

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. Below the logo, the website address 'www.utuia.org' is on the left and 'www.utu.org' is on the right.

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The Official Publication of the United Transportation Union

## THE VOICE OF TRANSPORTATION LABOR

"We are in control of our destiny and that is a victory to be celebrated. This diverse organization is unified in spirit and objective as never before."

*UTU International President Byron A. Boyd, Jr.*

### News & Notes

#### BLE wins Tex-Mex vote

LAREDO, Tex. – Train and engine service employees on the Texas-Mexican Railway, currently represented by the UTU, voted 60 to 49 in favor of being represented by the Brotherhood of Locomotive Engineers (BLE) in a vote certified by the National Mediation Board (NMB). Some 120 train and engine service employees are affected.

The election was called following an NMB conclusion in March 2000 that there is a single craft or class on the Tex-Mex with the appropriate craft being train and engine service employees. The UTU, separately, has asked the NMB to order a winner-take-all election on Kansas City Southern. The NMB has not yet ruled on the UTU petition.

"I congratulate BLE President Don Hahs on this hard-fought victory," said UTU International President Byron A. Boyd, Jr. "We will support the choice made by the employees on the Tex-Mex and we wish them well. The good news is that the employees on the Tex-Mex have one single representative for the historical operating crafts, as is our position before the NMB in the KCS matter."

#### PS&P employees pick UTU

ELMA, Wash. – Employees of the Puget Sound and Pacific Railroad (PS&P) have chosen the UTU to represent them, the National Mediation Board has announced. The eight PS&P workers joined the employees of their sister property, the California Northern Railroad, in choosing the UTU. International President Byron A. Boyd, Jr., thanked Special Organizing Representative Tom Smilley for his efforts, and congratulated the PS&P employees on their victory. Both the PS&P and the California Northern are owned and operated by RailAmerica, Inc.

#### 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.

## UTU members ratify national rail agreement

CLEVELAND, Ohio – By overwhelming margins within each craft, members of the United Transportation Union have ratified a new wage and job-protection package with most of the nation's major railroads.

Results were tabulated by the American Arbitration Association following the close of balloting August 2. The agreement was ratified by all crafts, 13,525 to 4,398, or 76% in favor to 24% opposed.

The contract, sent out for ratification July 12, affects employees on Burlington Northern Santa Fe, CSX Transportation, Kansas City Southern, Norfolk Southern and Union Pacific, as well as numerous small carriers.

"This is a superior economic agreement that delivers wage increases well in excess of inflation, guarantees that our members are not going to lose their jobs because of new technology and puts the UTU in the driver's seat with regard to health-care cost reform," UTU International President Byron A. Boyd, Jr., said.

"This contract is about improving our mem-

bers' standards of living and providing them with long-term survivability in a world where technology is replacing humans.

"This contract gives us peace of mind in knowing that we have a secure future for ourselves, our spouses and our children."

### Contract approved by huge margin

Ratification is "proof the Railway Labor Act (RLA) works," Boyd said. "A tentative agreement was reached without

either party seeking mediation, something many say cannot be done under the RLA.

"Those who suggest that the RLA is broken and should be amended to require binding arbitration clearly are mistaken. Interest-based bargaining, whereby each party addresses the other's demands and concerns in a positive manner, is far superior to having a third party impose an agreement," Boyd said.

"We are in control of our destiny and that is a victory to be celebrated," Boyd said. "This diverse organization is unified in spirit and objective as never before."

## Gunn meets UTU officers in D.C.

WASHINGTON, D.C. – Amtrak's new president David Gunn wants to restore Amtrak to its traditional role of moving passengers and mail, opposes what he calls "fanciful ideas" to privatize its routes or separate train operations from track ownership in the Northeast Corridor and especially wants to restore Amtrak's credibility among lawmakers, other decision makers and opinion leaders.

That was the message Gunn delivered in a one-hour meeting recently with UTU International President Byron A. Boyd, Jr., and Assistant President Paul Thompson in his Union Station office, which—in contrast to predecessors—is decorated as one might expect from a career railroader. A reproduction of a classic painting of New York Central's Twentieth Century Limited hangs with other passenger railroad artwork.

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## NTSB urges UTU activism

WASHINGTON, D.C. – America's top safety watchdog told railroads that the bell tolls for their adoption of a new attitude, placing human safety ahead of profits.

Speaking at UTU's Regional Meeting here July 30, National Transportation Safety Board Chairperson Marion Blakey said the railroad industry's efforts to implement positive train control and eliminate fatigue among operating employees is "simply not fast enough."

Blakey encouraged the UTU to reach back to its activist roots and invoke the vigor of Eugene Debs to "stand up and give voice" to a pressing need for an improved safety consciousness among rail officials. It's time to "turn up the energy level" on positive train control and work schedules that will permit operating employees guaranteed and adequate rest periods, Blakey said. "We are

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# Around the UTU

News from around the U.S. and Canada

## Local 44, Phillipsburg, Kan.

Members working for the Kyle Railroad last month marked a year without a reportable injury with a barbecue supplied by RailAmerica, the carrier's new owner, said General Chairperson **Steven M. Price**. Meanwhile, with their contract expiring in January, the local is gearing up for negotiations.

## Local 104, Sault Ste. Marie, Ont.

Bus operators working for the Sault Ste. Marie Transportation Commission recently ratified a three-year pact that preserves benefits targeted for give-backs, boosts shift differentials and Sunday premium pay, and increases uniform allowances, said General Chairperson **Blair Reid**, who thanked Local President **Chris Williton** and Vice General Chairperson **Dale Miller** for their efforts.

## Local 168, Chicago, Ill.

Members of this Amtrak local recently held a combination picnic and rally to raise funds for TPEL in the Amtrak yard off Chicago's 14th Street, said Local Chairperson **Doug Silkowski** and Secretary/Treasurer **L. T. Channing**.

## Local 1494, Chicago, Ill.

Members working for BNSF are mourning the passing of **Sean Sim**, who succumbed to head injuries suffered in a motorcycle accident, according to trainman-and-yard Local Chairperson **Mike Spencer** of Local 445 in Niota, Ill.

## Local 469, Madison, Ill.

The local's annual picnic, held June 15, was a great success, said Secretary/Treasurer **John Payer**. More than 500 enjoyed steak, beverages and ice cream supplied by the Midwest Railroaders and Designated Legal Counsel **John Papa** on a perfect day. Fairview Heights Mayor **Gail Mitchell** and other local dignitaries handled the cooking duties, while members of Local 1517 (Cincinnati, Ohio), Locals 1534 and 1290 (Chicago, Ill.), Locals 1404 and 1388 (St. Louis, Mo.) and Local 1402 (Duplo, Ill.) attended. Also on hand was UTUIA Field Supervisor **Sam Hale**, whose new CD of music proved a big hit.

## Local 577, Northlake, Ill.

Local President **Robert W. Reppe** recently presented **Dennis L. McDonough** a UTU brass lantern in recognition of his 25 years of union service upon his retirement from Union Pacific after a 31-year career. Brother McDonough was local treasurer and legislative representative when he retired, and a major TPEL advocate and supporter, according to Secretary **Kenneth J. Larson**.

## Local 655, Bluefield, W.Va.

For the first time, this Norfolk Southern (NS) local held a joint picnic with NS Local 1869 (Williamson, W. Va.), drawing more than 110 participants, said Local Chairperson **Edward A. Loy**. The event, arranged by Loy and Vice Local Chairperson **Frank Cline**, along with Local 1869's Vice President **Steve Hager** and Trustee **Mike May**, also served as a retirement party for **Von Fish** and **Chuck Caudill**.

## Local 933, Jefferson City, Mo.

Union Pacific employees in this local face a big weekend that begins with a golf outing on Friday, September 6, said Local Chairperson **Ken Menges**. For information, contact **Delmar Brown** at (782) 4105 or (782) 230-3139. From 4 p.m. until 10 p.m. that same day, the local is sponsoring a fish fry at McClung Park. The next

## Bus operator brings medical aid to Mexico

What does a UTU-represented bus operator do on a day off? If it's the third Saturday of the month, and the operator is **Kathleen Newman**, you can count on her to spend the day behind the wheel of a 15-passenger van, driving a group of volunteers to Mexico to set up a medical clinic.



Kathleen Newman

Newman, a member of Local 1563 in El Monte, Cal., began her career as a bus operator in 1979 with the former Southern California Rapid Transit District, now part of the Los Angeles County Metropolitan Transportation Authority (MTA).

