Velazquez (D)*
14th Dist. Carolyn B. Maloney (D)*
15th Dist. Charles B. Rangel (D)*
16th Dist. Jose E. Serrano (D)*
17th Dist. Eliot L. Engel (D)*
18th Dist. Nita M. Lowey (D)*
19th Dist. Sue W. Kelly (R)*
20th Dist. John E. Sweeney (R)*
21st Dist. Michael R. McNulty (D)*
22nd Dist. Maurice D. Hinchey (D)*
23rd Dist. John M. McHugh (R)*
24th Dist. Sherwood L. Boehlert (R)*
25th Dist. James T. Walsh (R)*
26th Dist. Thomas M. Reynolds (R)*
27th Dist. Jack Quinn (R)*
28th Dist. Louise M. Slaughter (D)*
29th Dist. Amo Houghton (R)*

North Carolina

Senate
Eskine Bowles (D)

House of Representatives
1st Dist. Frank Balance (D)
2nd Dist. Bob Ehrhridge (D)*
4th Dist. David Price (D)*
5th Dist. Richard Burr (R)*
7th Dist. Mike McIntyre (D)*
8th Dist. Chris Kouri (D)
12th Dist. Mel Watt (D)*
13th Dist. Brad Miller (D)

North Dakota

House of Representatives
1st Dist. Earl Pomeroy (D)*

Ohio

House of Representatives
1st Dist. Greg Harris (D)
2nd Dist. Charles W. Sanders (D)
3rd Dist. Richard Alan Carne (D)
5th Dist. Paul E. Gillmor (R)*
6th Dist. Ted Strickland (D)*
9th Dist. Marcy Kaptur (D)*
10th Dist. Dennis J. Kucinich (D)*
11th Dist. Stephanie Tubbs Jones (D)*
13th Dist. Sherrod Brown (D)*
14th Dist. Steven C. LaTourette (R)*
15th Dist. Deborah Pryce (R)*
17th Dist. Timothy J. Ryan (D)
18th Dist. Bob Ney (R)*

Oklahoma

House of Representatives
1st Dist. Doug Dodd (D)
2nd Dist. Brad Carson (D)*
4th Dist. Darryl Roberts (D)
5th Dist. Lou Barlow (D)*

Oregon

Senate
Gordon Smith (R)*

House of Representatives
1st Dist. Dave Wu (D)*
2nd Dist. Greg Walden (R)*
3rd Dist. Earl Blumenauer (D)*
4th Dist. Peter Defazio (D)*
5th Dist. Darlene Hooley (D)*

Pennsylvania

House of Representatives
1st Dist. Robert A. Brady (D)*
2nd Dist. Chaka Fattah (D)*
3rd Dist. Phil English (R)*
5th Dist. John Peterson (R)*
6th Dist. Dan Wofford (D)
7th Dist. Curt Weldon (R)*
9th Dist. Bill Shuster (R)*
10th Dist. Don Sherwood (R)*
11th Dist. Paul E. Kanjorski (D)*
12th Dist. John Murtha (D)*
13th Dist. Joseph M. Hoefel (D)*
14th Dist. Mike Doyle (D)*
15th Dist. Edward J. O'Brien (D)
17th Dist. Tim Holden (D)*
18th Dist. Tim Murphy (R)
19th Dist. Todd Platts (R)*

Rhode Island

Senate
Jack Reed (D)*

House of Representatives
1st Dist. Patrick J. Kennedy (D)*
2nd Dist. James R. Langevin (D)*

South Carolina

House of Representatives
1st Dist. Henry Brown (R)*
5th Dist. John Spratt (D)*
6th Dist. James Clyburn (D)*

South Dakota

Senate
Tim Johnson (D)*

House of Representatives
At Large Stephanie Herseth (D)

Tennessee

Senate
Bob Clement (D)

House of Representatives
4th Dist. Lincoln Davis (D)
5th Dist. Jim Cooper (D)
6th Dist. Bart Gordon (D)*
7th Dist. Tim Barron (D)
8th Dist. John S. Tanner (D)*
9th Dist. Harold E. Ford Jr. (D)*

Texas

House of Representatives
1st Dist. Max Sandlin (D)*
2nd Dist. Jim Turner (D)*
5th Dist. Ron Chapman (D)
9th Dist. Nicholas Lampson (D)*
10th Dist. Lloyd Doggett (D)*
11th Dist. Chet Edwards (D)*
15th Dist. Rubén Hinojosa (D)*
16th Dist. Silvestre Reyes (D)*
18th Dist. Sheila Jackson Lee (D)*
20th Dist. Charles Gonzalez (D)*
21st Dist. John Courage (D)
23rd Dist. Henry Cuellar (D)
24th Dist. Martin Frost (D)*
25th Dist. Chris Bell (D)
27th Dist. Solomon P. Ortiz (D)*
28th Dist. Ciro D. Rodriguez (D)*
29th Dist. Gene Green (D)*
30th Dist. Eddie Bernice Johnson (D)*

