



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“We departed Anaheim re-energized, resolved and rededicated to respecting our individual crafts, protecting our members, controlling our future and delivering on our promises.” – *International President Byron A. Boyd Jr.*

News & Notes

Members ratify deal on IC

CHICAGO – UTU members on Illinois Central have ratified a new three-year labor agreement effective Aug. 1 covering 600 conductors and brakemen. In contrast with railroad mileage- and rule-based wage systems, this agreement provides for hourly wages, job guarantees and more flexible work rules. The IC operates from Chicago to New Orleans and also reaches Omaha, Neb., and Sioux City, Iowa.

General Chairperson Warner Biedenharn Jr. thanked his negotiating committee “for their hard work trying to provide our members with a wage package that provides for sizeable increases along with job security and important work/rest benefits to combat fatigue.” Biedenharn said a “reversionary clause in the agreement permits a scrapping of the hourly wage after three years and a return to the mileage-based pay system – with retroactive increases – if members are not satisfied with the new pay method.”

UTU, DW&P reach deal

DULUTH, Minn. – A tentative three-year agreement, to become effective Sept. 1, has been reached with the Duluth, Winnipeg & Pacific Railway (DW&P) on behalf of UTU-represented engineers, conductors and brakemen. Details will be made available with ratification packages that will be distributed to members.

UTU Vice President Rick Marceau, who assisted in the negotiations, said DW&P general chairpersons Ed Kobe and Dale Slotness demonstrated “considerable leadership, patience and creativity” throughout the negotiations.

UTU cookbook simmers

CLEVELAND – The compilation of a book of recipes being collected by volunteers at the UTU international office to raise money for breast cancer research has encountered a slight delay, but the project is still underway.

Originally, volunteers at the international had planned to have the cookbook printed by a local printer; however, arrangements have been made to have the book printed by a company that specializes in producing cookbooks for fund-raising projects. As a result, the book may not be completed until this fall.

The book is a collection of favorite recipes and helpful household hints collected from UTU members and international staff.

UTU members and others were asked to contribute recipes dedicated in the name of a friend or loved one who had suffered from breast cancer.

Deadline for submissions is Aug. 29.

When completed, all proceeds from the sale of the book will be donated to breast-cancer research as a tribute to those listed in the book.

UTU elects Boyd president; amends union constitution

ANAHEIM, Calif. – Byron A. Boyd Jr. was elected international president of the United Transportation Union July 28 at the UTU’s ninth quadrennial convention here, which ended Aug. 1.

Also elected were Assistant President Paul C. Thompson and General Secretary and Treasurer Dan Johnson.

Re-elected as U.S. national legislative director was James Brunkenhoefer. Tim Secord was re-elected as Canadian national legislative director.

More than 600 delegates from the U.S. and Canada participated in the election of international officers and consideration of changes to the UTU constitution. All elected officers were sworn in Aug. 1 by UTU Past President Al Chesser.

Also, a former officer of the Brotherhood of Locomotive Engineers was honored by delegates.

The following vice presidents were re-elected: John Armstrong, Roy Boling, Pat Drennan, Mike Futhey, David Hakey, Tony Iannone, Rick Marceau, Arty Martin, Kim Thompson, Carl

Vahldick and Bruce Wigent.

Also, Steve Thompson was elected vice president, succeeding Pete Patsouras who is retiring; and Bob Sharpe was elected vice president, succeeding Guy Scarrow who is retiring.

J.R. “Jim” Cumby was elected vice president-yardmasters, succeeding Don Carver who is retiring, and Roy Arnold was elected vice president – bus department.

Delegates convene to elect officers and amend constitution

In voting July 29, James Stem was re-elected alternate U.S. national legislative director; Don Tennant was re-elected alternate Canadian legislative director; Mike Canino was re-elected U.S. alternate vice president – commuter;

Robert Gonzalez was re-elected alternate vice president – bus – west; Carolyn Scarsella was re-elected alternate vice president – bus – east; and Doyle Turner was elected alternate vice president – yardmasters.

Also, David Wier was elected U.S. first alternate vice president – east; Jerry Batton was re-elected U.S. first alternate vice president – south;

Continued on page 10

UTU seeks vote of running trades

OTTAWA – The Canada Industrial Relations Board has been asked by the United Transportation Union to certify the UTU as bargaining agent for more than 4,300 running trades employees of Canadian Pacific Railway.

In Canada, “running trades employees” is the equivalent to the U.S. term of train and engine service employees.

More than 73 percent of CP running trades employees already are members of the UTU or have applied for UTU membership.

“The open and overwhelming support shown by all of the running trades members prompted this decision to seek a single bargaining unit, which will more aptly protect and represent the interests of the running trades,” said UTU Vice President Guy Scarrow.

Continued on page 10

Amtrak future again in doubt

WASHINGTON, D.C. – The Amtrak story continues to follow the plot of *Perils of Pauline*. As it has each year since its birth on May 1, 1971, Amtrak is struggling for survival.

Although powerful transportation committees in the House and Senate – and a strong bi-partisan bloc in both chambers – support providing Amtrak with the federal funds Amtrak President David Gunn says are essential to preserving a national intercity rail passenger network, the committees that actually vote the dollars are being as stingy as in past years.

Moreover, the Bush administration has sent to Congress proposed legislation that would effectively break up Amtrak and allow private operators to take over many routes. That is a recipe for union busting and the eventual destruction of

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 161, Seattle, Wash.

Evergreen Trails employees wish bus operator **Rosa Angelos** a full and speedy recovery in the wake of an auto accident that is expected to have her sidelined for up to nine weeks, said Secretary & Treasurer **Wayne Ingersoll**. Meanwhile, about 80 old and new members of the local socialized under sunny skies at a picnic in late June, thanks to the efforts of **Rodney Overgaard, Lem Austin, Kiki Garrison** and **Dan Bentley**.

Local 375, Edgemont, S.D.

Members of this BNSF local, as well as away-from-home members from Alliance, Neb., enjoyed a two-day "spring break" party courtesy of Designated Legal Counsel firm **Hunegs, Stone, LeNeave, Kvas & Thornton**, said newly elected Local President **Larry K. Barndt**. Local Vice President **Larry L. Nelson** and **Barndt** cooked burgers and bratwurst for those in attendance.

Local 556, Tacoma, Wash.

Members of this local, employed by BNSF and the Tacoma Municipal Belt Line, voted recently to pay for first-year membership of all future retirees in the *UTU for Life* program, and have issued a challenge to all other locals to do the same, said retired member and *UTU for Life* Coordinator **James P. Shelley**.

Local 577, Northlake, Ill.

Union Pacific employees, retirees and their families will be enjoying their annual family picnic, featuring food, music and games for the kids, on Labor Day (Sept. 1) from 11 a.m. to 6 p.m. at Busse Woods Ned Brown Preserve Grove #32, said Secretary **Kenneth J. Larson**. For more information, contact Larson at P.O. Box 1647, Melrose Park, IL 60160, or send him e-mail at rrnut4@comcast.net.

Local 610, Baltimore, Md.

As in past years, this CSXT local donated 30 tickets for an Orioles vs. Phillies baseball game during Union Appreciation Night to the Westminster Optimist baseball team and 25 tickets to Catonsville Girl Scout Troop 1015, said Legislative Representative **Anthony L. Davidson**, who said everyone had a great time.

Local 650, Minneapolis, Minn.

Remembering Charlie Luth, a play that revolves around the slaying of an American Railway Union striker gunned down in St. Paul, Minn., by a rail official during the 1894 Pullman strike, made its debut last month at the Landmark Center in St. Paul to a standing-room crowd of about 260, including numerous UTU members, said Local Chairperson **Dave Riehle**, whose research fueled the script by playwright Christine Frank. Leading roles were played by members **Phil Qualy** and **Doug Caesar**, both Union Pacific employees. A re-enactment of portions of the play is planned for the St. Paul Labor Day picnic.

