



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"We must never forget that we exist as a union to serve one another in the contracts we negotiate, in the grievances we file and pursue, and in our efforts to improve workplace safety."

— UTU International President Paul C. Thompson

News & Notes

COLAs paid July 1

Cost-of-living adjustments were paid effective July 1 to train and engine service employees covered by the UTU national agreement. This follows a 3 percent wage increase that was applied Dec. 1, 2004, under the 2002 national agreement.

Under the COLA, basic daily rates of pay increased by 15 cents per hour, or \$1.20 per day, effective July 1. The COLA was rolled into the basic daily rates of pay under terms of the national agreement.

Also, under the UTU health and welfare agreement, employee health care cost-sharing payments increased by \$6.11 a month.

For more information, contact your general chairperson or view the rate tables on the UTU web page at www.utu.org.

Teamsters bolt AFL-CIO

CHICAGO – The Teamsters Union on July 25 disaffiliated from the House of Labor, the AFL-CIO.

The decision was made by the truck-driver-dominated union's General Executive Board, which has no representation from the Brotherhood of Locomotive Engineers and Trainmen (BLET) or the Brotherhood of Maintenance of Way Employes (BMWEE).

In disaffiliating, Teamster President James P. Hoffa said, "Striking workers, no matter what union they belong to, can always count on the Teamsters for support and assistance."

What Hoffa did not say is that during the UTU strike against BNSF Railway in April, his Teamster drivers crossed UTU picket lines.

Help a new hire

Long-time UTU members know an understanding of the past brings the present into focus and aids in planning the future.

To help bring new hires up to speed, encourage them to read the booklet, "Progress Through Unity," included in their new-member kits.

Want to learn more? Go to the UTU website at www.utu.org, click on "About UTU" on the left in the red area, and check out "The History of the UTU and the American Labor Movement."

Arguments postponed

Talks between the UTU and most major railroads over rates of pay, rules and working conditions are scheduled for August and September.

Oral arguments in the UTU's federal court suit – to prohibit carriers from demanding changes in locally negotiated crew-consist agreements – are scheduled for Aug. 29.

To stay informed, go to www.utu.org and click on the link, "Rail Contract Negotiations."

UTU merger committee to review proposals

A committee has been appointed by UTU International President Paul C. Thompson to review proposals to merge with other labor organizations.

Thompson made it clear that the Teamsters Union is not among the alternatives.

No merger involving the UTU may go forward without approval of the UTU membership.

"Carriers have been merging for decades," Thompson said, "and the balance of power between labor and the carriers has been affected. At the same time, we

will not accept a merger that does not benefit our membership, that threatens our jobs, or a merger that does not preserve craft autonomy and other UTU core values.

"We want an appropriate merger partner to offset the power the Teamsters are exerting over some in rail labor," Thompson said. "Having a truck drivers' union control rail labor begets long-term disaster because trucks and rails compete. The Teamsters have demanded and won from trucking companies a limit on how much traffic can move by rail.

"The Teamsters," Thompson said, "are dom-

inated on their executive council by truck drivers. Not a single officer of the Brotherhood of Locomotive Engineers and Trainmen or the Brotherhood of Maintenance of Way Employes (both subsidiaries of the Teamsters) sits on that council. Now," asked Thompson, "who do you think those truck drivers in charge of the Teamsters and its subsidiary rail

unions will support when the issue is truck jobs versus rail jobs?"

Thompson used as an example a recent Teamster decision to quit the AFL-CIO. That decision was made by the truck

drivers controlling the Teamsters, and the BLET and Brotherhood of Maintenance of Way Employes – both of which have been absorbed into the Teamsters – had no say in the decision, Thompson observed.

The UTU merger oversight committee will include Thompson, Assistant President Rick Marceau, and General Secretary and Treasurer Dan Johnson.

Five subcommittees also were created by Thompson. They are:

Move made to counter the growing power of merged carriers

Continued on page 10

Union chiefs praise UTU

ORLANDO – Those BLET and Teamster raiders spewing false twaddle that the UTU somehow is on the fringe of organized labor must surely be looking in the mirror when they speak.

Three highly respected rail-labor chiefs set the record straight in July at the UTU's regional meeting in Orlando. Brotherhood of Railroad Signalmen President Dan Pickett, Sheet Metal Workers International Association President Mike Sullivan and SMWIA Rail Division chief Dewey Garland all expressed solidarity with the UTU and praised the UTU for its leadership on Capitol Hill.

Sullivan was too polite to mention names, but his inference was clear: the Teamsters Union has "goals that clash" with the two rail unions it absorbed – the BLET and the Broth-

Continued on page 10

Board of ethics clears officers

The independent UTU Board of Ethics and Qualifications, following almost a year of investigation, has concluded that allegations against various current and former UTU officers and designated legal counsel are speculative and lacking in evidence.

However, the independent board, established by delegates to the 2003 International Convention, used its authority to impose new safeguards on dealings between UTU members and designated legal counsel, and the manner in which UTU elections are financed.

The allegations of wrongdoing were made against UTU International President Paul Thompson, General Secretary-Treasurer Dan Johnson, vice presidents Mike Futhey and David Hakey, UTU Past President Tom DuBose, former general secre-

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 194, Elkhart, Ind.

This Norfolk Southern local held its family picnic June 25, said Local Chairperson **R. L. Holbrook**. Local Vice President **Josh Jones** arranged a dunk tank and giant blow-up toys for the children and Local President **Dan Junghans** provided entertainment. Among more than 200 attending were members of **Local 1620**, also headquartered in Elkhart.

Local 221, N. Little Rock, Ark.

This Union Pacific local held its annual fish fry for active and retired members on Aug. 6 in Burns Park, according to Secretary & Treasurer **Paul Lampton**.

Local 240, Los Angeles, Calif.

Members of this Union Pacific local offer their congratulations to **H.T. "Tom" Halen**, who recently retired after 34 years of service, said Secretary & Treasurer **Fred. G. Comeau**.

Local 281, Milwaukee, Wis.

A party was held June 15 to honor Amtrak conductor and Vice Local Chairperson **Arthur R. Anderson**, who recently retired with 43 years of railroad service, said Local Chairperson **Mike Doyle**. A pioneer as the local chairperson for Amtrak Zone 7, he led the local from 1987 to 1992 and collected thousands of dollars in claims for those he represented, Doyle said.

Local 349, Kansas City, Mo.

Officers and committee members of this Union Pacific local recently pooled personal funds to sponsor a child living in the Philippines through the Christian Foundation for Children and Aging, said Local Chairperson **Al Nowlin**. For information on sponsoring a child, call (800) 875-6564.

Local 453, Clinton, Ill.

Canadian National/Illinois Central conductor **Lloyd Holman** was recently appointed to a two-year term as co-chairperson of the Decatur Area Labor/Management Committee. Besides serving as local chairperson, legislative rep. and delegate, he is chairperson of the state's legislative department.

Local 471, Eugene, Ore.

This Union Pacific local cosponsored the ninth annual J.C. Anderson Memorial Golf & Barbecue Tour on Aug. 1, said Local Chairperson **Greg Boam**. Proceeds from the event went to the American Cancer Society in honor of **Jim Creasey**, **Gary Hughes**, **Jack Mason** and **Phil Herbert**.

Local 597, Des Plaines, Ill.

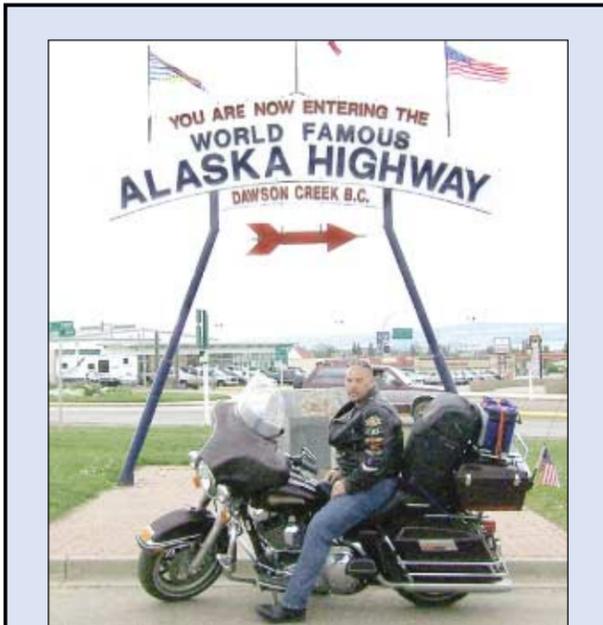
This Union Pacific engineers' local, in partnership with the Heritage Presbyterian Church in Carol Stream, Ill., held a food drive on June 18 as a *Join Hands Day* event to benefit The People's Resource Center in Wheaton, Ill., said Legislative Rep. **Harry C. Lewis Jr.** The effort brought in 1,130 lbs. of food, up from the 961 lbs. collected last year.

Local 756, San Antonio, Texas

This Union Pacific local held its first family picnic on June 5, drawing the majority of the local's 50-plus members and their families, said Vice Local Chairperson **Bobby Flores**. A great success enjoyed by all, the picnic will likely become an annual summer event.

Local 977, Pasco, Wash.

This BNSF Railway local's eighth annual intercraft picnic was held Aug. 7, said Secre-



John Hahn, secretary for Local 1597 in Chicago, pauses to mark a milestone between Chicago and Anchorage.

Member rides bike to regional meeting

The UTU/UTUIA Regional Meeting held in Anchorage, Alaska, June 13-15, took member **John Hahn** a few miles closer to achieving one of his goals.

A 32-year-old with 12 years of railroading experience, Hahn admits he attended the event "to learn things, because I have 28 years to go." But the secretary for Local 1597 in Chicago, which represents employees on the Belt Railway of Chicago, had another reason for making the trip: He likes to ride his motorcycle.