In April 2000, a friend invited her to attend the Faith Community Church, and shortly thereafter, she began to participate in a program that brings aid to those in need.

"We believe in the concept of global outreach, sharing the love of the Lord with others," said Newman. "We help with physical needs, and then offer help with spiritual needs. We often have a doctor with us, but there's always a few nurses along."

The global outreach groups, or GO Teams, bring medical supplies, food and clothes to various locations, including Mexico, Brazil, and Ecuador, where Newman traveled (by air) for the first time last month.

"It means more to me with each trip," Newman said. "People are so glad to see us. Sometimes we bring them simple things like toothbrushes and toothpaste, and they give us such hugs and thanks for little things we take for granted. It really makes you feel good to help out."

Newman said many of the passengers on her MTA route now regularly bring her things, such as coloring books and Pampers, to take with her to Mexico.

Finding joy from involvement with others, Newman said she plans to get more involved with Local 1563. "I hope to have my first brush with union politics by running for treasurer this autumn," she said.

day kicks off at 11 a.m., when members participate in the Jefferson City Labor Day Parade, followed by a barbecue at McClung Park for active and retired members and their families. For information, contact Menges at (573) 635-6415.

## Local 1106, Rocky Mount, N.C.

Former Local Trustee **Chris Fly** last month officially took over the spot of secretary/treasurer, and taking his place as trustee is **Omar D. Lewis**, according to former Secretary/Treasurer **J. D. Cottle, Jr.**

## Local 1293, Altoona, Wisc.

Active and retired Union Pacific workers and their families are invited to the annual picnic, to be held September 8 from 11:30 a.m. to 3 p.m. at Lake Altoona County Park. Food, beverages and game prizes will be supplied. For more information, contact **Al Fohrman** at (715) 834-9729.

## Local 1389, Russell, Ky.

CSXT workers have established a trust fund to

assist the two sons of **Paul and Kelly Copley**, who were killed in June in a single-car accident in North Carolina. Paul, 42, worked as a conductor for the former C&O and CSXT for 23 years, serving his union through the CSXT/UTU Mentoring Program as captain of the Huntington Area RedBlock Team, and with the carrier's Drug and Alcohol Free Program. The trust will be administered by the Huntington Chesapeake & Ohio Railway Employees Federal Credit Union. Send donations to the Paul Colten Copley Trust Fund, Account 1104272, P.O. Box 4127, 901 Sixth Ave., Huntington, WV 25729-4127.

## Local 1594, Upper Darby, Pa.

Rain failed to dampen the spirits of the local's riders who participated in the annual 70-mile bike journey from Philadelphia's Independence Mall to Mays Landing, N.J., to raise funds for the American Cancer Society. According to General Chairperson **Ron Koran**, SEPTA employees who participated included **Stan Bernatowicz**, **Anne Jordan**, **Bruce Wertz**, **Jay Wilbank** and **Tom Sausman**.

## Local 1697, Lubbock, Tex.

Contract negotiations for Alex Transportation drivers were continuing to make progress, according to General Chairperson **Dale Trotter**. Meanwhile, General Chairperson **Roy Arnold** and his fellow Texas, New Mexico and Oklahoma bus operators forwarded best wishes to **Mike Scarborough**, who recently retired, and **Tom Russell**, who will be retiring in September.

## Local 1760, Detroit, Mich.

August 25 marks the date of the Fifth Annual Metro-Detroit Operation RedBlock Family Picnic, according to Secretary/Treasurer **Gerry D'Ortenzio**, who said the event will feature free food, games for children and lots of prizes. Open to all active and retired CSXT employees and their families, the picnic runs from 11 a.m. to 6 p.m. at the Parkland Community Park (6750 Ann Arbor Trail) in Dearborn Heights.

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

A "thank you" goes out to those who made the 11th Annual Running Trades Committee/Local 1778 Picnic a great success last month, said Secretary/Treasurer **Dave Moorhouse** and Alternate Delegate **John Holliday**. **Brent Mylrea** won a DVD player, a deluxe double camp chair went to **Terry Sawchuk**, and winner of the 50/50 drawing was **Wade Ward**. A gallery of pictures from the event can be seen on the website the local shares with Local 1923(Prince George, B.C.) at <http://www.utubc.com>.

## Local 1785, Santa Monica, Cal.

Contract negotiations with the Santa Monica Municipal Bus Lines are continuing, said General Chairperson **Adhi S. Reddy**, who noted that International Vice President and Director of the Bus Department **Percival Palmer** is now lending his expertise.

## Local 1869, Williamson, W.Va.

As in years past, the local joined forces with Local 655 (Bluefield, W. Va.) and donated \$100 to the Belfry High School Ladies' Softball Team. On hand to hang a sign on the outfield fence noting the donation were Local Chairperson and Secretary/Treasurer **Jim Browning**, Local President **Earsel Hensley** and Local Vice President **Steve Hager**, and Local 655's Chairperson **Edward A. Loy** and Vice Local Chairperson **Frank Cline**.

# State Watch

News from UTU State Legislative Boards

## Iowa

As a result of the successful efforts of the Iowa State Legislative Board, the state department of transportation will conduct a study of the close-clearance conditions near railroad tracks and report their findings and recommendations to the state's general assembly by January 1, 2003.

"We are looking forward to recommending to the department the guidelines set forth by the American Railway Engineering Association and pertinent sections of other states' language, and hope that the Iowa Department of Transportation will adopt those recommendations," State Legislative Director **Pat Hendricks** said. "Many other states have laws pertaining to railroad close-clearance conditions and the UTU in Iowa wants to have the best yet."

In other news, the UTU in Iowa also was successful in obtaining a new rule in the Iowa Administrative Code calling for restrictions on railroad-crew van drivers that mirror those of over-the-road truck drivers. The new regulations took effect May 8, 2002. "I cannot emphasize enough the importance of the generosity of our great TPEL members," Hendricks said. "Without their contributions, we could not have achieved the continuing success that our members deserve."

## Nevada

Due to a voluntary transfer from UTU Local 1775 at Elko, Nev., to UTU Local 1043 at Sparks, Assistant State Legislative Director **Rod Nelms** has resigned from his position on the Nevada State Legislative Board and the office of legislative representative of Local 1775, effective July 1, 2002.

"It has been an honor and a privilege serving the members of Local 1775 in Elko and Winnemucca, Nev., and I look forward to (serving) in Local 1043 in the near future," Nelms said.

Nelms served as assistant state legislative director since 1995 and had previously served as secretary of the state legislative board.

## South Dakota



*Pictured above are the two latest conductor classes on the Burlington Northern Santa Fe at Edgemont, S.D. State Legislative Director Rick Davids reports that each of the new employees volunteered to become TPEL Gold Club members. "It's great to see this kind of interest in new hires," Davids said. "These classes will be an asset to the UTU in the future." Davids commended Training Coordinator Bob McClaren (L-375) and Local 375 Chairperson Ken Harrod for their assistance. In the top photo, left to right, are Jim Blakeman, Ken Fowler, Ryan Beyl, McClaren, Kyle Furley, Davids, Jess Jonas, Bobby Brafford, Sean McBreen and Jerry Sires. Below, left to right, are Larry Nelson, Eda Reno, Jim Bauer, Cad Waite, Mike Connolly, Travis Hunsaker, Toby Hohnholt and Brett Kooper.*

## South Carolina

Retired former UTU South Carolina State Legislative Director **James L. "Jimmie" Jones, Sr.**, passed away in Lexington, S.C., on June 28, 2002. He was 68 years old.

A member of Local 793 in Columbia, S.C., Brother Jones began his career in 1957 as a yard conductor on the Southern Railway. He joined Brotherhood of Railroad Trainmen Lodge 312 in

January 1959.

Jones held a variety of local positions over the years, and was elected local chairperson and legislative representative of Local 793 in 1973. He was elected state legislative director in 1977, a position he held until his retirement in November 1996.

A graduate of Lexington High School, he was inducted into his alma mater's Football Hall of Fame in 1993. After graduation, and before working on the railroad, he had served in the U.S. Navy on the aircraft carrier *Intrepid*, touring the Mediterranean. He was a charter member of the Lexington Country Club, coached Little League baseball and football, was a Shriner and a Mason, and was an active member of Trinity Baptist Church. He is survived by his wife, Judith, three children and six grandchildren.