Utah

House of Representatives
1st Dist. Dave Thomas (D)
2nd Dist. Jim Matheson (D)*
3rd Dist. Nancy Jane Woodside (D)

Vermont

House of Representatives
At Large Bernie Sanders (I)*

Virginia

Senate
John Warner (R)*

House of Representatives
1st Dist. Jo Ann Davis (R)*
3rd Dist. Bobby Scott (D)*
7th Dist. Ben "Cooter" Jones (D)
8th Dist. James P. Moran (D)*
9th Dist. Rick Boucher (D)*
10th Dist. Frank R. Wolf (R)*
11th Dist. Thomas M. Davis III (R)*

Washington

House of Representatives
1st Dist. Jay Inslee (D)*
2nd Dist. Rick Larsen (D)*
3rd Dist. Brian Baird (D)*
6th Dist. Norm Dicks (D)*
7th Dist. Jim McDermott (D)
9th Dist. Adam Smith (D)*

West Virginia

Senate
John D. Rockefeller IV (D)*

House of Representatives
1st Dist. Alan Mollohan (D)*
2nd Dist. Shelley Moore Capito (R)*
3rd Dist. Nick Joe Rahall II (D)*



Members of the West Virginia Legislative Board present 2nd Congressional District Rep. Shelley Moore Capito with a campaign contribution from the Transportation Political Education League.

Wisconsin

House of Representatives
2nd Dist. Tammy Baldwin (D)*
3rd Dist. Ron Kind (D)*
4th Dist. Jerry Kleczka (D)*
6th Dist. Thomas Petri (R)*
7th Dist. Dave Obey (D)*

Wyoming

House of Representatives
At Large Ron Akin (D)

Retiree Program News

Rail museum curator keeps legacy alive

Nearly everyone in Logansport, Ind., knows UTU Retiree Program member **Carl Simons** of Local 2, Toledo, Ohio.

Fellow retirees meet him for breakfast at 8:30 a.m. on the first and third Wednesdays of the month at the local VFW Post, where Simons said "the food is good, the price is great and everyone's invited to drop by."



Carl A. Simons

Pharos-Tribune subscribers know him from the columns he writes exploring the role railroads played in putting the town on the map.

And, thanks to a three-year grant from Lilly Endowment and the Cass County Community Foundation, youngsters know him as "Conductor Carl," the manager and curator of the Iron Horse Museum at the old Vandalia depot, former site of the Pennsylvania Railroad (PRR) depot.

Simons, an Army veteran who began railroad-ing on the PRR as a brakeman in 1953 and retired in 1992 as a Conrail conductor, is the first curator of the relatively new museum. But the town has long appreciated its heritage. "In 1981, we started the Iron Horse Festival," Simons said. "We had a steam engine and five coaches, and we ran some excursions, but we always lost money."

There's no longer live steam in town, but the museum's collection still captivates all ages. "We have a PRR conductor's uniform on a mannequin called Conductor Oscar, as well as teletype machines, a switchboard, oil cans, switch keys, locks, lots of photos, and a PRR ticket window with the original ironwork," Simons said.

"The biggest kick is when I get a bunch of little kids in here," Simons said. "I take a Polaroid of each one wearing a conductor's hat, stamp it, and let them take it home."

Simons would love to hear from his old railroad buddies, and invites them to write to him and swap rail stories at the Iron Horse Museum, P.O. Box 407, Logansport, IN 46947, or call him at (574) 722-4766.

Palmetto GBA toll-free line offers Medicare Part B info

Retired railroad workers are being reminded by the UTU Retiree Program and the U.S. Railroad Retirement Board (RRB) that Palmetto GBA is the carrier that processes Medicare Part B medical insurance claims for Railroad Retirement beneficiaries.

Medicare Part B claims should be submitted to **Palmetto GBA, Railroad Medicare Part B Office, P.O. Box 10066, Augusta, GA 30999.**

According to the RRB, retirees frequently confuse the two parts of the original Medicare plan. Hospital insurance is called "Part A," and medical insurance is called "Part B." Participants can

visit the hospital, doctor or health-care provider of their choice who accepts Medicare patients

Although the Centers for Medicare & Medicaid Services is the agency in charge of the Medicare program, the staff of the RRB is trained to help new retirees enroll in the program and can give general help to anyone with questions about Medicare.

Those with questions about Part B claims under the original Medicare plan can write to Palmetto GBA or telephone them toll free at 1-800-833-4455. The RRB Help Line is also available toll free at 1-800-808-0772.