Local 886, Marquette, Mich.

Delegate **Edward S. Morrison**, who was hospitalized after being stricken with an apparent heart attack while in Anaheim, Calif., for the UTU's ninth quadrennial convention, has expressed his thanks and appreciation to all those who "showed their brotherly love" by calling and visting him in Fountain Valley Hospital and making donations to help him with the unexpected expenses. "God put certain persons



Delmar A. McCutcheon (left) last April accepted a dinner invitation from Union Pacific CEO Dick Davidson (right), who honored the member of Local 835 for his injury-free longevity.

Donner descendant dines with Davidson

When Union Pacific Corporation Chairman, President and Chief Executive Officer Dick Davidson invited **Delmar A. McCutcheon** and his wife, **Glenna**, to dinner earlier this year, the surprised McCutcheon decided to accept the invitation and discovered that Davidson "seemed down to earth."

"Some of those guys are kind of stand-offish," said McCutcheon, "but I went into it with an open mind. Davidson seemed down to earth. He said he hired out as a brakeman on the Missouri Pacific, and he was pretty sharp."

McCutcheon was invited to dinner at the Little America Hotel in Salt Lake City during the UP stockholders' meeting in April because of his injury-free longevity. "I guess they do something like this every year," said McCutcheon. "I think Davidson goes through the roster looking for those who have more than 50 years of service."

Besides paying all expenses for McCutcheon and his wife, the company presented him with 20 shares of stock and a gold watch housed in a mahogany box.

A member of Local 835 in Bakersfield, Calif., McCutcheon began his rail career as a fireman in 1952 and joined the Brotherhood of Locomotive Firemen and Enginemen. He was promoted to engineer in 1963, and continues to work a yard job today, 51 years later, with no immediate plans for retirement.

At age 70, McCutcheon is a survivor, much like a famous ancestor who was a member of the Donner party, a group of 83 individuals immigrating to California who got trapped crossing the Donner Pass in the winter of 1846-47. Only 45 survived, McCutcheon said, including his ancestor, William McCutcheon.

McCutcheon noted with pride that he is the son of a railroader who was a staunch union man, and he was one of 23 relatives who worked on the railroad when he began his career.

"My son, Ty A. McCutcheon, is 23 and has five years in as a conductor and member of Local 835," he said, "and my wife's brother, conductor Everett S. Crown, lost his life in 1989 on the run-away train on the Cajon Pass."

in place for me to live," said Morrison, who also serves as general chairperson for trainmen and enginemen on the Lake Superior & Ishpeming.

Local 933, Jefferson City, Mo.

This Union Pacific local will hold a golf outing Sept. 5, participate in a Labor Day parade Sept. 6, and on both days will hold its annual fish fry and barbecue. For information, contact Local President **Denny Menges** at (573) 634-7962 or Local Chairperson **Martin Godsy** at (573) 634-7110.

Local 991, Steubenville, Ohio

The Norfolk Southern employees from this local have set Aug. 31 as the date for their annual picnic, to begin at noon at Stratton Heights Park, said Local Chairperson **Kenneth L. Mackey**. Food and beverages will be provided. For information, contact Assistant Local Chairperson **Joe Evans** at (740) 765-5203 or Secretary & Treasurer **Chuck Wells** at (740) 598-4442.

Local 1313, Amarillo, Tex.

A well-trained UTU member made all the difference for BLE engineer John R. Hite in early July when he began choking on water and found himself unable to breathe, said Legislative Representative **David M. Arterburn**. UTU engine foreman **Greg A. Collins**, assisted by switchman **Randy G. Baker**, came to the rescue, performing the Heimlich maneuver and successfully restoring Hite's breathing, quite possibly saving the BLE member's life.

Local 1558, Bergenfield, N.J.

Rockland Coaches employees in late June ratified a three-year contract boasting a wage increase, improved working conditions and an increase in the employer's pension contribution while maintaining excellent health benefits, said General Chairperson **Rich Deiser**. Meanwhile, bus operator **Archie Alston**, who retired in 1999 after 30 years with Rockland, recently passed away after a brief illness, and bus operator **Vinny Locantore** retired July 14 after 40 years with the company.

Local 1594, Upper Darby, Pa.

Five members rode in the recent 64-mile bike-a-thon to support cancer research, making it the 14th consecutive year this SEPTA local participated, said Local Chairperson, President and Delegate **Ron Koran**, who said members so far have raised \$600 for the ongoing cause. Riders included **Stan Bernatowicz, Jay Wilbank, Tom Sausman, Bruce Wertz** and **Koran**. Meanwhile, **Koran** said volunteers who helped him with the recent rail rodeo included **Herbert Pembleton, Ivette Black** and **Tom Bisignani**.

Local 1760, Detroit, Mich.

Members of this CSXT local are mourning the loss of **Calvin Jordan**, who succumbed to heart failure June 13, said Secretary & Treasurer **Jerry D'Ortenzio**. Meanwhile, active and retired members are preparing for their annual RedBlock all-crafts family picnic, set for Aug. 24 from 11 a.m. to 6 p.m. at Parkland Park in Dearborn Heights, Mich., which will feature food, beverages and games for the kids, thanks to the support of Designated Legal Counsel firm **Harrington, Thompson, Acker & Harrington, Ltd.** For information, contact D'Ortenzio at (734) 522-1043.

L-1778, N. Vancouver, B.C.

Pictures from this BC Rail local's 11th annual picnic, held July 12, are now available on the website this local shares with **Local 1923** (Prince George, B.C.) at <http://www.utubc.com>, said Secretary & Treasurer **David Moorhouse**.

State Watch *News from UTU State Legislative Boards*

Massachusetts/Rhode Is.

Retired Amtrak conductor and former UTU Massachusetts/Rhode Island State Legislative Director **John Lazarovich** passed away July 12. He was 70.

Lazarovich began his railroading career as a trainman with the New York, New Haven & Hartford Railroad in 1955. He joined the Brotherhood of Railroad Trainmen in 1956.

He served as the director of the Massachusetts/Rhode Island legislative board before his retirement in 1995 and, prior to that, had worked as an Amtrak conductor and served as the local secretary and treasurer and delegate of UTU Local 1462 in Boston.

A funeral mass was held for Lazarovich on July 16 at St. Mary's Church in Walpole, Mass.

Lazarovich was preceded in death by his wife Marilyn, who passed away in 1996. He is survived by his son, Wayne.

Cards or condolences may be sent to the Lazarovich family at 71 Mill Pond Lane, Norwood, MA 02062.

Idaho

In an effort to thwart the Brotherhood of Locomotive Engineers' ongoing struggle to get municipalities to ban remote control operations, Legislative Director **George Millward** met separately with Pocatello city council members and Mayor Roger Chase to discuss remote control issues.

As a result, the BLE was unsuccessful last month in convincing the lawmakers to pass a resolution banning remote control operations in a Union Pacific rail yard that lies within the city limits.

Millward said he provided lawmakers and the mayor with a complete history of remote control and explained that the BLE's efforts were really the result of a representation issue between the UTU and BLE that had already been settled in the courts.

He also thanked Local 78 President **Mike**

Kentucky



Members of UTU Local 573 at Danville, along with Kentucky State Legislative Director R.W. Marshall, recently met with Ben Chandler, the Democratic Party's gubernatorial candidate in this year's election, to discuss issues important to UTU members. Chandler currently serves as the state's attorney general and, prior to that, had served as state auditor. Pictured, from left, are R.W. Gilbert; Assistant Legislative Director D.L. Miracle; Marshall; Chandler; G.D. McFarland; Local Chairperson T.P. Gholson; Local Secretary/Treasurer W.W. Watts, and R.J. Doss.

Mattox and Local 265 Chairperson **Melvin Teshima**, who represented UTU at the July 10 hearing, for their efforts in defeating the resolution.