## Virginia

State Legislative Director **Richard E. Jeskey** reports that members in the state are working to support national legislation that would aid Amtrak and other railroads.

"We have 500 unsigned letters addressed to our two Virginia senators requesting them to support The National Defense Rail Act, S. 1991, a bill designed to provide needed revenue for Amtrak," Jeskey said.

"Our legislative representatives will soon be at terminals intercepting employees before and/or after work to acquire signatures. We also have stamped, self-addressed envelopes that will be provided. There have already been more than 100 letters signed supporting this legislation and sent to each of our senators."

If any active members or retirees in Virginia want to help with the effort, they should call the board's toll-free number: (800) 305-4265.

"Because of the 25,000 jobs at Amtrak that are at risk, Amtrak and our Railroad Retirement System are heavily dependent on our support for this issue," Jeskey said. "Form letters aren't the best way to communicate, but we have found that form letters are better than no letters at all."

## Bus Department

By Percy Palmer

### Good relationships a key to success

In the bus industry these days, a good working relationship between the labor organization and management seems to be the way most companies are inclined. There seems to be a realization that an adversarial attitude is counterproductive.

The parties must, however, realize that tradition has strong ties and that change is sometimes a long and difficult process. It takes time to develop a relationship based on trust, which is a must, and to enter into a new way of doing business.

There are some key components, such as leadership, training and commitment, that should be taken into careful consideration in order to make the process work successfully.

Under leadership, the parties usually start with labor/management committees. These committee people should be selected by their own constituents and trained in problem solving, trust building and how to reach consensus on issues. They should be taught how to set meaningful goals, how to remain focused on the goals, and how to change gears if they should get stuck.

Wages, hours, terms and conditions of employment are mandatory subjects for negotiations. It is, therefore, okay for a labor/management committee to work on issues and make suggestions and recommendations, but there should be no implementation unless the committee of adjustment is given an opportunity to review, and object if necessary.

While we endorse any process that makes for better working relationships, we must stay focused and alert to ensure that members are not adversely affected.



## Yardmasters

By Don Carver

### UTU yardmasters on CSXT vote pact

The UTU Yardmaster Department and CSX Transportation Company have reached a tentative agreement covering more than 750 yardmasters. (See news article, page 5).

Ratification ballots were mailed August 7 and must be received at the International no later than noon, August 29, 2002. CSXT yardmasters will not be covered by the national contract, except for health care. The new pact is in lockstep with the national contract in that it bears a December 31, 2004, moratorium expiration date.

The proposal brings the former Conrail territory purchased by CSXT under the single-system agreement. It contains wage increases, benefit improvements and rules enhancements, and includes an alternate compensation provision providing for matching 401(k) contributions. It brings to a conclusion more than 18 months of tireless effort and diligence on the part of J.R. Cumby, assistant director, Yardmaster Department, and the four CSXT yardmaster general chairpersons: Doyle Turner, Dennis Burke, Richard DeGenova and Ronald Kratz.

While we celebrate ratification of the national agreement and we are confident the CSXT proposal will receive overwhelming ratification support, contracts covering many of our brothers and sisters have not been reached. Mediation sessions for the CP (D&H) yardmaster contract are scheduled in Washington, D.C., August 27 and 28, 2004, at the National Mediation Board offices. Negotiations are scheduled for the CN (GTW) in Chicago, Ill., September 10-13 and 24-26, 2002. Negotiations are continuing on the Union Pacific. And, with the settlement of the national contract, negotiations at Amtrak for the yardmasters and mechanical supervisors are awaiting scheduling.



**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:

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## Concern over health care

The rail agreement ratified this month by UTU members leaves one crucial element to be determined: health care.

Controlling health-care costs and maintaining health-care quality is a challenge for employers, employees and their unions. Railroad employees have been especially fortunate in that nearly 100% of their premiums for health-care insurance traditionally have been paid by the carriers. But, with health-care costs climbing aggressively—by more than 20% annually over the past three years—there is increased pressure for employees to share in the cost.

Another rail-labor organization agreed to substantial health-care cost sharing. The carriers sought to impose that pattern on the UTU and the UTU broke the pattern!

Instead, the carriers agreed to a UTU demand for a status quo pending a study to include plan re-design, cost containment, administrative changes and vendor review. For the first time, and only because of UTU insistence, the carriers agreed to audit the health-care plans to determine whether they are managed efficiently.

The UTU successfully navigated a similar challenging path some years ago. By adding a Blue Cross/Blue Shield option that did not diminish health-care quality for members, the UTU found a way for carriers to save millions of dollars annually.

Your UTU negotiating team will continue looking at health-care needs through the eyes of our members and our medical consultant, who advises us on improvements from a doctor's point of view, not an insurance company's point of view.

Clearly, your UTU remains in the driver's seat.



## WASHINGTON WATCH

By James Brunkenhoefer

## Railroads must stop intimidating the injured

As we say in Texas, it looks like the fertilizer has hit the ventilation system. What has been passing for financial truth no longer works. Investors no longer believe financial reports. Working families are frightened to open envelopes and look at results of their 401(k) and other savings plans that have been invested in corporate stocks.



The manipulation of truth by many corporations is not a whole lot different than the way most railroads have been treating their injured employees.

Whether it be financial statements or injured employees, the truth has become something to be manipulated to gain the results wanted!

Perhaps now that the truth is out about financial manipulation, opinion leaders also will recognize how you manipulate the truth about employee accidents and injuries.

Maybe now lawmakers will believe us when we explain how accident reports are filled out selectively and how railroads use the fear of being fired to influence employee responses to accidents and injuries.

I'm talking about how company officials hint that if no accident report is filed there will be no discipline for a trumped-up rules violation. That's because if accident reports aren't filled out, railroads don't have to tell the FRA about the accident and railroads don't run a risk of losing a safety award.

And, I'm talking about how, when an accident report is filled out, railroads impose severe discipline for small mistakes even though the injured employee was in pain while filling it out. That's intimidation.

## Trust, but verify, contract

by Paul C. Thompson  
Assistant President

Byron Boyd said it best. "This agreement protects jobs and incomes. There is no better deal out there."

Now it's our contract. With evidence that the economic recession is longer and deeper than previously thought, and with good jobs in other industries being lost daily, the job and income security of this new railroad agreement is a meaningful victory for UTU members.

Yes, we should celebrate having achieved one of the best contracts ever. But, we still have important work to do.

Remote control operations are not something we promoted nor are they something we wanted. New technology has never been a friend of the people whose jobs it replaces.

But, at the same time, history taught us we cannot fight new technology. So, your UTU negotiating team found a way to manage new technology in a positive manner. We won ownership, control and operation of remote control that extends to engineers where UTU holds the contract.

When diesel locomotives, radios, computers and end-of-train devices were implemented by the railroads, labor organizations sat on the sidelines as decisions were crammed down our throats. Not this time. The carriers signed on the dotted line where it says



Thompson

the UTU will be part of the decision-making process wherever remote control technology is implemented.

What we must do at the local level is put safety first. This means appropriate training of ground service employees who operate remote control. It means determining where remote control can operate safely. And, it means determining where remote control cannot operate safely and where traditional crews must be utilized.

We are in the driver's seat to ensure that remote control operations are safe.

It is unprecedented that a union has such control over new technology. We must exercise this control carefully and fully to prove that the people who actually operate equipment are best equipped to determine how it can be operated most efficiently and most safely.

We also must be on guard to protect our members against adverse economic effects of implementation. That can be summed up in three words: Trust, but verify. Where remote control is implemented, we must verify that job and income protections to which the carriers agreed are enforced to the letter through daily monitoring of every remote control operation. Local officers and general chairpersons should be kept fully informed of every carrier action.

This contract has made remote control our ally. The manner in which we exercise the control we won will ensure the new technology remains our ally. Let us be ever vigilant to protect our gains.