Retired former SLD, assistant SLD pass away

Two retired former legislative officers passed away last month, according to reports received at the UTU International.

Woodrow W. Gunter, retired former North Carolina state legislative director and a member of Local 1011, Hamlet, N.C., passed away September 7. He was 85 years old.

Vincent Connelly, retired former New Jersey assistant state legislative director and a member of Local 1370, New York, N.Y., passed away September 12. He was 73.

Gunter served as North Carolina state legislative director for the UTU and a predecessor union, the Brotherhood of Railroad Trainmen (BRT), from 1957 until 1984 when he retired. He began his rail career as a switchman on the Seaboard Air Line Railroad and joined BRT Lodge 794 in May 1942. Gunter is survived by his wife Evelyn Gunter and their three children.

Connelly was elected New Jersey assistant state legislative director in 1988, serving a single term. He also served as national legislative director for the National Association of Retired and Veteran Railway Employees, Inc. (NARVRE), and played a key role in the coalition that pressed for enactment of the Railroad Retirement and Survivors Improvement Act of 2001. He began his rail career as a brakeman on the Pennsylvania Railroad, joined BRT Lodge 706 in May 1952, and

retired as an Amtrak conductor in 1992. Connelly is survived by his wife Anne Reene Connelly, their three children and two grandchildren.

Last call for Hawaiian Cruise

Active and retired members must act now to participate in the UTU Travelers Club's "Cruise of the Hawaiian Islands" aboard the Princess Cruise Line's *Dawn Princess*.

Set for October 27 through November 9, prices start at \$2,130 per person (based on double occupancy). Package includes airfare from Los Angeles or San Francisco; all transfers to and from the ship; cancellation insurance; \$100 per person shipboard credit (maximum of \$200 per cabin); one night's pre-cruise stay at the Hilton Hawaiian Village; a Pearl Harbor/U.S.S. *Arizona* Memorial tour; an exclusive group cocktail party, and payment of all taxes and port charges.

For information or to reserve a cabin, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

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
R	Wright, Harlan	Flatwood, Ky.	418	Dunham, Jack M.	Sioux Falls, S.D.	1200	Neri, Pasqual P.	Stockton, Cal.
6	Stough, Clarence D.	Terre Haute, Ind.	418	Griffin, Francis D.	Sioux City, Iowa	1216	Morris, James J.	Omaha, Neb.
98	Baker, Wilbur R.	San Luis Obispo, Cal.	418	Ray Sr., John S.	Sioux Falls, S.D.	1221	McLauchin, Carl L.	Hayesville, N.C.
200	Fraze, Kenneth E.	North Platte, Neb.	446	Temple, Byston C.	Indianapolis, Ind.	1258	Bieniek, Theodore	Elgin, Ill.
211	Gaynor, Robert J.	Bogart, Ga.	495	McPhail, E.A.	Salina, Kan.	1292	Cleary, James R.	Proctor, Minn.
238	Jones, Donald C.	Ogden, Utah	556	Nelson, John M.	Seattle, Wash.	1308	Hammons, Thomas L.	Lakeland, Tenn.
254	Beckwith Jr., Burt W.	Rutland, Mass.	627	Sterner, Dale R.	Bella Vista, Ark.	1370	Connelly, Vincent	Englishtown, N.J.
256	Lemay, Harold G.	St. Albans, Vt.	630	Jones Jr., Ava	Ashland, Ky.	1376	Laroche, Robert A.	Sunbury, Ohio
286	Vejvoda, Edward J.	Grand Island, Neb.	645	Vanderstuyf, Arthur F.	Tavares, Fla.	1382	Baumann, Edward C.	Waukesha, Wisc.
298	Flood, Howard R.	Bridgeview, Ill.	650	Wolfe, Leroy D.	Cedar Rapids, Iowa	1390	Rentner, Corlies F.	Mercerville, N.J.
298	Hayden, Harold E.	Delphi, Ind.	656	Young, Nathaniel L.	Little Rock, Ark.	1409	Risher, Charles M.	Kansas City, Kan.
298	Steigmeyer, William E.	Garrett, Ind.	706	Harry, Cecil G.	Salem, Va.	1422	Williams, Herbert J.	Oklahoma City, Okla.
300	Ricks, Handley W.	Glenolden, Pa.	706	Jones, James W.	Roanoke, Va.	1423	Kennedy, Richard J.	Galesburg, Ill.
305	Hanneman, Paul W.	Lincoln, Neb.	744	Himmeger, Francis H.	Delphos, Ohio	1470	Selke, Raymond C.	Broadway, Va.
305	Reich, George	Lincoln, Neb.	769	James, Lloyd C.	Forestville, Md.	1518	Colgrove, Riley K.	Speedway, Ind.
367	Anderswon, John P.	Long Beach, Cal.	816	Rabold, Earl H.	Harrisburg, Pa.	1518	Hays, Lee W.	Danville, Ind.
386	Gruda, Joseph A.	Philadelphia, Pa.	832	Vanmassenhove, Leon	Superior, Wisc.	1518	Wilson, James D.	Sebring, Fla.
404	Harris Jr., William J.	Newark, Ohio	947	Carter, Myron B.	Cape Girardeau, Mo.	1522	Ellett, Russell H.	Rixeyville, Va.
412	Bush, Russell D.	Holiday Isle, Ark.	1011	Gunter, Woodrow W.	Hamlet, N.C.	1614	Kolkind, Arthur R.	Brooklyn Center, Minn.
						1748	Palechka, Myron C.	Cleveland, Ohio
						1823	Bloebaum, John L.	Jefferson City, Mo.