All told, Hahn said he rode his motorcycle just shy of 8,000 miles traveling from Chicago to Anchorage and back. "If I hadn't taken the ferry that runs between Bellingham, Wash., and Haines, Alaska, it would have been another 750 miles," he said.

"I started riding motorcycles when I bought a new Harley-Davidson in February 1999," said Hahn. "I've now ridden in every state west of the Mississippi except for Hawaii. I've got 12 more states to go, and I hope to reach my goal by next summer."

Hahn began railroading after a stint in the Army from 1991 to 1994. "This is my first term as a union officer, and I've held the post about three years now."

He began making plans for his ride almost a year ago. "I began mapping the roads between Chicago and Anchorage and bought a 2005 Harley-Davidson Electra Glide Classic in February," Hahn said. "Other than that, you can't plan too much. You never know how far you'll get by a certain date because of the weather and road conditions."

Hahn said the journey took 11 days. "I rode nine of the 11 days, and it was raining, hailing or snowing seven out of those nine days," he said. "The roads and weather were a bit rougher than I anticipated, but the scenery was more than I expected, too. My photographs don't begin to describe what I saw."

tary & Treasurer **Mitchell Newell**, with a big turnout from retired members making it a success.

Local 1043, Sparks, Nev.

Retired conductor and Legislative Rep. **R. A. "Bob" Burhans** passed away June 21 at age 73, said Local

Chairperson and Legislative Rep. **Rod Nelms**. He had 35 years of rail service and was a veteran of the U.S. Air Force.

Local 1399, Terre Haute, Ind.

Members of this Soo Line/Milwaukee Road local are mourning the death of former Local Chairperson **Mark A. Harness Sr.**, who died May 24 due to complications resulting from an accident.

Local 1565, W. Hollywood, Calif.

Rail operators **Tu Phan** and **Ruben Ramirez** placed third in the 13th annual International Rail Rodeo, held June 4 in Pittsburgh, Pa. Brother Ramirez serves as shop steward for the Los Angeles County Metropolitan Transportation Authority's Gold Line Rail Division.

Local 1596, Charlotte, N.C.

This local representing bus mechanics employed by Transit Management of Charlotte on June 25 took a big step in civic leadership by participating in the Adopt-A-City Street Clean Up Program, said **Alberto Gonzalez Jr.** Those on the clean-up roster included **Gonzalez**, **Josh Patch**, **Craig Patch**, **Alvy Hughes**, **Bernard Romero** and **Nick Farley**.

Local 1741, San Francisco, Calif.

The bus operators in the San Francisco yard have just opened negotiations with Laidlaw, while those working for First Student in the San Rafael yard have filed an unfair labor practices charge, said Local President **Ange Beyo**. Meanwhile, those working in the San Mateo School District continue to negotiate and hope to have a settlement soon.

Local 1778, N. Vancouver, B.C.

The newsletter put out by this CN local (formerly BC Rail) jointly with **Local 1923** in Prince George, B.C., is now in electronic form only as an Adobe Portable Document File (PDF), said Secretary & Treasurer **David Moorhouse**. The summer issue is available via the locals' website at www.utubc.com.

Local 1813, W. Colton, Calif.

Local Chairperson **Rick Renna** has hardcover public law board books available for anyone interested, including PLB 1160 (two volumes), 311, 3576, 1922, 2472, 531, 1, 4228, and 995. He also has 152 volumes on the First Division of the NRAB along with 10 volumes of First Division indexes. Contact Renna at (909) 946-8984.

Local 1846, W. Colton, Calif.

Members of this Union Pacific local honored Past President **W. R. "Tiger" Lyons** on Aug. 12, marking 50 years of injury-free service, according Local President **Richard Escamilla**, who said Lyons is number one in both seniority "and in our hearts."

GO-049 (CSX Transportation)

Best wishes go to Associate General Chairperson **Richard E. Rowe**, who retired July 1 after 41 years of rail service and 30-plus years of continuous union service, said General Chairperson **John E. Lesniewski**. Elected general chairperson of the C&O North General Committee of Adjustment in January 1997, he merged that committee with the B&O General Committee of Adjustment in the autumn of that year, becoming the associate general chairperson of the Consolidated B&O General Committee of Adjustment.



UTU BUS LINES

News items culled from the Daily News Digest, published every day on the UTU website, www.utu.org.

N.Y. bus operators vote "yes" for UTU

ROCKLAND COUNTY, N.Y. – Some 370 school bus operators employed by Chestnut Ridge Transportation, Inc., voted by more than a 5-to-1 margin for United Transportation Union representation, the National Labor Relations Board (NLRB) reported June 10.

These new UTU bus operators provide safe and efficient transportation for more than 20,000 Rockland County students who board some 350 buses daily. Contract negotiations will begin shortly, and the UTU hopes to have the operators' first agreement in place before the start of a new school year.

Operators told the *Journal News* newspaper they voted in favor of the UTU after promises made by the employer "failed to materialize." Moreover, many of the bus operators were incensed over the firing of two operators for organizing activity. A grievance is pending before the NLRB.

UTU New York State Legislative Director Sam Nasca, who helped lead the organizing effort, said another 150 assistant drivers, also known as bus monitors, are seeking UTU representation and that organizing efforts would move forward.

UTU's alternate bus vice president for the East, Richard Deiser, who also joined with Nasca in leading the organizing effort, singled out four bus operators for extraordinary efforts. They are Ruth Morgan, Dominique Gilet, Gina Wehmann and Frantz Filiame.

Metro bus operators fail to reach agreement

SANTA CRUZ, Calif. – Mediation held in July between the Santa Cruz Metropolitan Transit District and UTU Local 23 failed to reach an agreement, and another session was scheduled for Aug. 2, according to Local Chairperson Bonnie Morr.

The UTU represents nearly 160 bus drivers on the property.

The biggest issues in the negotiations are medical benefits and working conditions, Morr said. "They are trying to take away our paid spread time and work us over a 13-hour day with multiple splits. They want to keep us here for 75 hours, pay us for 40 hours. We would not even know our families.

"We don't want to negatively impact the riders," Morr said. "Our ridership consists of folks who are dependent on the bus system, and we don't want to hurt those folks. We want to keep driving the best we can, but it all depends on what the transit district does, what it tries to impose upon us.

"For us it's safety first," Morr said. "We are struggling to keep working-class people mobile and able to hold down jobs and support families.

"We're willing to keep talking until we get this worked out," Morr said.

Members of UTU and the Services Employees International Union Local 415 staged "informational pickets" at transit centers in Santa Cruz and Watsonville to air their grievances.

NJ Transit begins to search bags

CAMDEN, N.J. – NJ Transit officials have begun the random inspection of riders' bags and containers.

Everyone boarding mass transit on property owned or governed by the state will be subject to the searches.

Checks will be conducted at all NJ Transit train and bus stations.

The decision by Acting Gov. Richard Codey will not affect passengers riding the PATCO Hi-Speedline between Lindenwold and Philadelphia, but it will affect people who ride the River Line light rail system between Camden and Trenton and the Atlantic City line from Philadelphia.

"At this point we have no plans to follow the governor's lead," said Danelle Scott, a spokeswoman for the Delaware River Port Authority, which operates the PATCO line.

Codey also stressed the inspections will be random and that racial or ethnic profiling will not be tolerated.

Dan Stessel, a spokesman for NJ Transit, said the searches will be done by NJ Transit police at any time, day or night.

"They will take place at any bus terminal, rail station or light rail stop in the state," Stessel said. "If they (passengers) do not consent to the search, they will not be allowed to enter the system."

BNSF Railway fires labor executive for writing book

BNSF Railway would have you believe you don't need a union; that the railroad will look out for your pay, benefits and working conditions.

As the Woody Guthrie union solidarity song goes, "Put it on the ground, spread it all around, dig it with a hoe and it will make your flowers grow."

The latest to learn the lesson is a U.S. Naval Academy grad and BNSF labor relations officer, Kem Parton, who was fired by BNSF for writing a novel.

Parton's novel, *End of the Line*, is about a terrorist who takes on the nation's largest railroad.

"Management's objection to my book is they believe it paints railroad management in a negative light (even though) I kept telling them that it was a work of fiction," Parton said.

"They insisted they don't screw our customers, they don't work our train service employees to the point of fatigue and they don't blame the train crews any time something goes wrong.

"I said, 'If you aren't like that, why do you think the book is about you?'"

Actually, Parton thinks BNSF does understand fiction. "Anyone that has seen the carrier's latest definitions of what a moratorium means is familiar with the concept of fiction," Parton said.

He was referring to the railroad's demand that various locally negotiated contracts with the



Former BNSF Railway labor relations officer Kem Parton addresses UTU attendees at the Orlando regional meeting.

UTU, providing for a moratorium on the number of crewmembers assigned to a train, be reopened for negotiation.

Parton had advice for the UTU membership. "The next time one of your members gripes about the cost of his union dues, I recommend you tell them my story. I live in an 'at will' employment state, and after 12 years of service, I received exactly \$3,700 severance pay."

End of the Line is about a gigantic mega-merged railroad called Transcon that runs coast-to-coast. In the process of putting this huge railroad together, Transcon declared war on the unions, customers and anyone else who stood in their way. One of the many downsized officers holds a grudge and decides to destroy the railroad.

Luckily for the plot, there are heroes, including a courageous general chairperson who risks everything to try to stop the terrorist.

The train service employees in Parton's book – in spite of personal danger, fatigue and oppressive management – keep coming to work. "After all, just because a maniacal ter-

"They insisted they don't screw our customers, they don't work our train service employees to the point of fatigue and they don't blame the train crews any time something goes wrong."

rorist is killing railroaders is no excuse to run afoul of the company's attendance policy," Parton said.