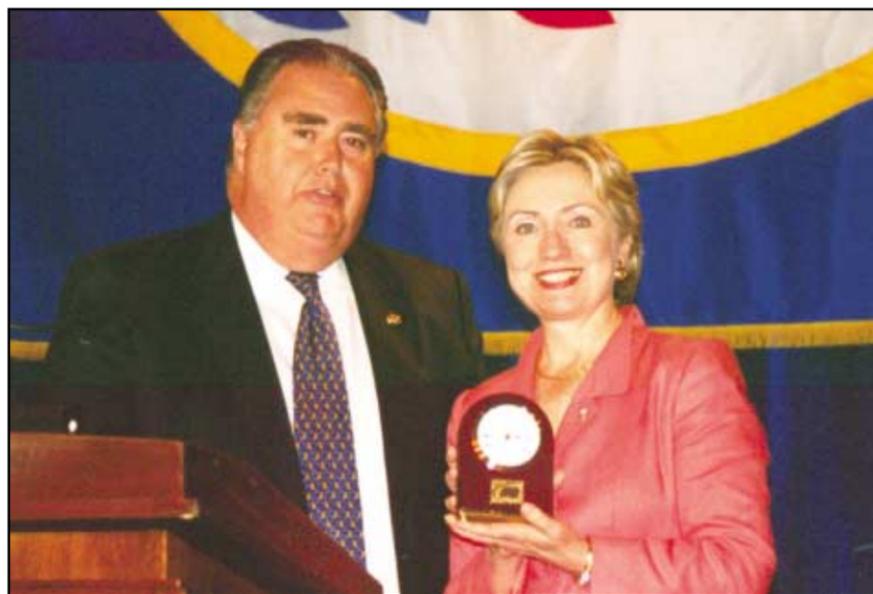
## N.Y. Sen. Hillary Clinton praises UTU leadership

WASHINGTON, D.C. – The United Transportation Union's Transportation Political Education League (TPEL) gives the UTU "a leadership role and clout to go a separate road" in Congress for the benefit of its members, Sen. Hillary Rodham Clinton, a Democrat from New York, said here July 31 at UTU's Regional Meeting.

The UTU is "on the front lines, ensuring railroad, transit, airline and bus employees are protected," Clinton said, singling out UTU President Byron A. Boyd, Jr., for his efforts to preserve Amtrak and make transportation jobs safer.

Clinton received a half-dozen standing ovations as she praised UTU's progressive leadership, pledged to protect America's national intercity rail passenger network, promised that Senate Democrats would not permit collective bargaining rights to be eroded, predicted that Congress would make prescription drugs more affordable for seniors and promoted defined-benefit retirement plans similar to Railroad Retirement for all Americans. Railroad Retirement "is not just good for you, but is a model of what should be done," Clinton said.

UTU members employed by the Port Authority Trans Hudson, New Jersey Transit, the Long Island Rail Road and New York area bus lines were singled out by Clinton for their "extraordinary display of courage" on September 11, 2001. "People were quickly moved to safety" because UTU members "were on the job and showed what America is made of," Clinton said.



New York Sen. Hillary Clinton accepts a token of appreciation from UTU International President Byron A. Boyd, Jr., at the recent Washington, D.C., Regional Meeting.

## Yardmasters reach tentative agreement with CSXT

JACKSONVILLE, Fla. – The United Transportation Union's Yardmaster Department and CSX Transportation Company have reached a tentative new agreement on wages and work rules.

The tentative agreement will be sent out to eligible voters for ratification on August 7, with results to be announced August 29.

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

If ratified, this agreement will not be subject to reopening under the Railway Labor Act until December 31, 2004.

"The cooperative approach utilizing interest-based bargaining methods rather than traditional adversarial bargaining was instrumental in producing the settlement," said Donald R. Carver, assistant to the president of the UTU

and director of the Yardmaster Department. Under interest-based bargaining, each party attempts to address the other party's needs and concerns in a positive manner.

Kenneth R. Peifer, vice president for labor relations at CSXT, said, "The ability to mutually explore interests and needs in a non-traditional manner was critical to producing a settlement that contains alternative compensation provisions and productivity improvements."

Carver and Peifer thanked Senior Federal Mediator Patricia Sims for her efforts in guiding the process to a successful conclusion.

Town hall meetings to explain the tentative agreement will be scheduled by each general chairperson within their respective jurisdictions. General chairpersons will notify their members as to time and place.

## Wisconsin Central members ratify new contract

NEW LONDON, Wisc. – UTU-represented conductors working on the Canadian National's (CN) Wisconsin Central Division (WCD) lines have ratified a new collective bargaining agreement.

About 320 employees are represented by the UTU, according to General Chairperson John T. Larson. The employees are members of Local 581 (Green Bay, Wisc.), Local 582 (Stevens Point, Wisc.) and Local 583 (Fond du Lac, Wisc.).

"This agreement significantly improves upon the 1999 agreement by providing a 33% pay increase and job protection," Larson said.

The two-year agreement, effective Aug. 1, 2002, "will strengthen already-productive WCD methods of utilizing employees, equipment and infrastructure under an hourly pay system for UTU members, and preserve existing work-rule flexibility," according to CN spokesman Jack Burke.

In exchange for improved productivity, all 320 WCD UTU members currently qualified as conductors are entitled to job security.

The UTU agreement, comparable to recent pacts CN has signed with the Brotherhood of Locomotive Engineers (BLE) on the WCD and on CN's former Illinois Central (IC) properties, is another break from the rail industry's traditional mileage- and rule-based compensation system for operating employees.

In March 2002, 310 BLE members working on the WCD ratified a three-year agreement running through April 1, 2005.

Last month, BLE members on CN's former Illinois Central properties ratified an hourly-rated agreement. That agreement, applying to all 415 locomotive engineers on the former IC, also took effect Aug. 1, 2002.

The WC was formed when the Soo Line acquired the assets of the bankrupt Milwaukee Road. The lines were operated as the Lake States Transportation Division until April 1983, when the Soo Line sold the division to the Wisconsin Central Transportation Corporation, which began operations in October 1987.

## National Mediation Board has two new members

WASHINGTON, D.C. – The Senate on August 1 confirmed two new members to the three-member National Mediation Board. Edward Joseph Fitzmaurice, a Republican, and Harry Ronald Hoglander, a Democrat, will join Republican Frank Duggan.

Hoglander succeeds Democrat Maggie Jacobsen, who was not renominated. Fitzmaurice fills the seat left vacant last year by Democrat Ernie Dubester, whose term had expired. Dubester could have remained until his successor was confirmed, but he chose voluntarily to depart. Duggan, Fitzmaurice and Hoglander all are attorneys.

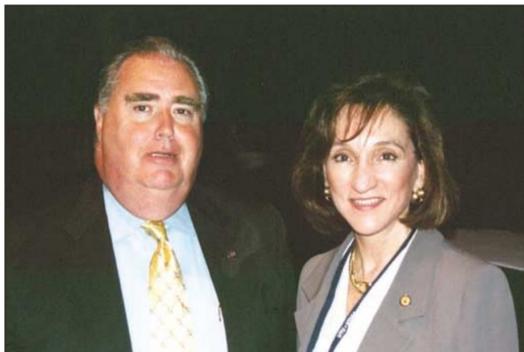
Fitzmaurice was nominated by President Bush on Nov. 9, 2001, while Hoglander was nominated on July 9. The Senate waited for the Democratic nomination so as to confirm the new members as a pair. Fitzmaurice's term will

expire July 1, 2004; Hoglander's on July 1, 2005.

Hoglander most recently was a legislative aide in the Boston office of Cong. John Tierney, D-Mass., specializing in labor and transportation issues. Previously, he was a pilot with Trans World Airlines from 1965 to 1993 and master chairman of the TWA Master Executive Council from 1982 to 1986. Hoglander also served as executive vice president of the Air Line Pilots Association from 1976 to 1978. A former member of the U.S. Air Force and Massachusetts Air National Guard, Hoglander is a graduate of Florida State University and Suffolk University Law School.

Fitzmaurice most recently was in private law practice in Dallas. Earlier in his career he was a Braniff Airlines pilot. The former Marine was graduated from Villanova University and Southern Methodist School of Law.

 **Washington, D.C., Regional Meeting Photos** 



National Transportation Safety Board Chairperson Marion Blakey and UTU International President Byron A. Boyd, Jr., chat about transportation safety at the UTU Regional Meeting in Washington, D.C., July 30. Blakey addressed Regional Meeting attendees during lunch and asked for the UTU's help in making safe railroads a reality. "Safety is at the very root of the UTU's existence," she said.



Local 1413 Chairperson Ray Arenas, Legislative Representative Tom Esposito, Local President Vince Frantino and Secretary/Treasurer Greg Whitaker, all employed by the Port Authority Trans-Hudson Railroad, meet during the Welcoming Reception. UTU International President Byron A. Boyd, Jr., and Senator Hillary Rodham Clinton singled out PATH employees and other UTU members for their extraordinary displays of courage during the events of September 11.