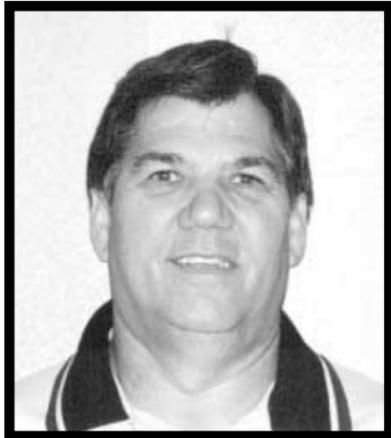
Voices:

Should the U.S. play a larger health-care role?



Tony Wojasinski
L-1525, Michigan City, Ind.

"I'm a conductor on the Northern Indiana Commuter Transportation District. I've been there 28 years, and I've been the general chairperson for the last three years. The government definitely needs to take a much larger role. A lot of companies can't afford health benefits for their employees. Even the railroads are having trouble. The cost of medicines is a big part of the problem. Pharmaceutical companies have pushed drug prices way too high. Meanwhile, people in other countries are getting the same drugs at half the price we pay here. The government should start with drug coverage, then start phasing in health care insurance for everybody."



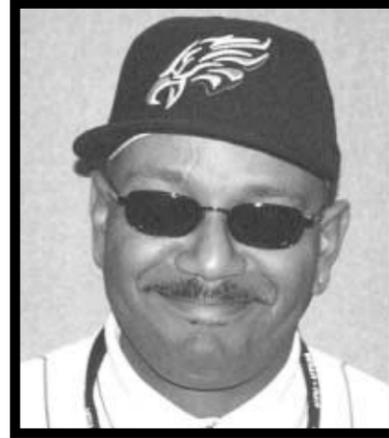
Glenn Hazelwood
L-1963, Louisville, Ky.

"I'm a CSXT yardmaster with more than 27 years with the railroad. I feel everybody should have health care. The only problem is government involvement usually messes things up. And who's going to pay for the program? I get tired of paying for those who don't want to work. Maybe they should put a tax on food or on something everybody uses so everybody would pay a share. I have to question how a pharmaceutical company can charge \$5 or \$10 for a pill. How can it cost that much to make it? If the federal government guaranteed health care, a lot of the issues the UTU has to negotiate would be done away with."



Gregg Weaver
L-1390, Trenton, N.J.

"I'm working for Conrail as a conductor, with 30 years of service. I'm also local secretary and treasurer, and chairperson of the New Jersey Legislative Board. I think we should have adopted Hillary Clinton's national health care plan. That would certainly help us because health care is one of the biggest stumbling blocks in union contract negotiations. The way it is today, it seems the poor are taken care of by the government, the rich are taken care of by their companies, but it's the working man who has trouble. Between doctors, lawyers and insurance companies, it seems we can't win. Prescription drug price control would be the first step."



Edward Scott
L-1594, Upper Darby, Pa.

"I'm a bus operator on SEPTA with 17-and-a-half years experience, and I'm vice general chairperson. I think the U.S. government should put together some kind of health coverage for all Americans in general, not just seniors. Other countries do it for their citizens, and it works for them. There should be one common plan across the board for the entire nation. Right now, they should start by expanding coverage for seniors. Retirement would be better for workers if they didn't have to keep working until they're 70 to keep up their insurance. I'd pay higher taxes for it. But nobody seems to address the issue in Congress."