One UTU general chairperson told Parton that he thought the book would sell well on the railroad because, despite what management thinks, "our guys can read. There isn't much else to do when they hold you 30 hours at your away from home terminal before deadheading you home."

End of the Line can be previewed at Parton's website, www.railtale.com.

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Breaking with the past; looking to the future

The unpleasantness of a year ago, which culminated in four individuals pleading guilty to federal crimes, and two former UTU presidents receiving prison sentences, is slowly receding as the UTU continues to cleanse the unfortunate stains left behind.

In the case of federal prisoner number 29120-179, Byron A. Boyd Jr., additional cleansing has been accomplished.

In the months following Boyd's departure from office, it was determined he engaged in massive improper spending of UTU funds.

Documentation was provided the UTU's bonding company, which recently reimbursed almost \$50,000 to the UTU.

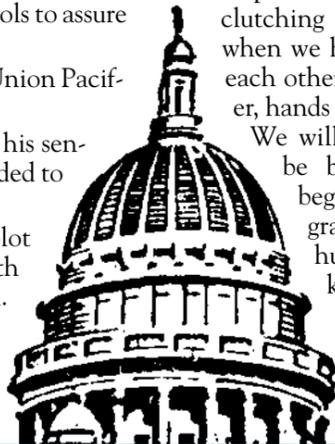
The bonding company has turned that information over to the Department of Labor, and additional criminal charges may be filed against Boyd.

The UTU has made changes to its internal accounting controls to assure there will not be a repeat of such improper spending.

Separately, Boyd was linked to a sordid effort by BNSF and Union Pacific to attack the Federal Employers' Liability Act (FELA).

In a desperate act to avoid going to prison, Boyd, following his sentencing, made written and wholly unfounded allegations intended to assist those railroads in destroying FELA.

International President Paul C. Thompson discovered the plot and confronted the CEOs, who admitted to using Boyd – with assistance from federal prosecutors – to help destroy FELA. Their plot revealed, the railroads abandoned it; and Boyd was ordered to begin his jail term.



WASHINGTON WATCH

By James M. Brunkenhoefer

Transport workers eyed in terrorism fight

Transportation workers are being unfairly targeted in the name of safety and national security.

In the airline, bus, maritime and railroad industries, workers face loss of employment because of their personal automobile driving records. There is a belief – and an unproven one – among lawmakers that personal driving records are an indication of an employee's ability to work safely.



Brunkenhoefer

Lawmakers don't seem to understand – or, worse, don't seem to care – that imposing more qualifications and tests, and giving employers the ability to fire transportation workers, will not result in a safer or more secure national transportation system.

More and better training for transportation workers, and more federal investment in improved rail passenger, commuter and transit security is what is needed – and needed now.

Our efforts to right these wrongs are being ignored; and, worse, sometimes sneered and laughed at.

Worse, lawmakers are embracing other nonsensical schemes. In the name of safety and security, some lawmakers now want to impose background checks on transportation workers that literally would scour a person's life back to early childhood. They would require such background checks – “Did Johnny ever threaten a playmate in a sandbox?” – before permitting an individ-

Debs would be proud

By Paul C. Thompson
International President

Former New York Mayor David Dinkins said that “service to others is the rent we pay for the space on earth we occupy.” He could not better have defined the core of trade unionism.

We must never forget that we exist as a union to serve one another in the contracts we negotiate, in the grievances we file and pursue, in our efforts to improve workplace safety, and in the dozens of other tasks we perform daily for our members and their families.

Sadly, the other organization – the Brotherhood of Locomotive Engineers and Trainmen – has lost its way. Rather than partnering with other rail unions for the benefit and protection of all crafts, the BLET is taking actions designed to destroy other crafts.

This surely was not the vision of esteemed labor leader Eugene V. Debs, who helped found a UTU predecessor organization, the Brotherhood of Locomotive Firemen and Enginemen.

Debs counseled: “When we are in partnership and have stopped clutching each other's throats, when we have stopped enslaving each other, we will stand together, hands clasped, and be friends.

We will be comrades, we will be brothers, and we will begin the march to the grandest civilization the human race has ever known.”

For sure, Eugene V. Debs didn't envision a

rail labor organization led by truck drivers who compete with railroads.

But the Teamsters have negotiated agreements that limit how much traffic may move by rail.

Eugene V. Debs didn't envision a rail labor organization without a guarantee of craft autonomy and without a voice in policy determination.

But that is exactly the fate of BLET members since their union was absorbed by the Teamsters.

The BLET had no voice and no vote when the Teamsters chose to quit the AFL-CIO.

Only the UTU has craft autonomy written into its constitution.

Eugene V. Debs didn't envision a rail labor organization selling out other crafts for the benefit of its own members, but that is what the BLE did on VIA Rail in Canada.

After winning control of the UTU contract on VIA Rail, the BLE negotiated an end to the conductor craft and institution of engineer-only operations.

And Eugene V. Debs certainly didn't envision Teamster truck drivers crossing rail labor picket lines during a strike, but that is exactly what the Teamsters did when the UTU set up pickets on BNSF Railway in April.

Eugene V. Debs envisioned a single organization committed to craft autonomy and job protection.

Eugene V. Debs envisioned an organization like the UTU.



Thompson

State Watch *News from UTU State Legislative Boards*

Arizona



UTU officers from Arizona recently attended a Democratic Party meeting and fundraiser with Gov. Janet Napolitano and Virginia Gov. Mark Warner, whom many consider a frontrunner for the Democratic presidential nomination in 2008.

In front of 400 Arizona Democrats, Warner focused on where national Democrats need to go – and what kind of person they need to pick – if they want to recapture the White House and the Congress from Republicans. “Americans want somebody who is going to be straight with them even if telling the truth may not be what they want to hear,” Warner said as he called for bipartisan efforts to confront the deficit, Medicaid spending, health insurance and education.

Meeting with the governors before the event, left to right, were Assistant State Legislative Director Greg Hynes; State Legislative Director Scott Olson and Local 113 (Winslow) Vice Local Chairperson Jim Polston.

South Dakota

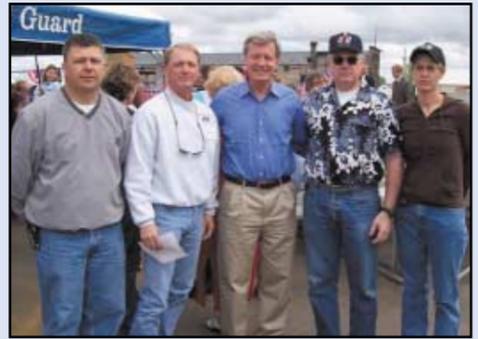


South Dakota Legislative Director Rick Davids recently honored two individuals for their long-time support of the Democratic Party in the state. Above, Davids, center, is seen with Wanda Moilan, left, and Janice Neugebauer. “Both have been extremely active in local and state politics,” Davids said.

“Moilan has been the secretary and Neugebauer the treasurer of the Fall River Democratic Party for the past several years. These two ladies have been the heart and soul of our county party. They are very much appreciated and will be missed.”

Both women officially retired from their respective offices in April, although both have indicated that they intend to remain active in party activities.

Montana



UTU members from Local 1840 in Glasgow met with Sen. Max Baucus recently to express their views about the important role of Amtrak in a balanced national transportation system.

Montana State Legislative Director Fran Marceau also reports that the state’s 59th Legislature passed a resolution urging the continuation of Amtrak. The resolution passed the Senate with a vote of 46 in favor, 4 against, and the resolution passed the House with 71 in favor, 28 against.

Above, left to right, are Charles Garten, secretary/treasurer of Local 1840; Larry Buchheit, chairperson of the UTU Montana State Legislative Board; Baucus; Lorrie Sampson, president of Local 1840 and Julia Martens, a member of Local 1840.

National Association of State Directors

Arizona State Legislative Director **Scott Olson** has been elected chairperson of the UTU’s National Association of State Directors.

Ohio State Legislative Director **Joe Boda Jr.** was elected vice chairperson; South Carolina State Legislative Director **Jack D. Ramsey** was elected secretary, and Montana State Legislative Director **Fran C. Marceau** was elected treasurer.

Olson said the group discussed various safety issues of interest to all directors, such as remote control. “We are united in our desire to work to improve safety for all members and assist the International in any way we can,” Olson said.

New England States



Local 1473 Chairperson John Murzycki (second from right) and his band, “The Johnny Dollar Experiment,” recently played at an event for Cong. James McGovern, a member of the House Rules Committee and a former member of the House Committee on Transportation and Infrastructure. “McGovern is a long-time supporter of UTU issues,” State Director George Casey said.

Bus Department

By Roy Arnold, vice president-director

The right to work for less



Martin Luther King Jr. said, “In our glorious fight for civil rights, we must guard against being fooled by false slogans, as ‘right-to-work.’ It provides no ‘rights’ and no ‘work.’ Its purpose is to destroy labor unions and the freedom of collective bargaining.... We demand this fraud be stopped.”

I live in Texas, a so-called right-to-work state. I really did not consider that term much until I joined the union. What was fair to me was the fact that I had a full-time job and was bringing home a paycheck.

Over the years and over the road, the biggest obstacle I have encountered is management’s notion that right-to-work means the right-to-work for less.

It can be frustrating to work hard for a good contract only to know that even those who are not members of the local will benefit. Many of these non-members complain about their benefits and even give advice to members concerning local activities and officers, but they always have an excuse for not joining, such as the dues are too high, too many bills, and sickness in the family.

Yes, each one of us could easily find a good use for the money we pay in union dues, but it is that dues money that supports the work of the union – especially at the local level.

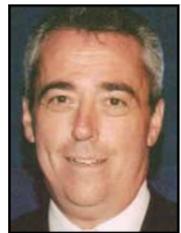
The fact is, labor unions are essential to improving the living standards of working families. Indeed, labor played a significant role in the civil rights movement.