Railroad artist Herschell "Scotty" Scott III writes up an order for artwork being purchased by Texas State Legislative Director Connie English during the Washington, D.C., Regional Meeting. UTU members interested in Scott's fine pencil and ink drawings can visit his website at [www.railroadart.com](http://www.railroadart.com).



UTU members and their guests and friends take part in a line dance following a buffet dinner at the Regional Meeting's Tuesday night reception. Live music was provided by the Essentials and a fine time was had by all.



Union Pacific General Chairperson Dennis Martz (1538), Illinois State Legislative Director Joe Szabo (1290) and Special Representative and General Committee Secretary Richard J. Ross, Sr., (1895) share a light-hearted moment together at the Regional Meeting Welcoming Reception in the Regency Ballroom of the Hyatt Regency Hotel.



Spouses and guests of UTU members purchase items from Tom Powell, president of the Flower Gallery in Washington, D.C., following his demonstration of creative floral designs at the Washington Regional Meeting. The demonstration, entitled "Say It With Flowers," was sponsored by the Auxiliary of the UTU.



Legislative Representatives Larry Tkachenko (1470), Eddie Johnson (1933), Rodney Alexander (1522) and District of Columbia Legislative Director Steve Fritter (1933) donated their time and effort by serving on the Regional Meeting Local Committee. All four of the UTU members are employed by Amtrak.



United Transportation Union Insurance Association Field Supervisor James P. "Pat" Sullivan (left) discusses UTUIA insurance products with Norfolk Southern Local Chairperson James Hammons (1190). UTUIA field supervisors are available at all UTU/UTUIA Regional Meetings to assist UTU members with their insurance needs. Visit the UTUIA website at [www.utuia.org](http://www.utuia.org).



At the President's Banquet the last night of the Regional Meeting, retired UTU member John "Sarge" Locke was honored as the UTUIA Volunteer of the Year for his selfless acts of kindness in service to others. Locke was presented with an engraved plaque and a \$1,000 U.S. Savings Bond from the UTUIA.



Retired Alternate Assistant to the President—Yardmasters Robert C. Arthur, left, and his wife Pat visit with General Chairperson Doyle Turner, a yardmaster for CSX Transportation. The Arthurs attended the Washington Regional Meeting to catch up with old friends, but also made time to attend the UTU Retiree Program's workshop, "Age Has Its Privileges."



Local officers from the UTU's Bus Department, along with UTU Vice President—Bus Percy Palmer (from right), prepare for their upcoming seminar with Federal Mediation and Conciliation Service Commissioners Kurt Saunders and Lynn Sylvester. The seminar trained participants in the proper procedures for handling grievances pursuant to the National Labor Relations Act.



Former UTU President Al Chesser and his wife Corinne take a break from the Regional Meeting to visit the UTU legislative office in Washington, D.C., just blocks from the U.S. Capitol. The former Amnesty International building was dedicated in Chesser's name in 1999 and has served as the base of operations for many of the UTU's legislative battles.

# Retiree Program News

## Retired yardmaster helps rail museum

Retired yardmaster Ray Voltz has a habit of community involvement that once led to a term as mayor of Altoona, Pa. Though no longer mayor, Brother Voltz, a member of Local 1949 in Baltimore, Md., hopes his current efforts will help his community save the Altoona Railroaders' Memorial Museum.



Ray Voltz

The five-year-old museum is located in the old master mechanics' building in what was the Pennsylvania Railroad shop complex, once home to five generations of railroaders and much of the engineering and construction that made American railroading great. The museum also manages the Horseshoe Curve Visitors Center five miles away on the mainline.

Thanks to the past efforts of retired UTU members such as Fred Ellis of Local 309 in Altoona, the museum goes beyond preserving the shops and now tells the story of the conductors, brakemen and operating employees who were the backbone of the operation.

"This is the only museum in America dedicated to the rail workers and their families, as opposed to those showcasing rolling stock," said Voltz, who volunteered his time to serve on the museum's marketing committee.

Voltz said in the wake of the September 11, 2001, terrorist attacks, tourism has fallen off, and, combined with problems that have corrected, the museum is experiencing hard times. "If we don't get help, the only rail museum dedicated to the workers and their families will fold," Voltz said.

Voltz and other volunteers are focusing on finding contributors, more volunteers, and getting the word out to potential visitors.

Those interested in the museum can learn more by calling (814) 946-0834, ext. 232; by writing to the Altoona Railroaders' Memorial Museum, 1300 Ninth Ave., Altoona, PA 16602, or online at <http://www.railroadcity.com/>. Information about lodging and other attractions is available online at <http://www.altoona.com/>.

To make a contribution to the museum, contact Voltz by calling (814) 944-1543.

## Many enjoy retiree seminar

The UTU Retiree Program's Regional Meeting seminar, "Age Has Its Privileges," has been well received by Retiree Program members and others who have attended UTU Regional Meetings this summer.



Sylvia Hammock and Patricia Antrobus

The workshop, which is presented by retired Vice President Larry Davis and retired Special Representative Billy Packer, outlines the benefits of Retiree Program membership and also features

guest speakers from the Railroad Retirement Board, Medicare, and Palmetto GBA, the national railroad Medicare Part B carrier. Patricia Antrobus, an insurance specialist for the Centers for Medicare and Medicaid Services, and Sylvia Hammock, manager of beneficiary services for Palmetto GBA, addressed more than 50 workshop attendees at the Reno and Washington meetings and will also be on hand to speak at the New Orleans Regional Meeting.

Antrobus and Hammock explained how to file

Medicare claims, identify fraudulent practices and answered frequently asked questions about the Medicare program.

For more information about Medicare and Railroad Retirement, visit the official government website for Medicare information at [www.medicare.gov](http://www.medicare.gov) and the railroad retirement website at [www.rrb.gov](http://www.rrb.gov).

## Lehigh Valley retirees set 20th reunion dinner

The Lehigh Valley Railroad Retirees will hold their 20th reunion dinner on Sept. 14 at the Plainfield Township Fire Hall, Rt. 115, Wind Gap, Pa., according to Retiree Program member Eugene K. Schuler of Local 498, Allentown, Pa.

Open to all crafts, families and friends, admission is \$14, Schuler said. Doors will open at 11 a.m., with dinner served promptly at 1 p.m.

For information, contact George W. Dougherty by calling (610) 838-0675, or write to him at 1357 Jefferson St., Hellertown, PA 18055-1316; or contact Schuler at 1359 N. Van Buren St., Allentown, PA 16602, by calling (610) 432-0631 or by sending e-mail to [Cheerup80@aol.com](mailto:Cheerup80@aol.com).

## Berths still available on Hawaiian cruise

Active and retired UTU members still have time to sign up for the UTU Travelers Club's Hawaiian Island Cruise package aboard the Princess Cruise Line's *Dawn Princess*, set for

October 26 through November 5, 2002.

The 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); an exclusive group cocktail party, and payment of all taxes and port charges, as well as one night's pre-cruise hotel stay at the fabulous Hilton Hawaiian Village and a Pearl Harbor/U.S.S. Arizona Memorial Tour.

Prices start at just \$2,130 per person (based on double occupancy).

For information and a reservation form, write to UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250; or call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

## 721st ROB to reunite

The 721st Railway Operating Battalion of World War II will be holding its 55th annual reunion next month, according to Donald E. Blair of Local 212, Albany, N.Y.

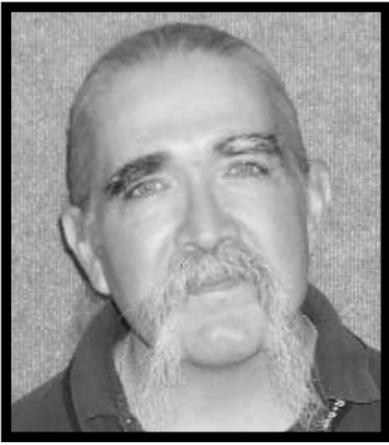
The event will be held Sept. 4-8, 2002, at the Hudson Valley Resort, 400 Granite Rd., Kerhonkson, NY 12446.

For more details, call Brother Blair at (518) 766-3558, or write to him at 22 Westbrook Dr., #336, Nassau, NY 12123.