TPEL HONOR ROLL

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

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Seegmiller, F. Jay	166	Salt Lake City, Utah	*Williams, Larry E.	311	La Crosse, Wis.
English Jr., Cornelius M.	489	San Antonio, Tex.	Purdon, Donald D.	486	Glendive, Mont.
**Lewis Jr., Harry C.	597	Des Plaines, Ill.	*Wright, B.G.	490	Princeton, Ind.
Wilner, Frank	6666	Alexandria, Va.	*Pennybacker Jr., John	504	Wheeling, WV
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DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
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Richards, Larry S.	508	Smithville, Tex.	Jazdzewski, Christopher	582	Stevens Pt., Wis.
*Turner, Harold C.	762	Montgomery, Ala.	Neuberger, Shane M.	582	Stevens Pt., Wis.
Whitfield, Vernon S.D.	866	Rawlins, Wyo.	Rolain, Jamie	582	Stevens Pt., Wis.
Fox, Dennis L.	1567	Corbin, Ky.	Winch, Jason D.L.	582	Stevens Pt., Wis.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
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Shanklin, David A.	582	Stevens Pt., Wis.	Lucas II, David E.	605	Grafton, W. Va.
Dank, Larry R.	601	Crestline, Ohio	Autrey, John A.	773	Galveston, Tex.
Araujo, Mike A.	756	San Antonio, Tex.	Folse, Phillip H.	773	Galveston, Tex.
Dunn, John A.	756	San Antonio, Tex.	Fielder, Terry W.	781	Shreveport, La.
Dyer, Douglas T.	965	Dallas, Tex.	*Flanigan, Frank	818	Ft. Worth, Tex.
Heuring Jr., Richard L.	1003	Kankakee, Ill.	Garcia, Jerardo H.	823	Big Spring, Tex.
Hitchcock, Robb D.	1280	Casper, Wyo.	*Howard, Louie J.	847	Birmingham, Ala.
Rodabough, Thayne R.	1366	Salt Lake City, Utah	*Koestler, Marlin	891	Whitefish, Mont.
Telford, Ray Richard	1732	San Jose, Calif.	*Fox, Charles E.	898	Boston, Mass.
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Martinez, James	818	Ft. Worth, Tex.	*Toebben, Robert L.	933	Jefferson City, Mo.
Currence, David M.	1011	Hamlet, N.C.	Claycamp, Daniel L.	947	Chaffee, Mo.
Madera, Michael S.	1337	New Orleans, La.	Furry, Larry D.	947	Chaffee, Mo.
Stone, William K.	1378	Wilmington, Del.	Relic, Gary R.	947	Chaffee, Mo.
GOLD CLUB (\$100 OR MORE PER YEAR)					
*Martin, Robert G.	20	Beaumont, Tex.	Thingvold, Mervin A.	980	Enderlin, N.D.
Poole III, York D.	48	Norfolk, Va.	Hopkins, Douglas A.	1062	Huntington, W. Va.
Pakiser, Raymond A.	166	Salt Lake City, Utah	Patterson Sr., Charles S.	1066	New Orleans, La.
Patterson, Ray A.	166	Salt Lake City, Utah	Magana III, James J.	1081	Glendale, Ariz.
Moran, Thomas J.	202	Denver, Colo.	*Montgomery, Robert W.	1136	Sterling, Colo.
Tope, Patrick M.	202	Denver, Colo.	Mick, Darrell R.	1386	Parkersburg, W. Va.
Atkinson, G. Michael	283	Portland, Ore.	Schoppa, Eugene E.	1524	Houston, Tex.
Brothers, Howard W.	283	Portland, Ore.	Brown, Joseph J.	1532	Kansas City, Kans.
Foral, Rick A.	305	Lincoln, Neb.	Fuller, Curtis Edward	1532	Kansas City, Kans.
Gibson, Sean	305	Lincoln, Neb.	Lewis, Dustin Duane	1532	Kansas City, Kans.
Horn, Joshua	305	Lincoln, Neb.	Christianson, Norwood	1545	Monroe, La.
Juckles, Steve	305	Lincoln, Neb.	Moses, Kevin R.	1567	Corbin, Ky.
			Russell, Charles E.	1629	Phoenix, Ariz.
			Turner, Donnie E.	1886	Houston, Tex.
			Spencer, Alice	Aux487	Seattle, Wash.
			Montgomery, Joan	Aux583	Sterling, Colo.
			Walter, Edythe	Aux793	Minerva, Ohio

* = Retired Member

** = Double Platinum (not an officially established TPEL club level)



UTU, UTUIA donate items for conference

The UTU and UTUIA recently donated items to the National Legislative Service and Security Association, the group that represents sergeants at arms, administrative service and security personnel working at state and federal legislatures, for its annual training conference, which was held in Tallahassee, Fla., last month. "With the help of UTUIA Director of Insurance Ralph Dennis and other UTU members, including our brothers and sisters in Canada, we were a big part of this 50-state House and Senate conference," Florida State Legislative Director Carl Cochran said. Above, left to right, are Cochran; Assistant Florida Senate Sergeant at Arms Tom Hunt; UTUIA Unit 10 secretary/treasurer Tom Pope; Florida House Sergeant at Arms Ernest Sumner; Ralph Dennis; Florida UTU Board Legal Counsel James Holland; Florida Senate Sergeant at Arms Donald Severance; Academy of Florida Trial Lawyers representative Paul Jess, and UTUIA Field Supervisor Clay Parker.