Civil rights guarantee by law the right to equal opportunity in finding a place to live, equal opportunity in the workplace and protection from discrimination on the job.

Yardmasters

By J.R. (Jim) Cumby, vice president

Craft autonomy: We got it, they don’t



Have you ever heard the old adage: “You don’t know what you’ve got ’til it’s gone”?

Craft autonomy is a prize we don’t want to lose. But lose it we could if our members choose to hook up with the Teamsters as BLET raiders are hoping on Norfolk Southern.

Article 80 of the UTU Constitution guarantees craft autonomy. No agreement may be changed without approval of each historical craft affected. Nowhere in the BLET or Teamsters constitutions is there any guarantee of craft autonomy.

Craft autonomy gives smaller crafts, such as yardmasters, protection not available with any other union.

When the United Railway Supervisors’ Association sought a partner after the Conrail break-up, those members rejected the BLE and chose the UTU because of its guarantee of craft autonomy.

Craft autonomy extends to the local level. If there are two or more crafts represented by a single UTU local, the alternate delegate MUST be from the other craft.

In UTU Local 1962 in Toledo and Local 1949 in Baltimore, yardmasters outnumber mechanical supervisors, but we protect the autonomy of mechanical supervisors by providing the alternate delegate is a mechanical supervisor.

When the BLE merged with the Teamsters, the BLE was quick to change its name by adding “Trainmen.” But the trainmen craft has no protection under BLET merger agreements with the Teamsters. Only the UTU has a written guarantee of craft autonomy. Craft autonomy serves us well. We should be communicating this to our brothers and sisters in all crafts.



Regional Meeting Photo Scrapbook



Anchorage

Orlando



Four-year-old Jake Dunn (left) and his sister Mallory, age 9, came to Anchorage with their dad, Local Chairperson John A. Dunn of Local 756, San Antonio, Texas.



Members of the Regional Meeting Local Committee who paved the way for a successful and memorable event include (from left) Vice Chairperson George Huling, Vice Chairperson Brett Brown, Vice President Jefferson "Lee" Davis and State Legislative Director Kevin Bergsrud (all of Local 1626 in Anchorage) and Alternate Delegate Brian Donald of Local 161 in Seattle, Wash.



Many spouses of UTU members at the Orlando regional meeting attended a continental breakfast and workshop presented by the Auxiliary of the UTU. Auxiliary officers discussed issues pertinent to UTU families and a guest speaker from the Magic Kingdom spoke about some of Disney's "behind the scenes" magic.



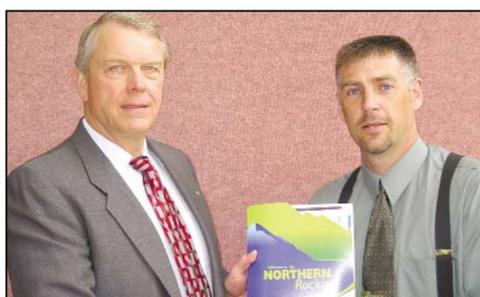
Jack Blanchard, a conductor on the Magic Kingdom Railroad and a Disney tour guide, addressed the Auxiliary of the UTU workshop.



Members of the Local Committee in Orlando, who worked the UTU registration desk and performed numerous other duties, are, from left, General Chairperson Dennis Burke (1971), Florida State Legislative Director Andres Trujillo (1138), Local Chairperson Tommy Pope (30), retired Florida State Legislative Director Carl Cochran (1138) and General Chairperson Albert J. Collie (1900).



UTU International President Paul Thompson (far right) meets with members of Local 1626, Anchorage, Alaska, employed on the White Pass & Yukon Railroad, including (from left) conductor John McDermott, engineer John Westfall and brakeman Elizabeth Ruff.



Alaska Railroad President Patrick Gamble (left) accepts an informational packet from Terminal Representative Lindsay Gidney of Local 1923, Prince George, B.C., that makes the case to extend the railroad to Prince George.



UTU Vice President Tony Iannone, right, and the Federal Railroad Administration's John Conklin, chat during a break between workshops. Conklin was at the meeting to participate in a workshop on remote control technology.



From left, UTU Assistant President Rick Marceau, General Chairperson Robert Kerley (303) and his wife Vicki and Associate General Chairperson Steve Green (5) pause for a photograph in the Coronado Springs Resort Convention Center during a break in the regional meeting action.



Amanda Griffin, Jackie Baugh (1245) and Local Chairperson Wesley Griffin (1790) share a light moment at the welcome reception. At a theme reception on Tuesday evening, the Griffins faced off in a men vs. women hula-hoop competition, with Amanda emerging as champion.



Ninety-four-year-old retired conductor Claude Douglas of Local 1626, Anchorage, who has 40 years of railroading experience, crossed the generational divide to talk with Vice Local Chairperson and Regional Meeting Local Committee Member Brett Brown, also of Local 1626.



Members attending a bus workshop take a break. From left are International Vice President and Bus Department Director Roy Arnold; John Otto (vice president, Local 23, Santa Cruz, Calif.); Martin Guerrero (alternate delegate, Local 1785, Santa Monica, Calif.); Sandra Lipperd (vice chairperson, Local 23); Carol Moore (president, Local 23); Ange Beloy (president, Local 1741, San Francisco, Calif.); Bonnie Morr (general chairperson, Local 23); Ron Dean (vice chairperson, Local 23) and Reginald Stoner (secretary, Local 1785).



Cindy Milbourn, second from left, wife of Local Chairperson Robert Milbourn (1366), was the winner of a week's stay at a plush cabin in the Smoky Mountains for her purchase of a UTU Labor of Love for the Cure cookbook. Also pictured are Florida Legislative Director Andres Trujillo, who donated use of the cabin, Roberta Thompson, who jump-started the cookbook effort, and Auxiliary President Carol Menges, right, who worked to promote the cookbook.



Alvy Hughes and Tony Allen of Local 1596, mechanics at Transit Management of Charlotte (N.C.), were instrumental in turning back a Teamster raid of their local in 2003. Both were attending the Bus Department's workshop to hone their representation skills.



From left, Local Chairperson Dick Chartrand (254), Dianne Driscoll and Local Chairperson Thomas Driscoll (262) enjoy friendship and entertainment at the luau theme reception. Both UTU members also serve as legislative representatives of their local.



Alaska Railroad employees who served as the crew aboard the spouse and guest luncheon train tour that ran between Anchorage and Hunter on June 14 included (from left) Robert Smith (engineer), Dustin Meiller (fireman), Bryce Pearson (brakeman) and Daniel Keim (conductor). All are members of Local 1626 in Anchorage.



Ray Cunningham (left), UTU Human Rights Committee director and local chairperson from Local 1933, Washington, D.C., listens to ideas from Alternate Delegate Martin Guerrero of Local 1785, Santa Monica, Calif.



UTU International President Paul C. Thompson, center, displays a T-shirt presented to him by the members of UTU Local 573 at Danville, Ky. During his state of the union address, Thompson held the shirt aloft and thanked the members of Local 573 for their support of UTU. Also pictured, from left, are Jeff Mitchell (1190), Yardmaster Alternate Vice President Doyle Turner, David Miracle (573) and Tommy Gholson (573). The shirt proclaims Local 573 is "standing firm" against a BLET membership raid.



Members of the UTU Yardmaster Department face the near-100°F heat outside the Coronado Springs Convention Center following the yardmasters' workshop. The workshop was presented by Vice President J.R. Cumby and Dan Norris of the Federal Railroad Administration.

UTU for Life

Erie Lackawanna vets set to reunite

Active and retired UTU members who once worked for the Erie Railroad, the Delaware, Lackawanna & Western Railroad or the Erie Lackawanna Railway are invited to participate in an upcoming reunion being held as part of the Erie Lackawanna Dining Car Preservation Society's (ELDCPS) convention.

The convention, to be held at the Hilton Hotel in downtown Scranton, Pa., Oct. 20-23, will feature a broad slate of exciting activities, according to ELDCPS Vice President **John Boehner** of UTU Local 28 in Cheyenne, Wyo.

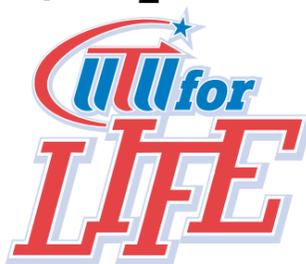
Boehner, a former Erie Lackawanna employee, now has 28 years of experience on the Union Pacific and works as a locomotive engineer. Assisting in planning the event is another UTU member, ELDCPS Vice President **Mike Steinberg**, a member of Local 1388 in St. Louis, Mo., and a conductor for the BNSF Railway.

Veteran employees and their families will have a private reunion with an open bar and snacks (cheese, crackers, fruits, etc.) on Friday, Oct. 21, running from 4:30 p.m. to 6:30 p.m., Boehner said. The event will only be open to Erie, DL&W and EL vets, along with their spouses or "significant others."

Convention registration per family will be \$39.95. The society has secured airfare discounts to Scranton, Philadelphia and Newark airports with United Airlines. To obtain the discount, you must call United Group Travel at (800) 521-4041. Identify yourself as attending the Erie Lackawanna Convention and refer to group discount ID number "530CG."

In addition, a room rate of \$99 per night has been negotiated with the Hilton. Call the hotel directly at (570) 343-3000. Mention code "ERI" to obtain the special room rate.

Further information about the convention and reunion, as well as registration forms, can be accessed from the society's website at www.eldcps.org, by calling Brother Boehner at (307) 638-8368 or by sending him e-mail at Jjbchian@aol.com.



Rail Retirement, Soc. Sec. benefits compared by RRB

By V.M. "Butch" Speakman Jr.

While the Railroad Retirement system and the Social Security system are closely coordinated, a comparison reveals differences in the benefits payable and the age requirements for entitlement.