Millward said he has already spoken with other city councils and county commissioners where UP is planning on implementing remote control and is prepared to fight any attempts by the BLE to have similar resolutions passed.

The resolutions banning remote control operations are largely symbolic as they are superceded by Federal Railroad Administration regulations and other federal statutes.

Arizona

The Arizona Legislative Board, under the auspices of State Director **Scott Olson** and Board Chairperson **Steve Coffey** (1081), and with the assistance of National Legislative Director James Brunkenhoefer, was able to stop a legislative attempt by the Union Pacific to allow single-person locomotive operations.

The UP attempted, through a request of waiver on remote crews, to send locomotives out of the yard without a second crewman, Olson said, in violation of Arizona state operating instructions.

After intense lobbying by Olson, Coffey and others, and calls from Brunkenhoefer, the UP withdrew its waiver request and the two-man crew was preserved.

"The UTU was the only union that officially went on file with the Arizona Corporation Commission against the waiver request," Olson said.

Texas

Legislative Director **Connie English** reported last month that he escorted Democratic presidential candidate and Massachusetts Sen. John Kerry around Austin, Tex., while the senator was in town to attend the National Council of La Raza at the Austin Convention Center.

English said that he picked up Kerry at a private airfield and escorted him to various events around Austin from July 12-13, including the conference for La Raza, a non-profit organization established in 1968 to reduce poverty and discrimination and improve life opportunities for Hispanic Americans.

He added that UTU National Legislative Director James M. Brunkenhoefer had offered to Democratic presidential candidates the names of UTU representatives in locations all across the country who would make themselves available to assist candidates when they were visiting various states.

English said that when Kerry returned to Texas about a week later, he was escorted around Houston by Kenny Holman, chairperson of the Texas Legislative Board, who presented Kerry with a Texas necktie and a letter from English welcoming him back to the state.

"Sen. Kerry was very familiar with UTU and its legislative efforts and I appreciate the support he has provided to our organization over the years," English said.

Bus Department

By **Percy Palmer**, vice president-director

Ninth convention is now history

The ninth quadrennial UTU convention, held in Anaheim, Calif., is now history. Congratulations to all elected officers. The bus department strongly believes that you will continue to represent your members well as you have done in the past. All incumbent officers were re-elected except the vice president and director of the bus department.

Special congratulations to the new vice president and director of the bus department, Roy Arnold. I promise that, as an individual with union in my blood, I will do all I can to assist in the transition.

What I find very interesting with this convention was that history seems to have repeated itself. Several events took place in the bus caucus that reminded us of events that had taken place with the bus department approximately 70 years ago. I certainly hope we are not regressing. This bus department was kicked around for several years under different leaders until the delegates at one of the conventions voted to have someone that knows about the bus department be the vice president and director of the department.

Brother Kenny Moore laid the foundation for the bus department. Brother Moore represented the bus department as alternate vice president for six years and as vice president and director for 23 years in an exemplary manner. In the last 11 years we have had three vice presidents and now, going into the 12th year, you will have yet another vice president. How can you function in an effective manner if your leaders do not have a chance to even learn the job and show their true potential? If we are not careful with what we are doing, we may wind up right back where we started all those years ago.



Yardmasters

By **Don Carver**, vice president

Yardmasters get new leaders

The United Transportation Union has completed its ninth quadrennial convention. More than 600 delegates from locals across the United States and Canada were seated for the purpose of electing our leaders and amending our constitution.

Each delegate brought the ideas and admonitions of their locals to the convention floor. This melting pot of goals and ideas gave its clear and unwavering endorsement of our leadership and the direction in which the organization is being led. The unity and enthusiasm expressed by the delegates and officers during the convention will propel the UTU to greater heights of industry leadership and achievement for our membership.

Delegates changed the officer titles of the yardmaster leadership to vice president and alternate vice president. Holders of these offices must possess yardmaster seniority. J.R. "Jim" Cumby and Doyle Turner were unanimously endorsed by both the Council of Yardmaster General Chairpersons and the yardmaster delegate caucus to lead the yardmaster craft for the next four-year period.

The delegate body honored recommendations of the yardmaster bodies by electing these outstanding yardmasters by acclamation. The yardmaster craft can look forward to four years of great leadership from these fine officers.



Byron A. Boyd Jr., International President

Paul C. Thompson, Assistant President

Dan Johnson, General Secretary and Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

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Locomotive engineers will not be misled by UTU

A senior officer of the other rail labor organization recently told the Canadian government that lies are part of the business of recruiting new members.

Perhaps that explains why more than 73 percent of Canadian Pacific Railway operating employees (called "running trades" in Canada) have signed authorization cards to be represented by the UTU.

The other organization is at it again. In attempting to keep its Canadian members from fleeing to the UTU, it wrongly asserted the UTU could not be trusted to preserve craft autonomy.

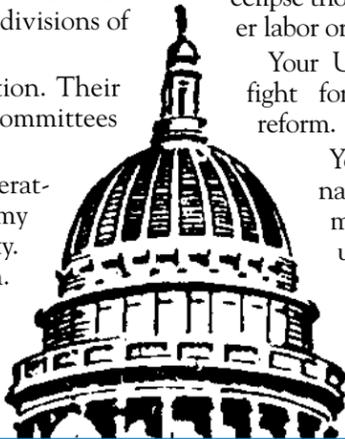
At best, the other organization has a fundamental misunderstanding of the meaning of craft autonomy.

If the UTU is certified to bargain for running trades employees on Canadian Pacific, current local committees of adjustment in the various divisions of the Brotherhood of Locomotive Engineers will remain intact.

Locomotive engineers will continue to have their representation. Their general committees of adjustment will remain intact. The same committees that have bargained in the past will continue to bargain.

Although required promotion and resulting ebb-and-flow in operating ranks has blurred craft lines, this does not affect craft autonomy within the UTU. Each craft retains its separate and proud identity. Craft autonomy is fully protected under the UTU constitution. Every agreement must be ratified by each historical craft affected by the agreement.

Single representation does not equate to a single craft. Claiming it does is to misinform.



WASHINGTON WATCH

By James M. Brunkenhoefer

UTUIA: Union insurance for union families

One of the greatest victories experienced by the membership of this union and their families was passage of Railroad Retirement reform. It allows some 15,000 career railroaders to retire early with a full pension and provides much needed additional cash benefits to some 160,000 surviving spouses.



Gaining congressional passage and White House signing of this bill took every ounce of help we could muster. There was always some group standing in the shadows trying to trip us up. It was as if we were in a Three Stooges movie where one of the stooges was trying to place banana peels in our path.

One group working especially hard against us was the commercial insurance industry – but certainly not the United Transportation Union Insurance Association, or UTUIA, which is union owned and union managed. It was commercial insurance carriers who took the position that, rather than career railroaders collecting more from the Railroad Retirement account they spent decades paying into, those career railroaders should pay more premiums for annuities and other supplemental retirement packages from commercial insurance companies.

The commercial insurance industry made sizable contributions to lawmakers such as Sen. Don Nickles (R-Okla.), who carried their water in the Senate. When Railroad Retirement reform finally was passed by the Senate, some thought that the Oklahoma senator was going to break into tears. That's understandable seeing that

Our union stands united

By Byron A. Boyd Jr.
International president

Never in the history of our United Transportation Union have we seen such unity as was displayed at our ninth quadrennial convention in Anaheim, Calif.

The politics of division, which too frequently in the past wasted resources and diverted attention from urgent matters affecting the membership, had no place at this convention. They were buried forever.

More than 600 delegates came together with a single objective – to better the working conditions, the economic status and retirement security of our 125,000 members.

Delegates displayed pride in our heritage, pride in our negotiating skills, pride in our political strength and pride in our unswerving commitment to serve members.

Applauded by delegates were the steps taken over the past year to control expenses and balance the budget of the UTU, which was accomplished without cutting member services.