## 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
1	Powell, Franklin A.	Lancaster, N.Y.	469	Lowe, Robert E.	Madison, Ill.	1033	Metcalf, F. L.	Union City, Ga.
2	Stidham, Hubert	Curtice, Ohio	477	Hurley, Lucius M.	Newton, Kan.	1074	Morasco, Vincent F.	Washington, Pa.
6	Hillard, Chester	Galion, Ohio	486	Mihalovich, Kenneth J.	Harlowton, Mont.	1074	Wade, Walter C.	Columbia, Md.
30	McMillan, Albert E.	Sanford, Fla.	498	Miller, Benjamin J.	Frederick, Md.	1088	Hill, Cecil V.	Meridian, Miss.
48	Jennings, Jr., John T.	Chesapeake, Va.	498	Nothstein, John E.	Coaldale, Pa.	1162	Steffey, W. A.	Little Rock, Ark.
98	Rider, Glenn W.	Watsonville, Cal.	508	Lobsiger, Robert E.	Mitchell, S.D.	1175	Ostroot, Dean G.	Duluth, Minn.
138	Starr, Claudie D.	Elida, Ohio	511	Dorsey, Lovist	Austell, Ga.	1238	Schafer, Erwin M.	Vancouver, Wash.
211	Brown, John E.	Susquehanna, Pa.	594	Pulliam, B.	Fort Worth, Tex.	1245	Holliday, Sr., James C.	Atlanta, Ga.
225	Doner, Daniel E.	Reynoldsburg, Ohio	610	Runkles, Truman H.	Woodsfield, Ohio	1261	Taylor, Charles W.	Ocala, Fla.
225	Strack, Albert F.	Sandusky, Ohio	632	Hutzel, William C.	South Fork, Pa.	1299	Shipper, Roy F.	Pendleton, Ind.
259	Frakes, Herbert A.	St. Joseph, Mo.	713	McKean, George C.	Westville, N.S.	1348	Cripe, Donald E.	Longview, Wash.
259	Kelly, Thomas J.	St. Joseph, Mo.	730	Murch, Herman B.	Missoula, Mont.	1366	McEwan, Clarence W.	Salt Lake City, Utah
329	Clopton, Marvin D.	Clarion, Iowa	730	Myhre, Richard M.	Great Falls, Mont.	1375	Steedle, Edward O.	Cinnaminson, N.J.
331	Horton, Harold D.	Temple, Tex.	734	Leveck, Clarence	Fenwick, Mich.	1393	Williams, Arthur	Eden, N.Y.
378	Stoffer, William L.	N. Ridgeville, Ohio	734	Smith, Edward	Dunmor, Ky.	1366	Trotman, Bob	Salt Lake City, Utah
386	Goeller, George	Olney, Md.	744	Griffith, Samuel M.	Mexico, Ind.	1418	MacLane, Charles L.	Doylestown, Ohio
440	McLaughlin, James E.	Springfield, Ohio	771	Adams, O. E.	Williams, Ariz.	1447	Nicolo, Louis	Kresgeville, Pa.
445	Martin, Arthur M.	Rolla, Mo.	793	Jones, James L.	Lexington, S.C.	1502	Fletcher, Albert P.	Sanford, Fla.
446	Martin, Charles D.	Clearwater, Fla.	821	Ryberg, Fred G.	Houston, Tex.	1502	Sands, Carl E.	Williston, Fla.
463	Einarson, Arne E.	Winnipeg, Man.	830	Gross, Henry P.	Annaville, Pa.	1529	Davison, Clyde	Erie, Mich.
			835	Fielder, H. L.	Lake Havasu City, Fla.	1570	Levesque, Raymond	Sacramento, Cal.
			838	Savin, Jr., Howard B.	Ambler, Pa.	1574	Collins, Gene R.	Gresham, Ore.
			937	Barron, Emmett F.	Waco, Tex.	1917	Mussetter, Frank O.	Edgewater, Fla.
			1000	Chock, Ray A.	Maple Plain, Minn.	1962	Caudill, Eldon C.	Oil Springs, Ky.



### Fred Garcia

L-507, VanBuren, Ark.

"I'm a Union Pacific conductor, I've worked on the railroad for 25 years, and I'm a local chairperson and delegate. My personal opinion is that you can't legislate morality or honesty. It can only come from learning and growth. I don't think most people believe the corporate world will change. It's too bad the people with all the money get away with everything, but money talks. When they steal from 401(k)s and from every employee that works for them, they forget we're the ones who get things done for them. They can be so cutthroat."



### James Baker

L-1292, Proctor, Minn.

"I'm a road chairperson working on the Duluth, Missabe & Iron Range, and I think the members of Congress are fooling themselves. I don't know how they would enforce such laws without walking into everyone's offices. I don't think they can check the books of private enterprises every six months, or even once a year. On the other hand, maybe Congress is just trying to pacify the little guy, rather than have it look like they're doing nothing. I look at Enron and WorldCom, and to me, they're a bunch of thieves, and they should give it back."



### Jabryan Donald

L-1785, Santa Monica, Cal.

"I've been a bus operator for five years with the Santa Monica Municipal Bus Lines, and I'm the local treasurer. I feel legislation can definitely stop some of the offenses, but as far as completely eliminating them, I don't think so. For example, there's a speed limit, and there are red-light cameras, and they control speeding, but they don't eliminate the behavior altogether. Without legislation or regulation, we would be in big trouble. I believe there will be lasting corrections enacted because the situation has too much effect on the stock market."



### Stan Ferguson

L-1238, Vancouver, Wash.

"I'm a conductor working for BNSF. I've been a rail worker since 1979, and have been involved in union activities for about 15 years. I have no confidence that government can regulate private industry's behavior. They're simply going to make it look like they're going to do something. But there are too many crooked CEOs, and government doesn't have the power it thinks it has. The government is controlled by the businessman, and the businessman is the one stealing the money from the little guy. All they're thinking about is their own money."

## UTU in historic safety pact with small railroads

CLEVELAND, Ohio – The UTU's efforts to ensure that every transportation employee arrives home in one piece took a significant leap forward when the American Short Line and Regional Railroad Association (ASLRRRA) recently invited the UTU to become its consultant on employee safety.

An Internet-based safety training program for short line and regional railroad employees has been developed with assistance from the UTU. All training materials will carry the UTU logo, which will encourage each student to access the UTU website and learn more about how the UTU fights on behalf of all transportation workers for safer and improved working conditions, better pay and superior benefits.

Three UTU-branded safety training courses currently are available via the Internet for short line and regional railroad employees. They address the primary cause of employee injuries. Not until the student has mastered each element of one safety training course may the student move on to the next element. Students must pass a final examination in each to gain a certificate of completion.

"Small railroads are becoming union railroads," UTU International President Byron A. Boyd, Jr., said. "About two-thirds of small-railroad employees

already are represented by a union. On small railroads with more than 50 employees, more than 80% have affiliated with a labor union. But, whether small-railroad employees are unionized or not, each deserves to go home in one piece and these courses are about making every railroad job safer, improving safety awareness and ensuring employees have proper safety equipment."

Small railroads and their employees account for more than 10% of total rail-industry employment today and contribute almost a quarter-billion dollars annually into the Railroad Retirement system.

Federal Railroad Administrator (FRA) Allan Rutter praised the UTU for its safety commitment. "This is an impressive program that demonstrates a real commitment to safety training."

"This cooperative effort between the UTU and the American Short Line and Regional Railroad Association represents a new stage of partnership and a clear win/win for short line and regional railroads and their employees," ASLRRRA President Frank Turner said. "I view this partnership as a positive demonstration of our common commitment to employee safety. I thank you for your leadership," Turner told Boyd.

## Former UTUIA Director Al Strack dead at 82

CLEVELAND, Ohio – Retired former United Transportation Union Insurance Association (UTUIA) Manager of Promotion Albert F. Strack, 82, passed away June 21, 2002, in Cleveland, Ohio, after a lengthy illness.



Strack

As a member of the Brotherhood of Railroad Trainmen (BRT), a UTU predecessor union, Brother Strack was appointed a field supervisor in 1962, serving members in Ohio, Michigan and Indiana. In 1971 he was appointed as the first manager of promotion for the newly formed UTUIA. Later that year, he was elected to the UTUIA Board of Directors.

Brother Strack worked tirelessly in the formation of the UTUIA. Responsible for managing UTUIA's field force, he served as manager of promotion and as a member of the UTUIA Board of Directors until his retirement on December 31, 1991.