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act.

While rail employees and employers pay Tier I taxes at the same rate as Social Security taxes, they also pay Tier II taxes used to finance Railroad Retirement benefit payments substantially above Social Security levels.

The average age annuity paid by the Railroad Retirement Board at the end of fiscal year 2004 to career rail employees was \$2,075 a month, and for all retired rail employees the average was \$1,620. The average age retirement benefit being paid under Social Security was just over \$925 a month. Spouse benefits averaged \$620 a month under Railroad Retirement; \$450 under Social Security.

In addition, the Railroad Retirement Act provides supplemental annuities of between \$23 and \$43 a month, payable to employees who retire directly from the rail industry with 25 or more years of service and have some rail service before October 1981.

Benefits awarded recent railroad retirees are generally greater than the benefits to those who retired years ago because recent awards are based on higher average earnings.

For career railroad employees retiring at the end of fiscal year 2004, regular annuity awards averaged over \$2,710 a month, while monthly benefits awarded to workers retiring at full retirement age under Social Security averaged about \$1,245.

If spouse benefits are added, the combined

benefits for the employee and spouse would approximate \$3,820 under Railroad Retirement coverage, compared to \$1,865 under Social Security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to nearly \$3,860 a month.

Railroaders can also retire at earlier ages than workers under Social Security. No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his or her retirement is after 2001, or if the employee retired before 2002 at age 62 or older with 30 years of service.

For more information, contact the nearest field office of the Railroad Retirement Board by calling (800) 808-0772, or going to the board's website at www.rrb.gov.

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



V.M. Speakman

Retired former VP J.L. Thornton dies

LINCOLN, Calif. – Retired former UTU International Vice President **James L. Thornton**, 79, died of natural causes July 11, 2005, in Roseville, Calif.

Brother Thornton, a member of Local 238 in Ogden, Utah, began his rail career as a brakeman in 1946 for the Southern Pacific Railroad (SP). He was promoted to conductor in 1953.

As a member of Brotherhood of Railroad Trainmen Lodge 68, Thornton was elected local chairperson in 1963, vice general chairperson of the general grievance committee on the SP in 1969 and general chairperson of that committee in 1973. He was elected alternative vice president of the UTU by delegates at the 1975 convention and was re-elected to that post in 1979. He became vice president in 1980 and was re-elected at the 1983 and 1987 conventions. He retired Jan. 1, 1992.

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
6	Dishner, Charles F.	Economy, Ind.	527	Baker, Harold W.	Eufaula, Okla.	1348	Morgan, Robert L.	Lacey, Wash.
27	Holleyoak, Roland F.	Phoenix, Ariz.	544	Rosselot, Robert P.	Laurel, Mont.	1370	Peterson, Leland J.	Clearwater, Fla.
145	Larue, Ralph M.	Urbana, Ohio	577	Miller, Richard F.	Elgin, Ill.	1376	Ottman, George H.K.	Pickerington, Ohio
145	Switzer, Frank X.	New Carlisle, Ohio	584	Ellis, George R.	Coker, Ala.	1374	Battles, Guy W.	New Castle, Pa.
212	Roraback, George M.	Wilson, N.C.	590	Klemp, Robert W.	Portage, Wis.	1376	McCoy, William A.	New Albany, Ohio
238	Thornton, James L.	Lincoln, Calif.	598	Sparks, James A.	Fairhope, Ala.	1477	Grzebenik, Walter J.	Dearborn, Mich.
256	Trainor, John F.	Whitehall, N.Y.	622	Barnes, Wilder E.	Decatur, Ala.	1477	Lewis, William L.	Union City, Mich.
265	Powers, James E.	Lima, Mont.	626	Beideck, Richard D.	McCook, Neb.	1549	Pegorch, Melvin G.	Swanton, Ohio
318	Coleman, Leo J.	Corning, N.Y.	631	Kirby, Guy W.	Williamsport, Md.	1557	Chapman, Harold D.	Naperville, Ill.
367	Volquardsen, Henry R.	Norfolk, Neb.	706	Dillon, Carl E.	Roanoke, Va.	1558	Rawley, John W.	Dumont, N.J.
385	Regan, John P.	Trumbull, Conn.	792	Crawford, James P.	N. Canton, Ohio	1581	Rutlin, Russell L.	Bakersfield, Calif.
394	Casey, Lewis P.	Kingston, N.Y.	792	Voght, Alex D.	Massillon, Ohio	1626	Bailey, Albert	Anchorage, Alaska
421	DeGennaro, Frank A.	Conneaut, Ohio	872	Hunter, Jerry L.	Pacific Junction, Iowa	1626	Smith Sr., Kenneth	Anchorage, Alaska
454	Lambie Sr., Walter H.	Ocean City, Md.	947	Hooker, Lawrence B.	Chaffee, Mo.	1628	Murray Jr., George R.	Pittsburgh, Pa.
483	Howie, James G.	Whitby, Ont.	980	Boer, Donald H.	Springville, Iowa	1629	Ketcham Jr., James M.	Phoenix, Ariz.
493	Hoag, Richard L.	Lake Havasu City, Ariz.	1033	Bailey, Thomas D.	Conyers, Ga.	1638	Perchinske, Edward J.	Mantua, Ohio
493	Schmitt, Casper B.	Cedar Falls, Iowa	1126	Kiley, James E.	Pratt, Kan.	1722	Booth, Glen R.	York, Pa.
496	Dupuy Jr., Paul H.	Portsmouth, Ohio	1202	Pettyjohn Jr., Leo J.	New Haven, Ind.	1770	Burgess, James H.	Alhambra, Calif.
524	Denkins Jr., Horace L.	Missouri City, Texas	1221	Landerville III, Paul E.	Brandon, Fla.	1770	Looft, Arthur A.	Livingston, Texas
524	Sorrells, Johnnie C.	Palestine, Texas	1289	Lewallen, Robert E.	Joplin, Mo.	1780	Boylan Sr., Jimmie H.	Spring, Texas
			1328	Dobson, William J.	Jeffersonville, Ind.	1780	Hedrick, John B.	Independence, Mo.
			1314	Daugherty, Burkett	Etowah, Tenn.	1800	Frye, Richard H.	Tucson, Ariz.
			1314	Wilson, Gene A.	Etowah, Tenn.	1814	Clary Jr., Charles E.	Gaffney, S.C.
			1344	Clouston, Kenneth W.	Mandan, N.D.	1816	Fansler, Fanzo O.	Rossford, Ohio
			1346	Newton Jr., Clarence R.	Nashville, Tenn.	1895	Lindbloom Jr., Frank J.	Chesterton, Ind.



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08/05



UTU PAC HONOR ROLL

Individuals who have begun contributing to UTU PAC or increased their donations to \$100 or more, per year, during the past three months