Delegates spoke of our union's recent accomplishments, which eclipse those of virtually every other labor organization.

Your UTU led the successful fight for Railroad Retirement reform.

Your UTU delivered a national railroad agreement ratified by an unprecedented 75%.

That agreement gained pay parity for post-1985 railroad hires. It ended forever – by establishment of trip

rates being negotiated by general committees – all carrier attempts to increase the daily mileage rate. That agreement also secured the future for rail ground-service employees by taking control of new technology and obtaining from carriers an unprecedented written guarantee of job security.

Your UTU won from Congress \$125 million in federal funds to improve bus security and increase training of drivers.

Your UTU won crucial funding to keep Amtrak in operation while Congress continues the difficult search for a long-term solution – a solution that your UTU will take a hand in crafting.

Delegates also spoke of the need to stay the course in our efforts to strengthen safety laws, eliminate carrier harassment and find a workable and acceptable solution to fatigue – a solution that balances the need for predictable schedules and off-days against an equally important need to earn an adequate income.

And delegates gave thumbs-up to secure a new national health care agreement for rail members and their families that remains affordable – not the less desirable plan carriers have imposed upon other organizations.

Our convention demonstrated we are together as never before – that nothing and no one will divide us. We departed Anaheim re-energized, resolved and rededicated to respecting our individual crafts, protecting our members, controlling our future and delivering on our promises.

Brothers and sisters, there is no question that your UTU is better prepared than ever before to move forward in solidarity to assure and protect your future and the future of your families.



Boyd

Debunking the common myths about Amtrak

1. Myth: Amtrak has operated in the red, at taxpayers' expense.

Fact: All transportation is subsidized by American taxpayers (see Myth #2, regarding growing use of non-user funds on highways.) Singling out Amtrak assumes taxpayers do not want to invest in passenger rail. Polls consistently show that Americans support federal funding for a national rail passenger system. A *Washington Post* poll taken July 26-30, 2002, and reported by the *Post* Aug. 5, 2002, found 71% support for continued or increased federal funding of Amtrak.

Conservative Columnist George Will, in a June 4, 2003, column, said the poll indicated that "support for Amtrak is strong among all regions, ages, education levels and income groups." A CNN/Gallup/USA *Today* poll conducted June 21-23, 2002, near the height of Amtrak's funding crisis last year, found 70% support for continued federal funding for Amtrak.

Votes in Congress have demonstrated time and again that the taxpayers' duly elected representatives agree.

2. Myth: Highways pay for themselves through user fees.

Fact: In 2001, 41% of funding for highways came from non-highway-user fee sources (property taxes, bonds, general funds, other taxes and fees), according to the Brookings Institution's Series on Transportation Reform (April 2003).

The share of funding provided by non-highway users has been growing in recent years. While most of the non-user payments are at the state and local levels, federal policy encourages this by offering states generous funding matches for highway investments but no match for intercity rail investments.

3. Myth: Amtrak carries only a half-percent of the U.S. travel market.

Fact: Where there is a strong Amtrak presence, as in the Northeast Corridor and New York-Albany, Amtrak dominates the airlines and offers a significant alternative to automobile travel. (Amtrak handles about 50 percent of all New York/Washington airline and railroad traffic. This calculation includes Newark/JFK/LaGuardia and Reagan National/Dulles Airports; and these rail stations: Stamford/New Rochelle/New York/Newark/Newark Airport/Metropark; New Carroll-

ton/Washington/Alexandria/Manassas/Woodbridge/Quantico/Fredericksburg.) In rural areas, where Amtrak's infrastructure costs are insignificant, Amtrak is often the only transportation alternative to automobiles.

4. Myth: Private freight railroad companies subsidize Amtrak.

Fact: The freight railroads urged the federal government to create Amtrak and agreed to provide access to their tracks at an incremental cost basis in 1971. The case can be made for the opposite: that Amtrak subsidizes the freight railroads.

For most of its existence, Congress prevented Amtrak from contracting out work while the freight railroads reduced their employment rolls by contracting out as much work as possible, thus reducing the amount freight railroads pay into Railroad Retirement. Because Amtrak workers are "railroad employees," they are subsidizing the freight railroads' contribution to Railroad Retirement.

Today, Amtrak's "excess Railroad Retirement payments" (about \$150 million a year) is the amount Amtrak contributes to that fund for workers who were never employed by Amtrak. If Amtrak were to go away, the freight railroads would be forced to pick up all the payments Amtrak makes into Railroad Retirement.

Amtrak also provides a training ground for some freight railroad employees (as well as commuter railroads, electric utilities and other companies), who are enticed by higher pay rates to leave Amtrak.

Moreover, capacity enhancements designed for passenger trains benefit freight operations during much of the week. The newest example is restoring double-track on Union Pacific's mainline just west of Sacramento.

5. Myth: Any dollar going to Amtrak is another dollar not going to roads.

Fact: Federal funds for roads come from the Highway Trust Fund, a dedicated long-term source of funding, whereas Amtrak receives federal dollars from the annual appropriations process from the general fund. However, states and local governments should have the option to spend transportation dollars on the most efficient mode of transportation the state and local government sees fit.

Current policy discourages states and local governments from using transportation dollars for rail.

6. Myth: Shut down Amtrak and the private sector will operate passenger rail.

Fact: Rail passenger service was in private hands from its inception in the 1830s until 1970, when Congress and the Nixon Administration made a policy decision to create Amtrak because the private sector could not make a profit. The private sector operators that have expressed an interest in operating rail passenger service will do so for a fee with the clear expectation that the government will absorb the associated losses.

Furthermore, most Amtrak route miles are on tracks whose owners, the private freight railroads, do not want to run their own passenger trains and have a top priority of opposing legislation to give Amtrak's rights (for track access at reasonable cost) to any other entity. The practical result of shutting down Amtrak would be elimination of intercity passenger rail service.

7. Myth: Flying is cheaper than taking a long-distance train.

Fact: Anyone with a computer can find a train fare that is less than an airfare, or an airfare that is less than a train fare. Long-distance trains don't just go from one major market to another like flights do, but serve many intermediate markets with poor air service (or no air service, or very expensive air service). Furthermore, the walk-up fare for an Amtrak trip is often considerably less than walk-up airfare. There are also people who cannot or do not want to fly.

8. Myth: One particular route (e.g., the *Kentucky Cardinal* with service between Chicago and Louisville) shows the entire national system is flawed.

Fact: The *Kentucky Cardinal* was instituted in 1999 to grow express package business. The profitable business never materialized and Amtrak discontinued the route on July 6. Despite limited ridership, no community wants its passenger train to disappear. Residents of Louisville recently filed a class action suit against Amtrak and the U.S. Department of Transportation to bring back the route.

9. Myth: The overwhelming majority of Americans have chosen the automobile lifestyle.

Fact: To a large extent, this apparent "choice" reflects a necessary response to pro-highway federal policies, which for decades encouraged state and local decisions that foster reliance on the automobile.

States, naturally influenced in choosing transportation projects by the federal funding available for those projects, can obtain generous federal matches, often 80 to 90 percent of a project's total cost. There is no federal match for states to develop rail projects.

The public's interest in more travel choices is reflected both in the aforementioned polls and in ridership increases at Amtrak over five straight years (fiscal 1997-2001) and in mass transit. On April 17, 2001, the *Washington Post* reported, "Mass transit ridership grew faster than highway use for the third year in a row last year, according to new national figures."

Also, at a June 27, 2003, conference on traffic congestion, American Public Transportation Association President William Millar stated: "Since 1995, transit ridership has grown by 21 percent, versus 16 percent for driving and 12 percent for domestic airlines. More people are taking public transportation now than in the last 40 years."

10. Myth: Amtrak labor protection is outrageous.

Fact: Labor protection has no impact on day-to-day operating costs. It only comes into play when a route or a terminal or shop is closed. In other words, the more than 2,500 employees Amtrak laid off in the past year did not get labor protection.