Auxiliary convenes

Edythe Walter, left, was re-elected international president of the UTU Auxiliary and Joan Montgomery was re-elected secretary/treasurer at the UTU Auxiliary's convention last month in St. Louis. Auxiliary members are active supporters of the Transportation Political Education League. Their grass-roots efforts last year in support of Railroad Retirement reform were deemed effective in gaining passage of that law.

Amtrak mulls ending freight service

WASHINGTON, D.C. – Amtrak is considering cutting more personnel, ending freight service and requiring states to fully subsidize money-losing routes within two years or risk losing them, according to an Associated Press report by Laurence Arnold.

Amtrak President David Gunn presented those ideas last month to the passenger railroad's governing board as part of a proposed budget for the 2003 fiscal year, which began October 1.

Ambitious expansion plans have been shelved, including a proposal to restore passenger service on Florida's Atlantic coast.

Several high-ranking company officials have departed, including Chief Operating Officer Stan Bagley, and more cuts are expected. Amtrak spokesman Bill Schulz said cost-cutting steps imposed under Gunn have already reduced the railroad's work force by about 400.

Another planned cut would affect one of Amtrak's non-passenger ventures. In search of new ways to raise revenue, Amtrak won federal permission in 1998 to carry time-sensitive packages and freight shipments. Schulz said Amtrak has been

losing about \$3 million a year on the venture.

To make matters worse, the process of attaching freight cars to passenger trains has caused occasional delays, and freight railroads have complained to Congress that Amtrak is infringing on their business.

Amtrak has already started asking states to pick up more of the burden for running many current routes. That puts Amtrak in philosophical agreement with the Bush administration – which has called for states to assume more responsibility for train service – but will probably meet resistance from governors.

Gunn's goal is for Amtrak to recoup 100% of its net operating deficit for all its intermediate-distance routes within two years.

As for Amtrak's long-distance trains, which roll through numerous states, Gunn says Congress should decide whether to keep them going.

Gunn's proposed budget assumes \$1.2 billion in assistance from the federal government, an amount that is not assured. The Bush administration has said it will not approve more than \$521 million without significant reforms.

Intimidation

Continued from page 1

assisting the employee in providing information to the physician or helping to record the physician's instruction that the injured employee is incapable of otherwise recording or remembering).

"Harassment and intimidation of injured employees by railroads is a nasty secret we continue to uncover," Boyd wrote in the September 2002 issue of *UTU News*.

Boyd praised Rutter and Gavalla for their "leadership and courage in confronting this nasty secret and assuring that the penalties would be swift and harsh."

"Management and labor should be working together to reduce accidents rather than carriers trying to make the numbers look better than they are."

"Joint carrier/labor efforts will make the railroad environment truly safer, and that is how to make accidents and injuries decline. As my father often said, 'Do the right thing and the rest will take care of itself.'"

NS closes yard

Continued from page 1

Harrisburg with top NS operating officials, including Vice Chairman and Chief Operating Officer Stephen Tobias.

Tobias immediately decided to shut the yard down and abolish its 15 or so switching jobs.

Enola's classification duties were transferred to yards in Conway, Allentown, and Northumberland, Pa., on September 12. NS modified the schedules, blocking, or connections of 11 trains as a result, a move that essentially returned operations to patterns established before Enola re-opened in January as a flat-switched classification facility to handle about 600 cars per day.

The yard, which Conrail all but shut down in 1993, last year underwent a \$1.9-million partial rebuilding that included regrading the bowl to the more gentle contour found in flat-switching yards.

The opening of the yard was delayed by about a month while NS made sure the grade was correct, an NS operations official said. The yard

design received the blessing of the Federal Railroad Administration and Pennsylvania transportation officials, as well as a consultant NS hired.

"It's totally safe," an NS operating official said. "It's been operating safely since it opened."

But the UTU claims the yard's design has caused several incidents in which cars rolled out of the classification bowl. In one such incident, a 40-car cut of cars got away after a knuckle broke, slammed into another cut of cars, caused a derailment and spilled a small amount of a hazardous material.

"There's some genuine concerns for safety," says Don Dunlevy, the UTU's state legislative director for Pennsylvania. The design of the yard places extra strain on knuckles during switching, he said, which, by the UTU tally, has caused at least eight runaway incidents.

"Management said 'make it work,'" said Dunlevy, who was critical of the NS guidelines for switching in the yard. "Hey, I don't control gravity."

The FRA, which has found no problems with the yard configuration or the way it is operated, says the UTU overstated the number and extent

of runaway incidents, agency spokesman Warren Flatau said. Fewer than five such incidents have occurred, he said, and no injuries have been reported.