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)											
Van Bree, Frank E.	72	Battle Creek, Mich.	Kaminski, Matthew C.	305	Lincoln, Nebr.	Ford, Donal J.	1279	Greybull, Wyo.	Singer, Michael D.	1470	Edmonston, Md.
Rosenthal, Samuel Jay	300	Philadelphia, Pa.	McGill, Sean P.	305	Lincoln, Nebr.	Hunt, Carl E.	1279	Greybull, Wyo.	Strauss, Walter N.	1470	Edmonston, Md.
Zoeller, Peter M.	1129	Raleigh, N.C.	Menke, Raymond A.	305	Lincoln, Nebr.	Johnson, Wayne D.	1279	Greybull, Wyo.	Tashliski, A.	1470	Edmonston, Md.
Brugges, George T.	1620	Elkhart, Ind.	Schweitzer, Matthew D.	305	Lincoln, Nebr.	Mines, Steve T.	1279	Greybull, Wyo.	Wetherby III, Cecil G.	1470	Edmonston, Md.
Letbetter, Tom R.	1886	Houston, Tex.	Silvia, Joshua D.	305	Lincoln, Nebr.	Mueller, Sandra K.	1279	Greybull, Wyo.	Williams, Eddie A.	1470	Edmonston, Md.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)											
Wiley, Steven L.	324	Seattle, Wash.	Swanson, Scott L.	305	Lincoln, Nebr.	Noyes, Charles Q.	1279	Greybull, Wyo.	Wimbish, Thomas L.	1470	Edmonston, Md.
Huschka, Joseph L.	486	Glendive, Mont.	Trauernicht, Gene A.	305	Lincoln, Nebr.	Garner, James M.	1291	Birmingham, Ala.	Tarwater, John	1518	Indianapolis, Ind.
Keown, William H.	511	Atlanta, Ga.	Waddell, Brian H.	305	Lincoln, Nebr.	Axtell, Allan E.	1292	Proctor, Minn.	*Boston, Arthur W.	1532	Kansas City, Kans.
*Porvin, Richard J.	911	Minneapolis, Minn.	Zito, Robert A.	305	Lincoln, Nebr.	Cieh, Peter A.	1292	Proctor, Minn.	Boyce, Dartan	1532	Kansas City, Kans.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)											
Sullivan, Shawna R.	113	Winslow, Ariz.	Hancock, John H.	331	Temple, Tex.	Dormedy, Mark W.	1292	Proctor, Minn.	Carriker, Brent E.	1532	Kansas City, Kans.
*Brown, William H.	490	Princeton, Ind.	Vasquez, Johnny	331	Temple, Tex.	Lozon, Gerald W.	1292	Proctor, Minn.	Conner, Christopher L.	1532	Kansas City, Kans.
Baumberger, Charles H.	1138	Miami, Fla.	*Gordon, Leonard L.	412	Kansas City, Kans.	Maki, Arthur A.	1292	Proctor, Minn.	Creswell, Dale K.	1532	Kansas City, Kans.
Armstrong, Christopher E.	1532	Kansas City, Kans.	*Hamley, Marvin M.	426	Spokane, Wash.	Ostrowski, Tom J.	1292	Proctor, Minn.	Dykes, Christopher V.	1532	Kansas City, Kans.
Ogburn, Glenn C.	1933	Washington, D.C.	Baker, Ronnie E.	454	Baltimore, Md.	Wipson, Michael T.	1292	Proctor, Minn.	Hipple, Tammy	1532	Kansas City, Kans.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)											
Aukerman, Timothy W.	305	Lincoln, Nebr.	Fields, Cole J.	473	La Grande, Ore.	Arseneau, Russell L.	1299	Chicago, Ill.	Jones, Dion L.	1532	Kansas City, Kans.
Kochler, Randy G.	305	Lincoln, Nebr.	Goben, Richard L.	473	La Grande, Ore.	Bennett, Jeffery R.	1299	Chicago, Ill.	Lee, Joseph A.	1532	Kansas City, Kans.
Thomas, Jeffery R.	305	Lincoln, Nebr.	McDermott, William P.	473	La Grande, Ore.	Burgard, Chris	1299	Chicago, Ill.	Marshall, Donald W.	1532	Kansas City, Kans.
Newbould, Phil	324	Seattle, Wash.	McKillip, Michael D.	473	La Grande, Ore.	Dolliger, Aaron D.	1299	Chicago, Ill.	Meadows, Marc M.	1532	Kansas City, Kans.
Sanders, Steven J.	324	Seattle, Wash.	*Rourke, Michael B.	473	La Grande, Ore.	Hankley, Michael L.	1299	Chicago, Ill.	Meek, Benjamin J.	1532	Kansas City, Kans.
Light, Jamie R.	331	Temple, Tex.	Rose, Raymond E.	473	La Grande, Ore.	Nurmi, Jason A.	1299	Chicago, Ill.	Newman, Jonathan	1532	Kansas City, Kans.
Hoerner Jr., Robert L.	490	Princeton, Ind.	Hairline, Matthew D.	477	Newton, Kans.	Paolone, Angela M.	1299	Chicago, Ill.	Osterstein, Mark L.	1532	Kansas City, Kans.
Paron, Dew R.	610	Baltimore, Md.	Kamps, Brian A.	477	Newton, Kans.	Washington Jr., Anthony T.	1299	Chicago, Ill.	Payne, Jordan D.	1532	Kansas City, Kans.
Cook, Morris C.	744	Frankfort, Ind.	*Glover, Harvey R.	486	Glendive, Mont.	Young, John	1299	Chicago, Ill.	Poe IV, James C.	1532	Kansas City, Kans.
Temple, Nicholas R.	744	Frankfort, Ind.	*Adams, John	490	Princeton, Ind.	*Bishop, Jackie L.	490	Princeton, Ind.	*Schroeder, Robert W.	1532	Kansas City, Kans.
Daniels, Derrick C.	1245	Atlanta, Ga.	*Drury, John C.	490	Princeton, Ind.	Hohbein, Joanne A.	1344	Mandan, N.D.	Thomas, Phillip B.	1532	Kansas City, Kans.
Goldspack, Steven L.	1245	Atlanta, Ga.	*Head, Kenneth L.	490	Princeton, Ind.	*Weiland, Adam M.	1344	Mandan, N.D.	Watkins, Daniel L.	1532	Kansas City, Kans.
Larson, Kenneth A.	1292	Proctor, Minn.	McGennis, James E.	490	Princeton, Ind.	Austin, Brian D.	1383	Gary, Ind.	Sawyer, Thomas L.	1538	Chicago, Ill.
McClure, Steven A.	1382	Milwaukee, Wis.	Hairline, Matthew D.	477	Newton, Kans.	Bailey, Ryan	1383	Gary, Ind.	Griffin, Steve G.	1545	Monroe, La.
Allbrook, Robin E.	1674	Los Angeles, Calif.	*Petrycord, James R.	507	Van Buren, Ark.	Collins, Tommy	1383	Gary, Ind.	*Cummins, Robert L.	1548	Indianapolis, Ind.
Cruz, Carlos	1933	Washington, D.C.	Johnson, James B.	544	Havre, Mont.	Davis Jr., Raymond L.	1383	Gary, Ind.	Hanstein III, George H.	1597	Indianapolis, Ind.
DIAMOND CLUB (\$300 OR MORE PER YEAR)											
Bilderback III, George G.	145	Columbus, Ohio	Haber, Krzysztof	577	Northlake, Ill.	Howell, Michael C.	1383	Gary, Ind.	Jones, Casey M.	1574	Portland, Ore.
Richardson, William D.	286	North Platte, Nebr.	*McDonough, Dennis L.	577	Northlake, Ill.	Williams, Dannie R.	1383	Gary, Ind.	Wolfe, James R.	1574	Portland, Ore.
Mijatovich, Jr., Branko S.	298	Garret, Ind.	Sommerfeldt, Raymond C.	590	Portage, Wis.	Parnell, Richard E.	1402	Dupo, Ill.	Beyer, Kenneth A.	1597	Chicago, Ill.
Tatum, Michael V.	305	Lincoln, Nebr.	*Beavers, Donald R.	656	N. Little Rock, Ark.	Seft, Michael A.	1413	Jersey City, N.J.	Esparza, Joseph G.	1597	Chicago, Ill.
Trauernicht, Ron W.	305	Lincoln, Nebr.	*Adams, Robert L.	663	Bangor, Maine	Maldonado, Anthony	1445	Elizabeth, N.J.	Lucio, Joseph G.	1597	Chicago, Ill.
Lopez, Stephen E.	331	Temple, Tex.	Jernigan, Donald	771	Needles, Calif.	Auwil Jr., Clara	1470	Edmonston, Md.	Maksymiv, Bogdan	1597	Chicago, Ill.
Spaulding Jr., Marshall E.	473	La Grande, Ore.	Baker Jr., Bobby G.	781	Shreveport, La.	Aylward, Barbara A.	1470	Edmonston, Md.	Martinez, Gilberto	1597	Chicago, Ill.
Galloway IV, Edwin M.	477	Newton, Kans.	Hall Jr., Willie L.	781	Shreveport, La.	Bolden, Peter J.	1470	Edmonston, Md.	Martinskovskiy, Uri	1597	Chicago, Ill.
Johnson, Demetrius P.	577	Northlake, Ill.	Henderson, Eric	781	Shreveport, La.	Bridgeman, Jerry L.	1470	Edmonston, Md.	Prak, Thomas J.	1597	Chicago, Ill.
Rosebrough, Michael L.	577	Northlake, Ill.	Hinton, Donovan P.	781	Shreveport, La.	Brooks Jr., David A.	1470	Edmonston, Md.	Sleeper, David M.	1597	Chicago, Ill.
Lunding, Troy A.	934	Alliance, Nebr.	Ingram, James B.	781	Shreveport, La.	Calhoun, Wayne E.	1470	Edmonston, Md.	Aguiar, Frederick	1629	Phoenix, Ariz.
Bulby, Steven J.	1245	Atlanta, Ga.	Johnson, Roy W.	781	Shreveport, La.	Carrino, Michael V.	1470	Edmonston, Md.	Kuhn, Kerwin	1629	Phoenix, Ariz.
Southwell, Robert J.	1279	Greybull, Wyo.	*Landers, Roger T.	781	Shreveport, La.	Cutsail, Jason M.	1470	Edmonston, Md.	Rodriguez, Enrique J.	1629	Phoenix, Ariz.
Stahl, Raymond S.	1292	Proctor, Minn.	*Coffman, Phillip W.	835	Bakersfield, Calif.	Dingle, Ronald S.	1470	Edmonston, Md.	Thorson, Corey D.	1629	Phoenix, Ariz.
Weir Jr., Matthew J.	1292	Proctor, Minn.	Griffith, Phillip R.	847	Birmingham, Ala.	Dixon, Stacey E.	1470	Edmonston, Md.	Weaver, Marvin W.	1629	Phoenix, Ariz.
Bailey, Michael L.	1383	Gary, Ind.	*Paul, William J.	891	Whitefish, Mont.	Donovan, Gary A.	1470	Edmonston, Md.	*Davis, Darrell W.	1770	Los Angeles, Calif.
McClure, Graeme J.	1597	Chicago, Ill.	Crane, Steven E.	933	Jefferson City, Mo.	Edgerton, Christopher	1470	Edmonston, Md.	Beier, Bryan L.	1840	Glasgow, Mont.
Hilliard, Jalcel	1933	Washington, D.C.	Armstrong Jr., Edward P.	934	Alliance, Nebr.	Elliott, Frederick M.	1470	Edmonston, Md.	Britzman, John C.	1840	Glasgow, Mont.
GOLD CLUB (\$100 OR MORE PER YEAR)											
*Fletcher Sr., Joseph M.	30	Jacksonville, Fla.	Burri, Nicholas C.	934	Alliance, Nebr.	Faith, John P.	1470	Edmonston, Md.	Cook, Richard D.	1840	Glasgow, Mont.
*Brown, Joseph F.	94	Kansas City, Kans.	Christofferson, Kenneth	934	Alliance, Nebr.	Ferris, Michael J.	1470	Edmonston, Md.	*Dungan, Robert W.	1840	Glasgow, Mont.
Manson, Douglas A.	95	Rensselaer, N.Y.	Gabel, Kevin W.	934	Alliance, Nebr.	Gaines Jr., Jerome H.	1470	Edmonston, Md.	Frank, Jason L.	1840	Glasgow, Mont.
*Isck, John A.	194	Elkhart, Ind.	Gutierrez, Diego R.	934	Alliance, Nebr.	Garrett, Walter	1470	Edmonston, Md.	Jensen, Brad D.	1840	Glasgow, Mont.
*Hill, Donald W.	202	Denver, Colo.	Mader, Benjamin J.	934	Alliance, Nebr.	Gusson, David B.	1470	Edmonston, Md.	Norcutt, Wayne M.	1840	Glasgow, Mont.
*Malone, Harold G.	262	Hunt, Jermaine D.	*Hitchcock Jr., Alvin D.	1007	Syracuse, N.Y.	Hefner, K. G.	1470	Edmonston, Md.	Wells, Dale R.	1840	Glasgow, Mont.
Garton, Eric P.	305	Lincoln, Nebr.	*Rushing, Wilford C.	1053	Selma, Ala.	Joshi, Chandresh S.	1470	Edmonston, Md.	Abdul-Qawiy, Zaid	1933	Washington, D.C.
Garvin, Thomas A.	305	Lincoln, Nebr.	*Vannett, Claude A.	1059	Minot, N.D.	Klein, Edwin B.	1470	Edmonston, Md.	Campana, Christopher	1933	Washington, D.C.
Gates, William H.	305	Lincoln, Nebr.	Johannes, David B.	1059	Minot, N.D.	Lewis Jr., Joseph G.	1470	Edmonston, Md.	Clarke, David R.	1933	Washington, D.C.
Junker, Jesse	305	Lincoln, Nebr.	McCann, David E.	1059	Minot, N.D.	Long, Anthony F.	1470	Edmonston, Md.	Cowan Sr., Ronnie E.	1933	Washington, D.C.
			Strandberg, Aaron D.	1059	Minot, N.D.	Lopez Jr., Robert L.	1470	Edmonston, Md.	Wiggins, Yvonne	1933	Washington, D.C.
			Griffith, Bernard J.	1137	Fargo, N.D.	Majette, Michael D.	1470	Edmonston, Md.	Golden, Maxine	Aux. 318	Birmingham, Ala.
			*Zelinski, J. J.	1137	Fargo, N.D.	Miller, Ted L.	1470	Edmonston, Md.	Knight, Theresa A.	R	Cadillac, Mich.
			Pena, Alfredo	1138	Miami, Fla.	Polk, Dawn C.	1470	Edmonston, Md.	Wagomer, Janice L.	N/M	Owensville, Ind.
			Hunt, Jermaine D.	1245	Atlanta, Ga.	Riggs, Robert P.	1470	Edmonston, Md.			
			McGuire, Kristian S.	1245	Atlanta, Ga.	Rubin, Michael E.	1470	Edmonston, Md.			
			Taylor, David E.	1245	Atlanta, Ga.	Scherer, Eileen M.	1470	Edmonston, Md.			
			Browne, D. C.	1279	Greybull, Wyo.						
			Collingwood, Marilyn A.	1279	Greybull, Wyo.						