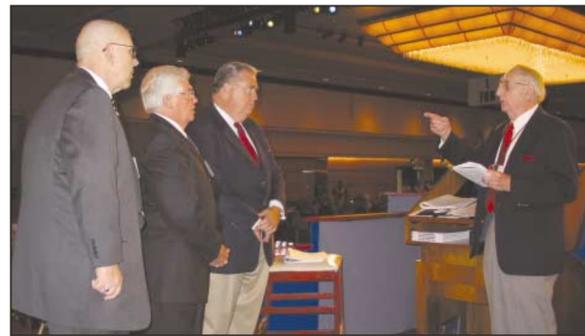
Even when a terminal or shop is closed, Amtrak can avoid labor protection simply by letting employees follow their work, and, for employees who choose to do that, paying moving costs within certain limits.

Also, Amtrak employees have never benefited from stock options, and their pay rates are lower than for similar work at the major freight railroads and at many commuter railroads and other private companies.

Source: National Association of Railroad Passengers, 200 Second St. N.E., Suite 308, Washington, DC 20002.



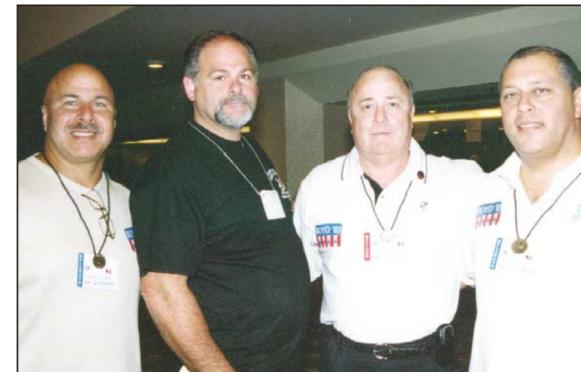
UTU ninth convention photo highlights



Past President Al H. Chesser, right, administers the oath of office to, left to right, General Secretary and Treasurer Dan Johnson, Assistant President Paul C. Thompson and International President Byron A. Boyd Jr., and the other international officers.



Representing the Los Angeles County Metropolitan Transportation Authority at the convention were, left to right, Vice General Chairperson and Local 1608 Chairperson Victor Baffoni, General Chairperson James Williams and Robert Gonzalez, local chairperson of Local 1563. Gonzalez also was re-elected alternate vice president—bus—west.



The Long Island Rail Road was well represented at the convention by, left to right, Joachim Melo Jr., delegate from Local 722; Lawrence Mielke, president and local chairperson of Local 645; Alternate Vice President—Commuter and General Chairperson Mike Canino and Local 645 Delegate and Local Chairperson Robert Celebre.



Delegates, including Local 233 Delegate Terry Osborn, left, and Local 1166 Delegate Kevin Harris, right, listen as amendments to the union's constitution are discussed.



Local 1594 Delegate Ron Koran, representing members employed on the Southeastern Pennsylvania Transportation Authority, asks for recognition by the chair.



From left, delegates Dennis Byron (Local 1923, Prince George, B.C.); M. Pierre Lesage (Local 1015, Trois-Rivieres, P.Q.); Stephane Tapp (Local 414, Montreal, P.Q.) and Terrance McDonald (Local 1238, Vancouver, Wash.) observe the tabulation of ballots for the office of international president.



Canadian Legislative Director Tim Secord thanks delegates for their support.



From left, Alternate Vice President-South Jerry Batton with Vice Presidents Roy Boling and David Hakey. All were re-elected by acclamation.



Carl Cochran, who serves the union both as delegate from Local 1138 and as Florida state legislative director, makes a point while George W. Boone Jr., the delegate from Local 1502, waits to speak.



From left, Past President G. Thomas DuBose; Local 740 Delegate Henry E. Kijewski Jr. of Joliet, Ill., and International President Byron A. Boyd Jr.



Alternate U.S. National Legislative Director James A. Stem Jr. (left) and U.S. National Legislative Director James Brunkhoefer.



Sharing a lighter moment are, left to right, UTU Human Rights Committee Director Ray Cunningham; International President Byron A. Boyd Jr.; Human Rights Committee Assistant Coordinator Barbara Bankston; Board of Appeals Member Thomas Isaacs, and Human Rights Committee Assistant Coordinator Frank Hickman. Cunningham also serves as delegate for Local 1933, Washington, D.C.



Vice Presidents Carl Vahldick, Bruce Wigent, Rick Marceau and Arty Martin. All were returned to office by acclamation.



Vice President - Yardmasters Don Carver, center, who announced his retirement at the convention, speaks with newly elected officers Doyle Turner, left, who will serve as alternate vice president - yardmasters, and J.R. Cumby, who will serve as vice president - yardmasters.



Chapter formed: Marking the first meeting of the UTU for Life Southern California chapter in Oceanside, Calif., are (from left) **Harris H. Flanagan** of Local 1813, W. Colton, Calif.; Chapter President **Lawson Chadwick** of Local 84, Los Angeles, Calif., and California State Legislative Director **J.P. Jones**, who addressed the group.

UTU for Life events set for Philadelphia

Retired members and their spouses are invited to attend the upcoming Philadelphia regional meeting at the Wyndham at Franklin Plaza at 17th and Race Streets on Mon., Aug. 25, as special guests of the UTU.

Those attending will hear UTU International President **Byron A. Boyd Jr.** deliver his state of the union address at 8:30 a.m.; join members and their spouses from across the region at a noon luncheon featuring a guest speaker, and attend a UTU for Life meeting at 3:30 p.m.

Addressing the UTU For Life meeting will be U.S. National Legislative Director **James M. Brunkenhoefer**, UTU For Life Coordinator **Jim Shelley**, UTUIA Field Coordinator **Joe Fletcher** and U.S. Railroad Retirement Representative **Geri Clark**.

Cost of the luncheon is \$10 per person, payable at the UTU registration desk. There is no charge for the other events.

A special invitation has been sent to retired members in the Philadelphia area, along with a postcard they can use to indicate they will attend. Those who did not receive the mailing but wish to attend should contact the UTU in advance by calling (216) 228-9400 between 8:30 a.m. and 4:30 p.m. EDT.

RRB submits to Congress generally favorable reports

CHICAGO – Barring a sudden, unanticipated, large decrease in rail employment or substantial investment losses, the Railroad Retirement system will experience no cash-flow problems during the next 19 years, according to the triennial 22nd actuarial valuation and the annual financial reports submitted to Congress by the U.S. Railroad Retirement Board (RRB).

The generally favorable reports, which project the health of the retirement and unemployment insurance systems based on optimistic, moderate and pessimistic employment assumptions, recommended no financing changes for either system.

The valuation report, which addressed the retirement system's financing during the next 75 years, noted that the "long-term stability of the system, however, is not assured," the RRB said last month. "Under the current financing structure, actual levels of railroad employment and investment returns over the coming years will

determine whether additional corrective action is necessary."

While the valuation of the pension system under the optimistic and moderate employment assumptions indicated no cash-flow problems throughout the 75-year projection period, cash-flow problems "do occur under the pessimistic assumption," the RRB said. "However, even under that assumption the cash-flow problems do not occur until 2022."

According to the reports, by the end of fiscal year 2002, the net position of the Railroad Retirement trust funds was \$18.7 billion, while that of the railroad unemployment insurance system was \$15.8 million.

Meanwhile, President Bush has appointed Michael S. Schwartz as chairman of the RRB. His nomination was confirmed by the Senate on May 23, and he was sworn into office on July 1, the RRB said. Schwartz succeeds Cheryl T. Thomas.

Tax reduction boosts some RRB benefits

By V.M. "Butch" Speakman Jr.