Management/labor relations have been particularly contentious in the Harrisburg area since NS began operating its portion of Conrail in June 1999.

The opening of Enola Yard was the crowning touch on NS's new Thoroughbred Operating Plan, which was fully implemented in February when yard operations at Enola went into full swing.

The yard mainly classifies north-south traffic, which is growing as a result of the Conrail breakup and could no longer efficiently be processed at Conway and Allentown. NS said the opening of the yard would shave transit times by reducing car handling.

Returning the Enola traffic to Conway roughly doubled the number of 36-hour cars in the yard to the high end of the normal range, an NS official said. An Eastern Pennsylvania short line whose interchange traffic is normally switched at Enola said it has experienced no unusual delays since the yard has been closed.

Members killed

Continued from page 1

gested remote control might have been involved, owing to confusion by local police over the meaning of the word 'switch.'"

Duncan reportedly was found dead by the locomotive engineer, who is also a UTU member.

Local Chairperson Richard Wallace said details about the accident were sketchy. "He was on a freight train coming out of Nashville and was setting out cars at the Atkinson Yard. A freight train came by and saw him lining the switch. After that, we really don't know what happened."

Mike Lewis, assistant director of strategic planning for the UTU, said he believes the accident was caused by fatigue. Duncan was working on only eight hours rest when the early-morning accident occurred, Lewis said. "The carrier is short of people at Evansville and the railroad

won't hire anyone. I think fatigue might have a lot to do in this. It was a big factor."

Duncan is survived by a daughter, a grandchild, his father and numerous relatives.

Duncan's Local Chairperson Bill Calvert confirmed Duncan was setting out seven cars and that he had lined the switch for the move, but that the engineer lost communications with him and stopped the engine. "The engineer came back and found him. It was terrible."

A UTU member working as a conductor for the Burlington Northern Santa Fe Railroad was killed September 18 in an accident near Yutan, Neb.

Killed was 52-year-old Bernie M. Balkus Jr., of Omaha, according to R.A. Borgeson, UTU's assistant state legislative director for Nebraska. Balkus was a member of Local 305 in Lincoln, Neb.

Balkus may have been trying to scare some dogs away from the front of a locomotive when he was run over, a railroad spokesman told the Associated Press.

Borgeson said Balkus, a 33-year veteran, apparently was on the front of a two-engine consist and somehow fell over the front.

Meanwhile, a member was reported in critical but stable condition after his left leg was crushed when two train cars collided at a switching yard September 17, according to a report by Marsha Dorgan that appeared in the Napa Valley, Calif., Register.

Kent Kahle, 46, an employee of California Northern Railroad Company represented by the UTU, was attaching train cars to an engine using remote control when the accident occurred, Sheriff's Capt. Gene Lyerla said.

Kahle was riding on one of the flatcars used to transport containers when, for an unknown reason, an engine collided with the flatbed, knocking Kahle off the car and pinning him underneath, Lyerla told the Napa Valley Register.

When firefighters arrived at the scene, Kahle reportedly was on the ground with major injuries to his left leg.

Education, hard work pave road from adversity to the stars for DuBose

G. Thomas DuBose was president of the UTU from 1991 to 1995. Earlier this year, his granddaughter, Kellen J. Murphy, an eighth-grade student at Kehoe-France School in Jefferson Parish, La., wrote an essay about her grandfather that won a \$1,500 scholarship to be used for educational purposes. Below is Kellen's essay, edited to meet this newspaper's space requirements.

I always knew my grandfather was a very special person. His life story is one of hardship, sadness, discipline, hard work and, most importantly, great triumph.

Tom DuBose, or Po-Po, as I affectionately know him, was born March 23, 1935, in Macon, Ga. He spent the first few years of life in a textile mill village with his mother, father and two youngest sisters. Because of poverty, he often stayed with his own grandfather.

Things were very different when Po-Po was a young boy growing up on his grandfather's farm. "The closest store to the farm was 15 miles away," he said.

They also had something called a rolling store – an old bus, which had items for sale or trade. They would trade chickens for black pepper, tea for eggs or sugar for cornmeal.

Po-Po's mother died when he was 12, so he and his sisters lived with various relatives. But even though he attended various schools, he said, "I always made 'A's' in school. I never made any other grade."

At 16 he began working evenings as a yarn boy at the textile mill, earning 50 cents an hour. On weekends he cut grass and cleaned yards of wealthy people.

As a teenager, Po-Po didn't have time for fun. Even during the summer months he worked 10 hours a day in the cotton mill. "I once in a while went to a baseball game, but the most fun of all that we had was when you got to go to the Georgia State Fair or to a western movie. I remember going to see stars like Roy Rogers, Gene Autry and Tex Ritter."