* = Retired member

SLD Casey sets reporter straight

BOSTON – New England States Legislative Director George Casey set *Boston Globe* reporter Sally Jacobs straight recently after she wrote an article about railroad engineers experiencing trauma following fatal crashes.



Casey

“I read with interest your one-sided article concerning the ‘second victims’ of rail-related fatalities,” Casey wrote. “The unfortunate omission in the story – one which your subjects, which included two railroad officers, are well aware of, but seemed to universally overlook – is the impact these accidents have on the conductors, who are in charge of the trains involved in these fatal accidents. I suggest there is another group of victims to recognize.

“The epilogue of this article should recognize the fact that after the events contained in the

opening paragraph of your article, the conductor of Train #577 had to get down on the ground and look for the victim, and if necessary, provide first-aid and comfort.

“If an accident of this type occurred on a freight train, the conductor would be sitting on the locomotive on the opposite side of the cab from the engineer, yelling ‘NOOOOO’ as well. In many of these accidents, the conductors have actually saved the lives of the victims by providing triage at the scene while awaiting the arrival of the emergency responders.

“The men and women who work as conductors on Amtrak, commuter and freight trains deserve the same post-accident treatment provided to engineers. The rail labor organizations that represent the train crews, the UTU and BLET, have a measure before the Massachusetts legislature that would mandate such critical incident debriefing. That measure is S-1965, and we would appreciate your support.”

Merger

Continued from page 1

Constitution Subcommittee: Vice President Carl Vahldick, chairperson; staff member John Fink and General Counsel Clint Miller.

Finance Subcommittee: Vice President David Hakey, chairperson; staff members Matt Dolin, Stu Collins and Sherry Bates.

Legislative Subcommittee: National Legislative Director James Brunkenhoefer, chairperson; Canadian Legislative Director Tim Secord and Illinois State Legislative Director Joe Szabo.

Structure Subcommittee: Vice President Mike Futhey, chairperson; Vice President J.R. (Jim) Cumby, Vice President Roy Arnold and general chairpersons John Hancock and Dave Snyder.

Media Subcommittee: Vice President John Babler, chairperson; staff member Frank Wilner.

Board of ethics

Continued from page 1

tary-treasurer Roger Griffeth, Local Chairperson Eric Feld, and a number of UTU designated legal counsel.

The affidavits were provided by former UTU presidents Charles Little and Byron Boyd after they pled guilty in federal court, under the Racketeer Influenced and Corrupt Organizations (RICO) Act, to soliciting and accepting payments from certain former UTU designated legal counsel. The affidavits were provided prior to their sentencing.

The government, which prosecuted Little and Boyd, did not consider the information in the affidavits to be credible, and there was no subpoena, indictment or criminal investigation of those mentioned in the affidavits.

The UTU Board of Ethics and Qualifications found those affidavits to “suffer from a variety of defects” including the fact they “consist largely of allegations lacking specificity, unreliable hearsay and pure speculation...and there exist legal issues concerning the credibility of the affiants who are convicted felons....”

Board members included Chairperson Josh Javits and members Joseph Guerrieri and Clint Miller.

Javits is a former chairperson of the National Mediation Board, a former trial attorney with the National Labor Relations Board and son of a

former United States senator. Javits is chairperson of the UTU Board of Ethics and Qualifications and wrote the decision.

Guerrieri is a former assistant United States prosecutor for the District of Columbia. He provided legal advice to the chairperson and conducted investigations.

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Miller, general counsel of the UTU, was primarily responsible for the docketing of complaints.

Upon receiving the affidavits of Little and Boyd, Javits instructed Guerrieri to investigate the allegations through interviews with those mentioned in the affidavits. Griffeth was the

only witness who, after repeated requests, refused to be interviewed.

Concluded the UTU Board of Ethics and Qualifications, “In assessing the credibility of Little and Boyd, it must be taken into consideration that both are convicted felons. In particular, their convictions are relevant because they involve crimes of dishonesty, and thus reveal a propensity for untruthfulness. Moreover, their crimes involved disloyalty to the UTU such that their willingness to now assist the organization by providing truthful information is questionable.

“Given all of these circumstances and in light of their unsubstantiated allegations, it must be concluded that Little and Boyd are generally not credible affiants and most of their allegations, in the absence of any corroboration, specificity or hard evidence, are not worthy of belief.”

Finally, the board said it will “implement” new rules “to deter any future misconduct and to eliminate even the appearance of impropriety.”

Those rules require campaign finance reporting, impose limits on campaign contributions, prohibit non-member campaign contributions, require candidates to certify compliance and provide for sanctions, including disqualification from office.

To view a more complete news story on the ethics board report, as well as the entire 45-page report and cover letter, go to www.utu.org and, at the lower-right-hand corner of the home page, click on “Ethics board report.”

UTU praised

Continued from page 1

erhood of Maintenance of Way Employees.

Sullivan echoed what UTU International President Paul C. Thompson said at UTU’s regional meeting in Anchorage in June: “Having a truck drivers’ union control rail labor begets long-term disaster because trucks and rails compete. The Teamsters have demanded and won from trucking companies a limit on how much traffic can move by rail.”

Garland said “some unions need to go to the dictionary and look up the word ‘unionism.’ It means being united, and some organizations are not united for the purpose of representing their members. Had it not been for the UTU’s leadership, I believe rail workers today would not” have gained Railroad Retirement reform, Gar-

land said.

“Some say the UTU is off by itself,” Garland said. “Believe me, you are not alone. Many in rail labor cherish the same beliefs of the UTU. I like your name, ‘United,’ which signifies your culture of supporting each other and not trying to backstab others.”

Pickett expressed the BRS’ “deep appreciation for your work and dedication in promoting the welfare and safety of our nation’s railroad workers.”

Pickett specifically thanked the UTU leadership “for helping to foster an atmosphere of cooperation and trust between our organizations. The UTU and the BRS have historically recognized the importance of each others’ jobs. They know that their lives are entrusted to each other while performing their duties. I will assure you that we will never do anything to destroy that trust.

“Unfortunately, not all in labor have been able to enjoy such a cooperative atmosphere,” Pickett said. “There are those who still think it is acceptable to undercut the achievements of the unions who are successful in achieving the goals which are in the best interest of its own members. I personally believe they continue to openly criticize their sister unions only out of frustrations. Well, brothers and sisters, it is time for such destructive criticism to stop....We will not allow any organization to harm what we have all worked so hard to accomplish.”

In recent weeks, the UTU also has won praise from the International Association of Machinists and Aerospace Workers, the Communications Workers of America, the Amalgamated Transit Union, the Brotherhood of Railroad Signalmen, the Sheet Metal Workers International Association, and a number of state AFL-CIO leaders.

Proactive UTU input helps secure Amtrak

Due to UTU leadership in addressing security concerns on Amtrak, the national rail passenger carrier had a jump on the situation when it responded to the July 7 terrorist attack on London's transit system.

Immediately following the 2001 attack on New York City and Washington, D.C., the UTU brought its security concerns to the forefront as Amtrak formulated its Homeland Security Program.