CHICAGO – The recently enacted Jobs and Growth Tax Relief Reconciliation Act of 2003 reduced the amount of federal income tax withheld from the monthly benefit payments of some of the Railroad Retirement Board's beneficiaries.

Beginning with their July 1, 2003, payment, most annuitants affected by this change saw a decrease of about \$10 to \$15 in tax withholding, with a corresponding increase in their annuity receipts.

The new rates of tax withholding apply to the annuity portions in excess of Social Security Tier I benefits. There are no changes for the rate of tax withholding from Social Security equivalent benefits or for those annuitants who claimed a large number of allowances and chose

an additional dollar amount to be withheld from each benefit payment.

Prior to the receipt of their July 1, 2003, payments, affected beneficiaries were mailed a "Tax Withholding Notice" (Form TL-120), notifying them that the amount of federal income tax withheld from their July 1, 2003, payments had been adjusted.

Railroad Retirement beneficiaries needing more information about taxation, tax withholding, or their personal tax obligations, should contact the nearest office of the Internal Revenue Service. For information about Railroad Retirement payments, beneficiaries should contact the nearest office of the RRB.

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



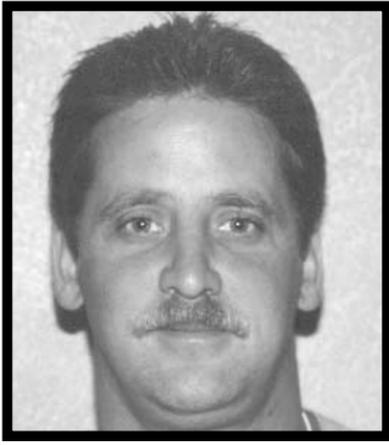
V.M. Speakman

THE FINAL CALL

Following are the names of recently deceased retirees who maintained annual membership in the UTU For Life program (formerly known as the UTU Retiree Program), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU For Life members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
29	Barrett, James V.	Lindenhurst, N.Y.	600	Simpson, Doil E.	Keyser, W. Va.	1138	Deutsch, Louis	Miami, Fla.
29	Coia, Vincent	Massapequa Park, N.Y.	601	Kirkpatrick, Thomas R.	Mansfield, Ohio	1168	Riley, John L.	Clovis, N.M.
30	Altom Jr., Archie D.	Macclenny, Fla.	610	Mierkiewicz, Walter J.	New Freedom, Pa.	1263	Cothron, Glynn M.	Marion, N.C.
145	Jones, Jerrold D.	Columbus, Ohio	627	Coffey, John G.	Wymore, Neb.	1293	Tenney, William J.	Philips, Wis.
196	Stambaugh, Phillip D.	Astoria, Ill.	631	Lucas, Richard L.	Rockwood, Pa.	1314	Smith, Herbert N.	Englewood, Tenn.
212	Fernandez, Manuel	Schenectady, N.Y.	632	Wills, Raymond W.	South Fork, Pa.	1361	Becker, Christian P.	Wading River, N.Y.
212	Panthen, Arthur G.	Vero Beach, Fla.	645	O'Kelly, Francis P.	Merrick, N.Y.	1405	Kaminski, David W.	Granite City, Ill.
300	Malmberg, Gustave B.	Manahawkin, N.J.	645	Wuersch, Herman J.	Bay Shore, N.Y.	1433	Trzaska, Edward J.	Palm Desert, Calif.
300	Wolfinger, George A.	Mt. Laurel, N.J.	744	Thrush, James J.	York, S.C.	1445	Magill, C.A.	Mattituck, Ky.
313	Peterson, Elmer D.	New Era, Mich.	783	Call, Jay J.	Salisbury, N.C.	1447	Santo, Joseph	Cape Coral, Fla.
320	Hak, Richard H.	Saginaw, Mich.	856	Hersey, Vernon Q.	Oakfield, Maine	1529	Gallagher, Francis X.	Tucson, Ariz.
333	Stearns, James M.	Green Valley, Ariz.	886	Sauve, Robert G.	Escanaba, Mich.	1544	Gwin, Walter W.	Hemet, Calif.
339	Morgan, John B.	Jackson, Tenn.	903	Whiting, Robert R.	Jacksonville, Fla.	1557	Coker, William H.	Cave City, Ark.
385	Gardner, Albert H.	Ft. Myers, Fla.	950	Lemay, Jack C.	Memphis, Tenn.	1574	Bell, Hazel W.	Portland, Ore.
453	Mosbach, Richard A.	Monroe City, Mo.	998	Jenkins, Vance W.	Thomasville, Ga.	1620	Britton, James E.	Mendon, Mich.
462	Miley, Homer E.	Melbourne, Fla.	1000	Berndt, Raymond C.	Maple Grove, Minn.	1628	Irwin, Ralph R.	Orlando, Fla.
469	Szczepanik, Joseph S.	Granite City, Ill.	1000	Thorpe, Theodore W.	Minneapolis, Minn.	1775	Etchemendy, M.J.	Elko, Nev.
477	Schmidt, Lloyd G.	Newton, Kan.	1129	Yancey, Rob H.	Norling, N.C.	1929	Wild, Walter L.	Godfrey, Ill.
495	Deines, Reuben R.	Alamo, Tex.				1962	Lisk Jr., Earl B.	Huron, Ohio
						1949	Wilson, David E.	Cumberland, Md.
						1976	Groszkiewicz, John E.	Navarre, Fla.

Voices: Should Medicare include a drug benefit?



John O'Brien
L-1290, Chicago, Ill.

"I am a conductor for the Metra commuter railroad in Chicago. I have been doing this job for 23 years. I serve as local legislative representative and vice chairperson of the Illinois State Legislative Board. I think Medicare should cover prescription drugs. Many times seniors must decide between drugs and food. There should be some kind of coverage available. We should pull the reins on the insurance companies and bring drug prices down. When you go to the veterinarian your pet is getting the same drugs at a much lower cost. If you can afford to pay for prescription medications then you should, but, if you can't, then Medicare should step in."



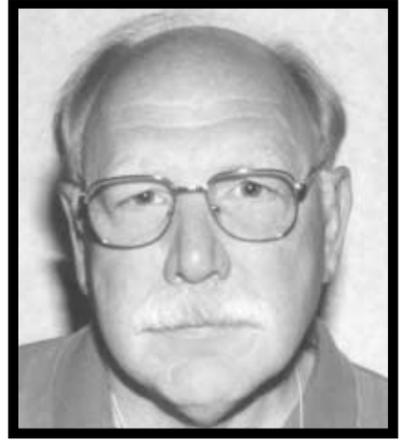
Dale McClain
L-1908, Buffalo, N.Y.

"I am a school bus driver and trainer for Laidlaw. I have been driving for 14 years. I think Medicare should cover prescription drugs because the elderly need drug benefits. They are always complaining that Medicare does not cover all their needs and many in this area are forced to travel to Canada to get their medicines cheaper. The federal deficit is in the billions of dollars now so what difference will it make? If the elderly use up their Medicare and Medicaid benefits, the government will end up paying for drugs anyway. If a person has worked all their lives, they should be able to live in comfort. Their needs should be taken care of."



Rodney Overgaard
L-161, Seattle, Wash.

"I am a driver with Gray Line of Seattle and have been driving for 16 years. I also am vice local chairperson. I think Medicare should pay for prescription drugs. Medicare should pay a percentage of the cost based on your income. I don't mind paying more taxes if it goes for a worthwhile cause and this is a worthy cause. There are a lot of people out there who cannot afford to pay retail for drugs. Most people are used to having drugs covered under their health care plan and it's tough to go from being covered to not being covered. The sad part is your doctor prescribes medication to make you feel better, and you can't afford it so you feel worse."



Barry Norman
L-1929, E. St. Louis, Ill.