Po-Po worked because "the driving force for me was better pay and bene-

fits," he said. At the Independent Laundry, he washed and folded clothes six days a week, 10 hours a day for \$22.50 weekly.

A conductor on the Central of Georgia Railway, H.D. Mercer, offered Po-Po a job. "Mr. Mercer said he wanted to give me a high school graduation gift and I said 'No, thank you.' He asked me, 'Well, what do you want?' I said I wanted a job. My life changed. In October 1955, I got my first job on the railroad as a yard brakeman, earning more money in one day than in one week at the laundry." Po-Po moved into a boarding house, paying \$8 a week for his room, 50 cents for breakfast, 75 cents for lunch and \$1 for supper.

"I had to belong to the union to work on the railroad. I began going to union meetings and was very active and vocal, but courteous," Po-Po said with a devilish smile.

In 1959, at age 24, he was elected chairman of the local grievance committee; in 1960, vice general chairman and, in 1964, general chairman.

In 1967, Po-Po was elected as the youngest-ever international vice president of the Switchman's Union of North America (SUNA). "Good fortune came my way again when the SUNA merged with four other unions to form the United Transportation Union in January of 1969," he said. Reassignment brought him to New Orleans, where he met my grandmother, Elaine.

In 1991, Po-Po was elected international president of the UTU and retired in 1997.

"My life is a clear example of what America really is," said Po-Po. "I was a kid from a poverty environment.

My grandparents were sharecropper farmers and my parents were textile workers.

"I saw firsthand that, with hard work, dedication and the demand to be treated fairly, one could improve. To have dined with presidents, senators, governors, federal court judges and corporate CEOs – and to have been on equal footing with them – is a testament to the unlimited possibilities America has to offer."



Former International President G. Thomas DuBose with granddaughter Kellen Murphy

Model of SP narrow-gauge caboose wins UTU Brass Lantern Award



Allen Gross of Tempe, Ariz., is the winner of the UTU Brass Lantern for 2002. The UTU bestows the Brass Lantern Award on the builder of the best caboose at the National Model Railroad Association's annual competition.

Gross, 56, works in the field of federal environmental compliance during the day, but turns his energies to building model railroad equipment, restoring old airplanes and building hot rods during the evening.

Gross has been building models of railroad equipment, mostly steam-driven logging equipment, since 1970 and competing at the national level since 1997; this was his first caboose entry at the national level, and it was built specifically to win the prestigious UTU Brass Lantern. His model bested six other entries.

Gross' caboose is a HO N3 model, 1/87 scale, of an actual 1886 passenger coach built by the Carter Brothers that was converted years later into a baggage car/passenger car combination, and finally into a caboose. It operated over the Southern Pacific Narrow Gauge Railroad in California, SP's only logging operation. The caboose now resides at the SP Narrow Gauge Museum in Laws, Calif.

It took Gross about nine months to hand-build the model, board by board, working under magnifying glasses. All parts were hand crafted except for the trucks and brake cylinder, which were modified from stock.

"It is all so small and precise," he said. "Building a caboose is particularly intensive because of the inside, with closing doors and so forth.

"This model was designed to go after the UTU Brass Lantern Award because I thought it was a neat award," Gross said. "I have a number of friends who have won them, and I very much appreciated it."



This month's winning photo:

This month's winning photograph was taken by Shirley Saner, wife of retired member **Donald Saner** of Local 934 at Alliance, Neb. This photo of a Burlington Northern Santa Fe train coming through a field of sunflowers was taken near Mullen, Neb.



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.



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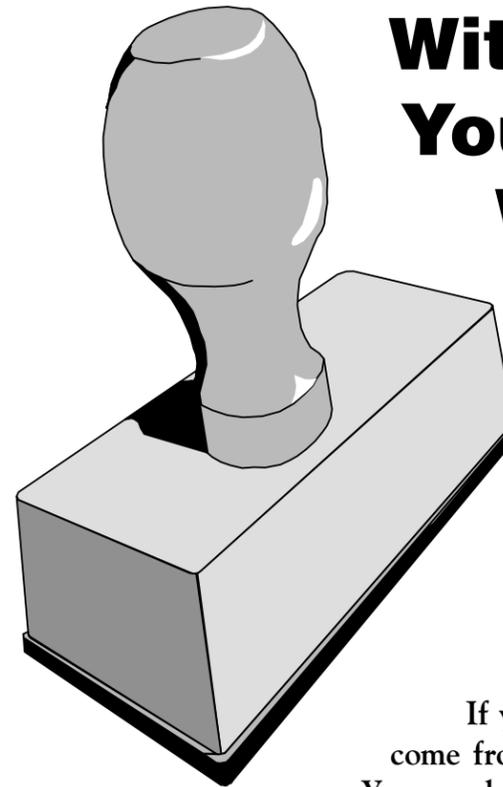
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