He began his rail career as a brakeman on the Baltimore & Ohio Railroad in 1939. In 1941, he hired out on the Pennsylvania Railroad, and the following year was promoted to freight conductor. He served on his local grievance committee and was a local legislative representative before serving as a deputy president and organizer for the BRT.

He was proud to have served five union presidents, including BRT International President W.P. Kennedy and UTU International Presidents Charles L. Luna, Al H. Chesser, Fred A. Hardin and G. Thomas DuBose.

"Mr. Strack had a knack for bringing out the best in the people who worked for him," said UTUIA Director of Marketing and Development Sandra J. Kranick. "He was a true motivator."

He is survived by his wife of 63 years, Mary; daughter Marijune Benko, and grandchildren Michael Benko and Christine Benko Craft.

## Merck-Medco becoming Medco Health Solutions

ROCKVILLE, Md. – Merck-Medco is changing its name to Medco Health Solutions, Inc., according to the company and the Cooperative Railway Labor Organization's (CRLO) Health and Welfare Committee.

The company, which manages the prescription drug benefit on behalf of a number of CRLO health and welfare plans, said no services will be changing, and those with a prescription ID card with the Merck-Medco name on it will not need a new ID. The company also said it may take several months for it to complete the transition to its new name, and that materials sent out to beneficiaries might still include the Merck-Medco name.

Meanwhile, the company's website at <http://www.merckmedco.com> will automatically transfer visitors to the new site at <http://www.medcohealth.com>.

A CRLO representative said the name change will not result in interruptions in payment, service or transaction processing, and that retail pharmacies are being apprised of the changing name.

"Members won't experience any service disruptions when they visit the retail pharmacy because their prescription ID cards with the old name and logo will continue to be valid," the company said. Those receiving prescriptions in the mail will find the phrase "MHS Services" on the envelope, followed by the company's address.

## Member on NS killed in switching accident

SALISBURY, N.C. – Billy C. Torbush, 55, a member of Local 783 in Spencer, N.C., lost his life in a switching accident around 10:30 a.m. on July 16, according to Local 783 President William P. Abernathy.

Abernathy said Torbush, a Norfolk Southern employee, had been riding with the engineer in the cab of a newer, wide-bodied light engine entering an industry track.

After passing a grade crossing, Brother Torbush exited the cab and stationed himself at the front of the engine for a coupling maneuver, Abernathy said.

Preliminary evidence indicates the operation may have proceeded at an excessive rate of speed. The snow plow on the front of the engine was broken, Abernathy said, and the couplings mismatched, with the rail car's coupling overriding the knuckle on the front of the engine, crushing Brother Torbush between the car and the engine.

Brother Torbush, a resident of Reidsville, N.C., had joined the union in March 1970. Abernathy said an investigation was in progress.

## UTU activism

*Continued from page 1*

looking to the UTU and its terrific leadership to help us."

Although this Bush Administration official is slated soon to take control of the Federal Aviation Administration, she pledged to brief her successor on the importance of keeping pressure on railroads to "prevent accidents."

Blakey said Congress gave the NTSB neither regulatory nor enforcement powers, but rather a mission of "figuring out what went wrong and fixing things." Implementation of positive train control and reducing operating-employee fatigue have been on the NTSB's "top-ten wanted list" for 12 years – "far too long," Blakey said. Without regulatory or enforcement authority, "we

must look to regulators, lawmakers, industry and unions" to implement safety recommendations, she said.

Had railroads implemented positive train control, which works in concert with computer and satellite technology to prevent collisions, six recent rail accidents, including a fatal collision involving BNSF and MetroLink near Los Angeles, could have been prevented, Blakey said. Notwithstanding that the technology is "complex and costs are involved," the railroads are not moving fast enough, she said. "There is no industry-wide plan to pull together and implement" positive train control.

Hours-of-service laws need to be changed, Blakey said. "The law is flawed. It doesn't reflect what we really know about body rhythms and it's not realistic." The law assumes an employee is rested after eight to 10 hours off the job, but that

eight- to 10-hour window also includes eating, commuting, personal business and family life, Blakey said. Permitting railroads to keep operating employees on the job more than 400 hours per month is "asking for trouble. Use your voice to speak out" for rail safety, Blakey urged.

She also praised UTU's transportation safety team, led by J.R. Cumby of the Yardmasters Department. That go-team is "there with us shoulder to shoulder" investigating rail accidents for cause. "It is a partnership and relationship that matters," Blakey said.

Prior to her talk, Blakey met privately with UTU International President Byron A. Boyd, Jr., discussing UTU's congressional and regulatory policy agenda. "She understands our issues. We agreed on every one," Boyd said. "The NTSB is respected because it is an agency that calls it like it is."

## Gunn meets UTU

*Continued from page 1*

Gunn began his railroad career with the former New York Central and later moved to the Santa Fe (now part of BNSF). More recently, Gunn headed transit systems in Washington, D.C., New York City and Toronto.

(Many of the remarks Gunn made to Boyd and Thompson later were made at a speech before the Transportation Research Forum in Washington, D.C., where Gunn recognized Boyd and Thompson as the only representatives of labor who took time to attend. In fact, Gunn was slightly late for his appointment with Boyd and Thompson because he was walking about Union Station, chatting with Amtrak employees.)

### Operating subsidies are key

Those suggesting that private operators bid on long distance trains are engaging in a "tongue-in-cheek" method of saying, "let's get rid of long distance trains," Gunn said. As for the notion of separating Northeast Corridor dispatching, signaling and maintenance from Amtrak, Gunn called it a "fanciful idea." "The British tried it and failed, and it cost three transportation ministers their job," he said. Such suggestions are "exercises in problem avoidance," Gunn said.

"There are three Amtraks," Gunn said. Amtrak operates short-haul trains over distinct corridors, operates or hosts commuter trains and operates

long-distance service. "All lose money and none recover capital costs," he said, indicating long-term, predictable and consistent subsidies are essential, just as they are received for highways and aviation. "Those who say 'put Amtrak in the free market' speak as if highways and aviation are in a free market. That is pretty disingenuous," Gunn said.

### A big credibility problem

Amtrak participated in a charade called a glide-path to self-sufficiency "for too long," Gunn said. It created "a big credibility problem" and now Amtrak is running out of cash that emergency federal loans are intended to solve until a longer-term plan can be devised by Congress next year, following mid-term elections in November.

Where Amtrak had a cash shortfall of \$40 million in 1997, it faced a \$219-million cash shortfall in 2000 and \$439 million in 2001," Gunn said. That's how Amtrak got to a position where it was going to have to shut down in July without the \$100-million loan approved by the Bush administration, with another \$170-million emergency loan being negotiated. "The operating cash shortfall was the lifeblood draining out of Amtrak," Gunn said, chastising his predecessors for putting out a flashy 2001 annual report he characterized as looking like the product of "a Fortune 500 company."

"We must move from a bi-annual subsidy fight (by which Amtrak begged Congress for operating and capital subsidies every two years) to a predictable and consistent source

for subsidies," Gunn said.

### Long-term debt troublesome

One hole out of which Gunn is trying to dig Amtrak is a past policy of taking on long-term debt to pay short-term operating expenses. The result has left Amtrak much in the position of a consumer who maxes out credit cards to buy groceries and then can't even pay the interest on the credit card debt. Much of Amtrak's crushing debt was "built around a myth that Amtrak was going to turn into a profit maker," Gunn said.

"We have a lot of friends but no sense of direction," Gunn said. "Our organization structure" and sense of direction soon will be "radically different" than it is today.

Among areas Gunn intends to give a "hard look" are Amtrak's policy of moving express freight, which critics say detracts from passenger-train quality and does not add meaningful bottom-line results.

Boyd's meeting with Gunn followed a lengthy private meeting with Transportation Secretary Norman Mineta and Federal Railroad Administrator Allan Rutter in June, during which the Bush administration officials assured Boyd that the administration would give Gunn financial and political support to keep the national intercity rail-passenger network operating. Mineta had invited Boyd to his DOT office to reveal details of the \$100-million loan approved by the administration and to hear Boyd's views on transportation public policy.

# Boyd tells members UTU working hard on their behalf

WASHINGTON, D.C. – UTU International President Byron A. Boyd, Jr., told those attending the recent Regional Meeting here that the UTU was working hard on their behalf for progress, prosperity and protection.