"I am a conductor on the Alton & Southern, a 21-mile line that runs between E. St. Louis and Mitchell, Ill. I am vice local chairperson and have been in railroading for 35 years. Absolutely Medicare should offer drug coverage. There are retired people who every day must decide between food and drugs and that's just not right. People travel to Canada all the time to buy drugs that are exactly the same, but cost 30% less. It may cost me in taxes, but the only time I see my tax dollars at work is when the Federal Railroad Administration comes on my property. If Medicare offered drug coverage, at least I'd see my tax dollars doing some good."

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)					
Young, L. Steven	20	Beaumont, Tex.	Hinton, Robert	61	Philadelphia, Pa.
Ramsey Jr., Jack D.	407	Charleston, S.C.	Ballard, Ronald W.	243	Ft. Worth, Tex.
Lewis Jr., Harry C.	597	Des Plaines, Ill.	*Smith, William Joseph	298	Garrett, Ind.
Simpkins, Randall B.	622	Birmingham, Ala.	Schlickman, John T.	313	Grand Rapids, Mich.
Ring Jr., Charles A.	707	Marysville, Kans.	Carroll, Gregory T.	318	Hornell, N.Y.
Holland II, James R.	903	Jacksonville, Fla.	Corey, David B.	318	Hornell, N.Y.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)					
Parks, Lyndell J.	783	Spencer, N.C.	Dundon Jr., Richard P.	318	Hornell, N.Y.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
Webb, Robert D.	240	Los Angeles, Calif.	Moran, Michael F.	318	Hornell, N.Y.
Holman, Kenneth E.	1524	Houston, Tex.	O'Connor, Rolin J.	318	Hornell, N.Y.
Winslow, Pat J.	1554	Ogden, Utah	*Harris, Glover W.	469	Madison, Ill.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Fountain, Barbara A.	60	Newark, N.J.	*Fuller, Charles R.	622	Birmingham, Ala.
Hohenstein, Charles	60	Newark, N.J.	Evans Jr., Frank E.	656	N. Little Rock, Ark.
Rasmussen, David A.	60	Newark, N.J.	Cannon, Brian Lee	781	Shreveport, La.
Leonard, Brent C.	202	Denver, Colo.	Francis, Jeremy R.	781	Shreveport, La.
Bludau, David J.	953	Victoria, Tex.	*Moseley, Philip	781	Shreveport, La.
McCabe, George C.	997	Enola, Pa.	Mosley, Cedric	781	Shreveport, La.
*Croonquist, Willis G.	1177	Willmar, Minn.	Prator Jr., Stephen Wayne	781	Shreveport, La.
Abell, Kenneth W.	1252	Fresno, Calif.	Hege Jr., Richard W.	783	Spencer, N.C.
Barnes, Roger D.	1294	Milford, Utah	Hensley, Rickie D.	783	Spencer, N.C.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
Walker, Norman L.	60	Newark, N.J.	McCollum Jr., Holton W.	783	Spencer, N.C.
Jones, Thomas C.	257	Morrill, Nebr.	*Koestler, Marlin	891	Whitefish, Mont.
Sparrow, Brian N.	432	Champaign-Urbana, Ill.	Noack, David Robert	911	Minneapolis, Minn.
Wier, David B.	469	Madison, Ill.	Cummings Jr., George W.	931	Greenville, S.C.
Adams, Darrell E.	783	Spencer, N.C.	Davis, Johnny D.	931	Greenville, S.C.
Pusley, Billy Mack	821	Del Rio, Tex.	Lloyd III, James C.	931	Greenville, S.C.
Baird, Tim H.	980	Enderlin, N.D.	Jones, Jason Patrick	942	Florence, S.C.
*Harmon, John M.	1328	Louisville, Ky.	McKenzie, Ashley Keith	942	Florence, S.C.
GOLD CLUB (\$100 OR MORE PER YEAR)					
Brown, Lisa	60	Newark, N.J.	Morris, John C.	942	Florence, S.C.
Hahn, Eric J.	60	Newark, N.J.	Powers Jr., Eugene R.	942	Florence, S.C.
Humphrey, Thomas P.	60	Newark, N.J.	Filler, Donald R.	980	Enderlin, N.D.
Hunter, Tasha M.	60	Newark, N.J.	Reynolds, Brian L.	1059	Minot, N.D.
Kehoe III, James M.	60	Newark, N.J.	Myers, Luke William	1136	Sterling, Colo.
McAndrew, Gerald R.	60	Newark, N.J.	Pilger, Jacob Wyatt	1136	Sterling, Colo.
Petri, William J.	60	Newark, N.J.	Pittman, Travis	1136	Sterling, Colo.
Reilly, Patrick F.	60	Newark, N.J.	Richendifer, John R.	1136	Sterling, Colo.
*Reizovic, Frank J.	60	Newark, N.J.	Stanley, Steven E.	1136	Sterling, Colo.
Reyes, Hector	60	Newark, N.J.	Vocu, Donald Lloyd	1136	Sterling, Colo.
Rollenas, Antonio C.	60	Newark, N.J.	*Lewman, Ralph L.	1381	Hammond, Ind.
Ruocchio, Eugene	60	Newark, N.J.	Hudgins, Pamela Y.	1447	Newark, N.J.
Sanger, Robert J.	60	Newark, N.J.	Ralston, Justin M.	1470	Edmonston, Md.
Suter, Ralph G.	60	Newark, N.J.	Lemmers, Mark Anthony	1620	Elkhart, Ind.
Williams, Xavier D.	60	Newark, N.J.	Roberts, Jason Virgil M.	1620	Elkhart, Ind.
Cintron, Elliott D.	61	Philadelphia, Pa.	Lee, David C.	1629	Phoenix, Ariz.
Gallagher Sr., Richard J.	61	Philadelphia, Pa.	*McLeroy, Robert W.	1780	Kansas City, Mo.
			Martin, Daniel G.	1846	West Colton, Calif.
			Kelley, John Matt	1857	Green River, Wyo.
			Holmes, Alton Z.	1918	El Paso, Tex.
			Samaniego, Elmo S.	1918	El Paso, Tex.
			Slade, Michael D.	1918	El Paso, Tex.
			Furlong, Michael B.	1975	Kansas City, Mo.
			Rittenhouse, Larry L.	1975	Kansas City, Mo.

* = Retired Member

UTU members ratify contract with NJ Transit

NEWARK, N.J. – UTU members working on New Jersey Transit have overwhelmingly approved a new three-year contract with the commuter railroad.

More than 90% of eligible voters cast ballots, a remarkable return.

The UTU represents more than 1,000 conductors, and some locomotive engineers, on the property. Most are members of Local 60 at Newark, N.J.; locomotive engineers are members of Local 800 at Jersey City, N.J.

The contract is remarkable in that it includes retroactive and current pay raises and improvement in health and welfare coverage as the state is facing a \$5-billion deficit.

The agreement includes pay hikes retroactive to July 1, 2001, improvements in eye-care benefits, a clarification of work rules and no major give-backs. The proposal also modifies the distribution of benefits for surviving spouses.

General Chairperson Xavier Williams praised International President Byron A. Boyd Jr. for his continued support during the negotiations.

Williams and the others members of the negotiating team were assisted in the negotiations by Vice President C.A. "Tony" Iannone and New Jersey State Legislative Director Dan O'Connell.

"I think it's a good agreement given the economic state of New Jersey," Williams said. "The state is in a deficit and that affects us directly. I think we did very well."

Williams said passenger levels on New Jersey Transit have increased substantially since the events of Sept. 11, 2001, which destroyed the Port Authority Trans Hudson (PATH) station at the World Trade Center.

"Congratulations to the general committee for getting the vote out. They did a good job. There is no doubt in my mind that the UTU speaks for all operating employees on New Jersey Transit."

Iannone said the negotiating team would be right back at work in September, crafting the next proposal for management.