Cunningham

Among the items of concern to the UTU addressed by Amtrak prior to July 7 were unsecured crew rooms; control of passenger access to platforms; unauthorized use of employee courtesy vans; identification of vendors and Amtrak police officers with access to facilities; information displayed on photo identification cards and Amtrak Rail Travel Privilege cards; motor vehicle access to critical areas of facilities, and rules for taxi operators to follow in dropping off and picking up passengers.

Because UTU leaders had worked to address these matters, Amtrak's efforts on July 7 to increase its security level could be concentrated on other areas, such as deployment of more offi-

cers and K-9 teams in stations, aboard trains and along the carrier's routes.

In at least one instance, the involvement of UTU International President Paul C. Thompson made the difference. When conductor and Local Chairperson Ray Cunningham of Local 1933 in Washington, D.C., pointed out the security risks associated with use of an employee's Social Security number on identification cards, President Thompson took the matter directly to Amtrak President David Gunn.

As a result, Amtrak developed and implemented an employee identification system omitting the Social Security number.

Brother Cunningham, working with General Chairperson Al Suozzo and International Vice President Tony Iannone, also brought to the attention of Amtrak Mid-Atlantic Division General Superintendent D.K. Pesce a safety issue related to the display of IDs. "We have three different items hanging around our necks...safety glasses, necktie and ID holder," Cunningham told Pesce.

Working cooperatively with the UTU to give employees different options, the carrier made four styles of lanyards and ID display holders available to employees, Cunningham said.

Due to the UTU's input and leadership, the door to the crew room at the Richmond, Va.,

crew base can only be accessed electronically with a special card issued to employees. Similar changes have taken place or will soon be in place systemwide, Cunningham said.

"Passengers are not allowed to occupy platforms in D.C.'s Union Station until after the train has arrived," Cunningham said, "and Amtrak police officers, as well as all vendors in the station, must wear IDs. All employees in shuttle vans must wear IDs or they are not permitted to ride. Taxi drivers in Richmond are allowed access to the station just 15 minutes prior to a train's arrival and are given five minutes for drop-offs."

UTU leadership well before July 7 also resulted in numerous other changes, small and large, to create a more secure Amtrak on a systemwide basis, from requiring passengers to present photo IDs when purchasing tickets from conductors and assistant conductors, to procedures to secure unattended equipment.

"Improving Amtrak's security for the benefit of the public and for its employees is an ongoing process," said Cunningham, who also serves as director of the UTU Human Rights Committee. "I think we can be proud of what the UTU has accomplished so far, and we all need to keep thinking about improvements we can bring about by working together."

Members ratify pact on Tacoma Belt Line

TACOMA, Wash. – The exception that proves the rule that "the third time's charmed," a new contract representing the fourth proposal offered to the membership was recently ratified by UTU members employed by the Tacoma Municipal Belt Line Railway.

"I've got to give credit to General Chairperson John Pace and Vice General Chairperson Joe Lochridge," said International Vice President Arty Martin, who helped negotiate the pact. "They were on top of the issues all the way and did a fantastic job."

Negotiations lasted just over a year. Seventy-two percent of those voting approved the contract, which covers about 40 members of UTU Local 556 in Tacoma employed as "switch supervisors" and "switch helpers."

Pace said the expanding operation, which connects with the BNSF Railway and the



Present for the signing of the Tacoma Belt Line agreement were, (front row, left to right) UTU General Chairperson John Pace and TMRR Superintendent Dennis Dean; (back row, left to right) UTU Vice General Chairperson Joe Lockridge and TMRR Assistant Superintendent Paula Henry.

Union Pacific, is now sending crews on the road, "and that's where we expect to add a lot of great jobs in the near future."

The Port of Tacoma is also expanding, Pace said, and that should create future work opportunities.

The pact, which runs through the year 2010, guarantees no furloughs for all current members on the roster, sets wage increases in addition to cost-of-living increases each Jan. 1, includes a longevity-pay component, maintains existing health and welfare coverage and delivers sick days or personal days off (at the employee's choice) that can be banked or sold back to the company if not used.

The Tacoma Municipal Belt Line Railway, a switching and terminal carrier, is owned by the city, while the port owns the land and about 90 percent of the track.

Two trips offered for UTU for Life members

Two great trips have been arranged for members of the UTU for Life program. The first is a fall foliage tour of New England; the second is a visit to Opryland and Nashville during Christmas.

The six-day **New England tour** aboard an escorted, air-conditioned motorcoach begins Saturday, Oct. 15, in Boston.

After a welcoming reception at the host hotel the first night, travelers will visit Deerfield, Mass., where they will enjoy lunch at the historic Deerfield Inn and a visit to Norman Rockwell's studio and museum in Stockbridge.

The third day includes a visit to Stowe, Vt., and a tour of the Ben & Jerry's ice cream factory.

The fourth day includes a visit to a maple syrup farm; Montpelier, Vermont's capital, and a ride through the beautiful White Mountains.

The fifth day, visitors will see Pinkham Notch and board the Wildcat Mountain gondola, then travel to Kennebunkport, with its quaint shops and galleries.

The following day includes a scenic drive along the coastline of Maine, and Salem, Mass.



The price is only \$1,289 per person, which includes breakfast daily, one lunch, three dinners and the services of a professional tour conductor. There is a \$50 discount for AARP members. Airfare to Boston is additional.

Those who have seen **Opryland at Christmas** know what a thrill it is.

Participants will arrive in Nashville on Saturday, Dec. 10, for a three-night stay at the luxurious Gaylord Opryland Hotel, which features majestic glass atriums, nine acres of lush indoor gardens, winding rivers and sparkling waterfalls.

The tour package includes a ticket to the Radio City Christmas Spectacular, featuring the Rockettes; a ticket to a spectacular ice show; a

ticket to the Pam Tillis Christmas dinner party; a reserved seat to the Grand Old Opry show; a ticket for either a lunch cruise or a show and tour of the Country Music Hall of Fame and famous Ryman Auditorium; a lunch show at the Wildhorse Saloon; a Gaylord discount card valued at more than \$250 and much more. Rates are only \$675 per person based on double occupancy, \$595 for triple occupancy. Airfare is additional. (Amenities may vary slightly if fewer than 20 persons sign up for this trip.)

These trips are available only to UTU for Life program members; if the trips do not sell out, other UTU members will be permitted on a first-come, first-served basis. Also, all first-time travelers will receive a rebate of their annual UTU for Life dues (\$9) plus an additional \$9.

For complete details, for airline tickets or to make reservations, call the UTU's designated travel agent, **Gone With the Wind Travel**, toll free at (800) 886-4989, or call (216) 221-2121, or e-mail marcia@gwtw.webmail.com.

This month's winning photo:

The UTU Public Relations Department awards UTU gear to the union member who submits the best photograph during the previous months.

The winning photo will be published in the *UTU News*. Exceptional photographs will be included on the 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.



This month's winning photograph was taken by **Bob Schultz**, a member of Local 1299 in Chicago, Ill. The photo shows a CN locomotive on track 2 and a Grand Trunk locomotive on track 8 at the railyard in Homewood, Ill.

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Four UTU members die in separate accidents

Four UTU members – Shannon R. Purvis, Lee “Sam” Jones, Chris M. Jones and Franklin Duncan – were killed in separate rail accidents in July.

Chris Jones was killed July 5 after becoming pinned between two rail cars while switching at an agricultural plant in Emporia, Kan.

Purvis and Sam Jones were killed in the head-on collision of Illinois Central freight trains near Benton, Miss., July 10.

Franklin Duncan was killed July 19 in Memphis, Tenn., when the railcar on which he was riding was struck by a truck.

Chris Jones, 27, a member of Local 94 at Kansas City, Kan., was riding the point of a 10-car cut into a soybean processing plant when he became pinned between a grain hauler and a tank car. Unmarried, he had been working as a railroader since January 2005.

“He was very smart, did a great job and was a fantastic kid,” said Local 94 Chairperson Richard Lane.

Purvis, 21, of Puckett, Miss., a conductor and member of UTU Local 1334 at Hattiesburg, Miss., had been a railroader on the IC since August 2002.

Sam Jones, 58, a conductor, was a member of Local 427 in McComb, Miss., and had been a UTU member since March 1972. He leaves behind a wife of 32 years, Amanda, and five children.

Also killed in the IC collision were BLET members A. L. Irby and Mark Cain.

Purvis “was an avid hunter and fisherman who loved

his family,” Local 1334 Chairperson William Fairchild said. “He was a loyal and dedicated employee, very honest, who was well liked on the property. He was one of the sharpest 21-year-olds we have had in a long time.”

The Jackson, Miss., *Clarion-Ledger* quoted Jones’s family as saying that he declined to attend a family reunion banquet the night before the accident because “if he had a scheduled job, he wasn’t going to let anything interfere with him getting ready for the job.”

Franklin “Dible” Duncan, a member of Local 950 in West Memphis, Ark., was killed nine days before his 60th birthday. He was riding the lead of a small cut of cars into the Hunt-Wesson Foods plant in Memphis when a truck struck the lead car, crushing him upon impact, according to Local Chairperson Steve Evans.

Duncan was hired as a switchman in 1965 on the former Missouri Pacific. A U.S. Army veteran, Duncan is survived by his wife of 40 years, Donna K. Duncan, and two daughters, Tina and Missy.

“This has got us heartbroken,” Evans said. “You could not find anybody who could say anything bad about Frank Duncan.”

UTU International President Paul C. Thompson conveyed his sympathy to the families of those killed, pledging the UTU would continue to work with Congress, the Federal Railroad Administration, the NTSB and other agencies to improve railroad safety. “Every railroader has an absolute right to return home in one piece,” he said.



Inside this issue of the UTU News:



Member rides his motorcycle from Chicago to Anchorage. See page 2.



Kem Parton tells it like it is, and BNSF doesn’t like it. See page 3.



Anchorage, Orlando regional meeting photos. See pages 6 and 7.



Two trips offered UTU for Life members. See page 11.