Portions of that speech are printed below:

“To most Americans, Washington, D.C., suggests images of the White House, the Lincoln Memorial or the Air and Space Museum. I’ve learned to think of Washington, D.C., in different terms. It is a town where corporations employ very sophisticated lobbyists—some of them former lawmakers—in an attempt to influence what laws are passed by Congress, and what laws are not passed.

Washington, D.C., is a city where more than one billion dollars is spent every two years in an attempt to influence congressional lawmakers.

Union Pacific, for example, contributes almost one million dollars directly to political candidates before each election. And, UP contributes almost one million dollars more to political parties. Two million dollars every election can buy a lot of influence.

Thank goodness there are labor unions in America to take up for the working man and woman. Unions may not have the money that corporations have. But, we do have truth, and courageous people on our side.

The UTU’s Transportation Political Education League (TPEL) is how we stand up to corporations and their huge political contributions. Your contributions to TPEL allow us to reward our friends.

TPEL is the largest political action committee among rail labor unions. TPEL is how we convinced Congress to pass Railroad Retirement reform. When Railroad Retirement reform was debated in Congress, it was the UTU that coordinated the efforts of all of rail labor.

During the long battle to secure passage of Railroad Retirement reform, lobbyists from all other rail unions, and from the railroads, too, met together regularly. They met at UTU’s Washington office—the office named in honor of Al Chesser. Your UTU’s office was the command center for strategy planning.

UTU, in the spirit of America’s founding fathers, organized committees of correspondence to influence Congress. And, you answered the call. Your thousands of e-mails and telephone calls to every member of Congress are a principal reason Railroad Retirement reform passed.

Now let me talk about safety and what your UTU is doing to improve it.

## Railroading one of the most dangerous jobs

Railroading is one of the most dangerous occupations in America. Other industries may have higher accident rates, but accidents in the railroad industry do not typically result in strains, sprains and soreness. Accidents in the railroad industry too frequently result in loss of limb, or loss of life.

As we know too well, employees who are fatigued cannot be vigilant. They have a hard enough time just staying awake.

Yet, profits too often get in the way of railroad management. Profits too often come before safety. We have documented for Congress the availability policies of some railroads. We showed how many of our members must work more than 75% of each month, but non-railroaders are on the job only 22%.

A commercial airline pilot is permitted to fly only 100 hours per month. A truck driver may be on duty no more than 260 hours each month. Yet, railroad operating crews are forced to be on the job up to 432 hours each month. Yes, you heard me correctly: up to 432 hours for a railroader versus 100 hours for a pilot and 260 hours for a truck driver.

We reminded Congress that it has addressed fatigue on the airline flight deck and in the trucking industry. Now it is time to address fatigue in the railroad industry, not just because we say so, but also because medical science says so! Your UTU will continue the fight we started: a fight for assigned rest days and predictable time off.

I seem to be talking only about railroad issues. We are a transportation union and I certainly don’t want our brothers and sisters with us today from the bus and airline industries to feel ignored. Believe me, every craft and every brother and sister in this union is unique and important.

Your UTU has been busy in Washington, D.C., fighting for federal dollars for the bus and airline industries. In May, the UTU won praise from the American Bus Association for helping to guide a bipartisan Bus Security Act to passage. The bill will provide almost one billion dollars to the bus industry to improve security.

The UTU also has been working on behalf of our Big Sky Airline members.

Brokenrail and Montana Legislative Director Fran Marceau convinced Congress to boost federal funding for essential local air service. Those funds are crucial to job security for our Big Sky members. Since Big Sky pilots chose the UTU as their bargaining agent in 1998, membership has grown from about 35 pilots to more than 100 pilots and dispatchers.

Now, let me talk about remote control. In every aspect of our lives, it is an inevitable fact that we must confront change. Change occurs whether we are ready or not, and whether we want it or not.

Remote control is technological change. Every day for the past decade in rail yards across Canada, our brothers and sisters have used remote control to switch freight cars.

What your UTU has won for you is control, ownership and operation of the new technology. Your UTU has won for you protection against losing your job or your income because of the new technology. And, your UTU has also won protections for engineers.

Brothers and sisters, what your UTU has won for you is the ability to control your own destiny with regard to remote control. Your negotiating team has put you in the driver’s seat if our members ratify the proposed agreement. The economic value and job security of this package is overwhelmingly in your favor.

Finally, let me update you as to where we are with regard to our relationship with that other organization, as well as with representation elections that recognize the community of interest among train and engine service employees.

This union overwhelmingly supported a merger with the Brotherhood of Locomotive Engineers (BLE). We made numerous concessions in an attempt to move the merger forward for the benefit of all train and engine service employees. Members of a single family living under a single roof in the cab of a locomotive must have the same goals if the family is to succeed.

The introduction of remote control is a clear example. When Canadian National said it wanted to initiate remote control operations, the UTU sought to negotiate jointly with the BLE and put the emphasis on job protection. The BLE refused. In the end, third-party arbitrators had to choose which of the unions would own, control and operate the new technology.

Had the UTU and the BLE negotiated jointly, members of both unions would have been protected. Instead, the UTU won the arbitration and control, ownership and operation of the new technology. The BLE lost all of its yard engineer positions in Canada. It could have gone the other way and the UTU could have lost thousands of jobs.

Thus, when the U.S. carriers signed a letter of intent with the UTU regarding remote control operations, I immediately called newly elected BLE President Hahs. I showed him and his senior officers the letter of intent. We discussed how a UTU/BLE merger would protect train and engine service jobs.

I promised President Hahs that the UTU would demand a seat for the BLE at the negotiating table and equal job protections for all train and engine service employees. I even cancelled all negotiations over remote control until after the BLE voted on the merger.

## BLE officers did not support the merger

But, the top three BLE officers did not openly support the merger after they pledged they would. And, once the merger was voted down by the BLE, the BLE walked down the same path it had walked in Canada.

What the BLE really demands is all the remote control work. Make no mistake: The BLE is not fighting to stop remote control. The BLE is fighting to take the work from the UTU and to put you out of a job.

We cannot have each union and each train and engine service employee out only for themselves. That is not what unionism is about and it certainly is not what the UTU is about!

If the BLE will not merge voluntarily, there is no choice but to let train and engine service employees decide for themselves which of the two unions they want to represent them.

We recently had a representation election on the Tex-Mex. I congratulated BLE President Don Hahs on a hard-fought victory. We will support the choice made by employees of the Tex-Mex and we wish them well with their new representation. The vote affirms our belief that all operating employees should have a vote as to what organization will represent them. The BLE would not have sought that vote if it did not believe, as does the UTU, that operating craft lines have been blurred.

Further good news is that the employees on the Tex-Mex have one single representative for the historical operating crafts. That has been our position before the National Mediation Board with respect to the Kansas City Southern.

And now I say this to Don Hahs: Now that you’ve had the Tex-Mex vote, Don, let’s roll and get on with other railroads. March with me to the NMB here in Washington and let’s both tell them to move forward with ordering winner-take-all elections on the other railroads.

Let’s permit the members to determine which union they want to represent them.”



President Boyd (right) recently met with Transportation Secretary Norman Mineta to urge support for Amtrak and employee-fatigue legislation.

# This month's winning photo:

This month's winning photograph was taken by **Victor Motta** of Local 1607 at Los Angeles, Cal. This photo of a LACMTA bus was taken June 18, 2002, in Pasadena, Cal. The bus is being operated by Local 1607 member Michael Simpson.

The UTU Public Relations Department is awarding 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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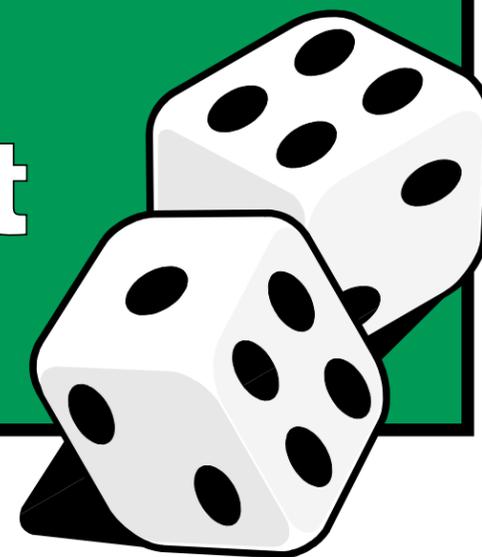
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