UTU elects Boyd

Continued from page 1

John Babler was re-elected U.S. first alternate vice president – west; Rex Beatty was elected alternate vice president – Canada; Dennis Schuler was re-elected U.S. second alternate vice president – east; John Hancock was re-elected U.S. second alternate vice president – south; and Robert Kerley was elected U.S. second alternate vice president – west.

Re-elected to the U.S. Board of Appeals were Dirk Sampson, Jim Shelton and Dale Welch. Also elected were Tom Isaacs, local chairperson of Local 1565, which represents employees on the Los Angeles County Metropolitan Transit Authority, to represent members in bus service, and Don Seyer, local chairperson of Local 947, which represents members on the Burlington Northern Santa Fe in the central Missouri area, to represent members employed in road service.

Re-elected to the Canadian Board of Appeals were Brian Gleason, Barry McLafferty and Ed Seagris.

Executive Board positions also were filled by the delegates. Joseph Boda, Steve Dawson, Craig Good, Jim Huston and John Risch all were re-elected. Mike Anderson was re-elected as alternate to the executive board.

Following are amendments to the UTU constitution adopted by delegates:

- The UTU annual directory shall contain the names, addresses, union local numbers and titles (if any) of each delegate and alternate delegate,

and the directories shall be mailed to each delegate no later than 120 days prior to the convention;

- International officers, general committees, state boards and staff shall submit itemized statements of expenses for reimbursement and shall provide receipts for all items in excess of \$24;

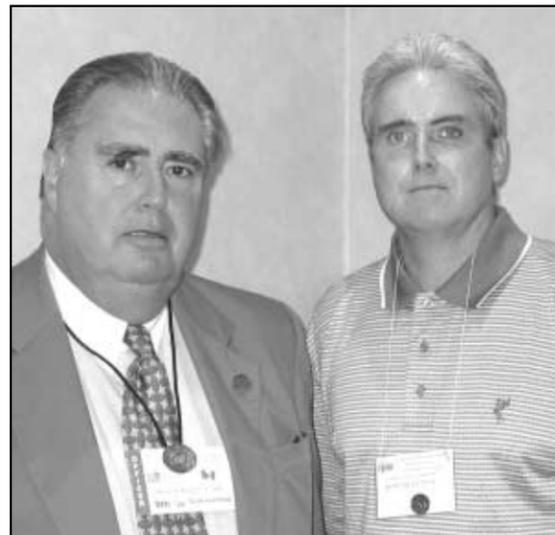
- The election of international officers at UTU conventions shall commence no later than the morning of the first Tuesday of the convention;

- Decisions of the board of appeals shall be in writing, contain the pertinent facts involved, provide the rationale for the decision and be furnished to all interested parties.

Also, delegates passed a resolution supporting the policy of President Boyd on designated legal counsel ethics, which previously was published in the *UTU News* and which appears on the UTU website. That policy will be printed in the back of the UTU constitution.

A special guest of the convention was Bob McKenna, former Brotherhood of Locomotive Engineers general chairperson for Canadian Pacific Railway–Lines East. McKenna, who was introduced to delegates by UTU President Boyd, was arbitrarily removed from office by the BLE because he sought to give his members a choice between joining with the UTU or another organization.

“The Canadian locomotive engineers find themselves in a position where their Canadian votes will not be heard” in a BLE-proposed merger with the Teamsters, McKenna said in early July. “Canadian locomotive engineers should control their own destiny. They should deter-



UTU International President Byron A. Boyd Jr., left, speaks with former Brotherhood of Locomotive Engineers General Chairperson Bob McKenna, who, after speaking out in favor of rail-labor unity, was arbitrarily removed from office. McKenna received a standing ovation from delegates at the UTU convention.

mine among themselves if they are to become a very small segment of a large non-rail organization (the Teamsters) or control their own destiny (by joining the predominantly rail UTU).”

McKenna received a standing ovation from the more than 600 delegates. In an emotional thank you, McKenna said he is “committed” to single representation of train and engine service employees (known as “running trades” in Canada). Single representation would not affect the engineers’ craft autonomy within the UTU.

Amtrak future

Continued from page 1

Amtrak. The UTU, which is leading the Amtrak battle on behalf of rail labor – much as it led the successful Railroad Retirement fight – was quoted in one national publication as follows:

“The administration plan is a McDonald’s-type franchise operation. It could permit hobbyists to design a lowest-cost operation rather than one that is customer focused and which emphasizes safety. Rather than a plan for Amtrak’s future, it is a nefarious scheme to create havoc on the freight tracks that must be used by passenger trains. The ultimate objective, of course, is to destroy our national intercity rail passenger network that is overwhelmingly supported by voters and taxpayers. Amtrak’s problem is not operations, but rather a need for sufficient capital. The administration ignores this.”

In early July, House of Representative appropriators sought to provide Amtrak with only about \$600 million for the next fiscal year, which begins Oct. 1. UTU asked members, retirees and their families to contact their lawmakers by telephone and e-mail in support of the \$1.8 billion Amtrak President David Gunn says is the minimum needed to keep our national intercity rail passenger network intact.

Those contacts bore fruit. A second vote by House appropriators raised the amount to \$900 million – but still well short of what is needed. Continued calls and e-mails to lawmakers can overcome conservatives who would starve Amtrak financially or engage in union-busting by supporting the administration’s break-up-Amtrak plan. UTU members rescued Railroad Retirement reform from the conservatives; UTU members now can rescue Amtrak from the conservatives.

“The matter is far from over,” said UTU

National Legislative Director James Brunkenhoefer. “As John Belushi once said, ‘It’s not over until we say it’s over.’”

“Amtrak funding and Amtrak survival isn’t just about Amtrak jobs – it’s about the solvency and survival of the Railroad Retirement system, because without Amtrak and its almost 25,000 employees, Railroad Retirement could be in danger of insolvency,” Brunkenhoefer said.

Here is how to contact your lawmaker:

Go to the **UTU Internet home page at www.utu.org**; click on “Washington Updates” in the red box to the left; then click on “Contacting the Congress”; click on your state in the map shown, or enter your address and ZIP code.

If you don’t have Internet access, call your state legislative director or the UTU Washington office at (202) 543-7714 for details on how to contact your lawmaker.

UTU seeks vote

Continued from page 1

The move for a vote on single representation was first urged by one of the Brotherhood of Locomotive Engineers’ most trusted members, who said locomotive engineers should have a choice between being merged into the mostly non-railroad Teamsters (as proposed by the BLE) or joining the predominantly rail United Transportation Union.

“Canadian locomotive engineers should control their own destiny,” said Bob McKenna, the BLE’s general chairman of CP–Lines East before he was arbitrarily removed from office because of his support for democracy.

Don Warren, UTU general chairperson for CP–Lines East, said, “This is not about raiding

anyone or taking over the BLE. It is about providing an opportunity for a Canadian choice in their future that does not currently exist under the proposed merger agreement between the BLE and the Teamsters.”

Lou Schillaci, UTU general chairperson for CP–Lines West, said, “If mergers are a necessity, logic dictates the UTU and the BLE, which both represent members on the same track, unite as one to be number one.”

If the UTU is certified as the bargaining agent, craft autonomy will be preserved, Schillaci said.

“The current local committees of adjustment in the various divisions of the BLE will remain intact. Locomotive engineers will continue to have their representation. Their general committees of adjustment will remain intact. The same committees that have bargained for the past 10

years together will continue to bargain.”

Articles 80 and 82 of the UTU constitution provide for the preservation of independent representation for locomotive engineers.

This guarantees that the authority and jurisdiction of each committee will be protected.

In other words, all the BLE elected local chairpersons, vice local chairpersons and secretaries of local committees will remain the same.

“The history of the United Transportation Union, born through unification of four major rail unions, is one of uniting for the betterment of the membership,” Schillaci said.

“The UTU is primarily a rail transportation union where we represent other employees. We do not represent those who compete with railroads. As for Canada, all dues paid in Canada remain in Canada.”

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