

# UTU News

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The Official Publication of the United Transportation Union

## THE VOICE OF TRANSPORTATION LABOR

“The UTU must and will convince this current crop of railroad chief executive officers and labor negotiators that we make a better friend than an enemy.”

– UTU International President Paul C. Thompson

### News & Notes

#### UTUIA jobs available

The United Transportation Union Insurance Association is moving forward and is seeking individuals to represent its fine line of insurance products. The positions available, at various locations around the country, offer an excellent pay and benefit package.

Applicants should have an interest in insurance, be available to undertake training, and, most importantly, be eager to sell quality insurance products to members and their families.

Those interested should respond in writing by mailing their resumé to: Office of the President, UTUIA, 14600 Detroit Ave., Cleveland, OH 44107-4250.

#### Tier II refunds available

Officers and members of the United Transportation Union who had more than one railroad employer in a year and whose total Tier II RRTA tax for the year was over the Tier II limit must file with the Internal Revenue Service (IRS) to receive a refund of the overpayment.

The UTU International has received telephone calls from union officers and members who have received payment from the union and who are seeking a refund of excessive Tier II RRTA tax withheld. However, all claims for refunds must be submitted to the IRS.

To file for a refund, you must use IRS Form 843, Claim for Refund and Request for Abatement.

Form 843 and instructions for completing the form can be found at the IRS website at <http://www.irs.gov>. Click on “Forms and Publications,” then “Form and Instruction number.”

Complete lines 1 and 2 on IRS Form 843. On line 3a, check the box for Employment tax. Skip lines 3b, 4a and 4b. In the space for line 5, identify the claim as “Excess Tier II RRTA” and show your computation of the refund.

You must also attach copies of your Forms W-2 for the year to Form 843.

#### UTU issues emblems

Eligible retired and active UTU members periodically receive from UTU International Headquarters lapel emblems marking their years of membership in the union, but a number of recent telephone calls and letters indicate there is some confusion about when a new emblem is awarded.

For the record, members are eligible for UTU lapel emblems at the 10-year, 20-year, 30-year, 40-year, 45-year, 50-year, 55-year, 60-year, 65-year, 70-year and 75-year marks.

The union mails out more than 1,500 different red-white-and-blue “years-of-service” emblems each month that feature a number denoting the years of continuous union membership. The emblems are mailed along with credential cards that also mark the length of membership.

## The UTU will not be intimidated by the nation’s railroad carriers

The following is a message to the nation’s railroad carriers by UTU International President Paul C. Thompson.

Among honorable people, a deal’s a deal. You honor your promises. You don’t waltz.

Nowhere is integrity and credibility more important than at the bargaining table.

Railroad executives, however, look upon their promises as flexible – to be broken when convenient.

Beginning in the 1980s, when railroads were struggling to survive and trucks were siphoning huge quantities of freight from the rails, UTU members ratified crew-consist agreements permitting carriers to reduce crew size – through attrition – to become more competitive.

The parties pledged neither side would serve notice to force changes in those agreements so long as there was a protected employee working.

But in 1991, the carriers used their considerable economic and political muscle to gain a carrier-friendly Presidential Emergency Board (PEB 219), whose recommendations to reopen those agreements were embraced by Congress.

UTU general committees of adjustment renegotiated crew-consist agreements on a

property-by-property basis. Once again, the carriers solemnly promised the crew-consist agreements would not be reopened so long as there was a protected employee working.

The local crew-consist agreements provided for at least one conductor assigned to every through-freight train; and, on some properties, a brakeman on some assignments.

By reducing crew size through attrition, freight revenue ton-miles per employee-hour soared more than three-fold – from 1,200 in 1985 to almost 4,000 today. The railroads, citing data from U.S. Bureau of Labor Statistics, said railroads “are near the top of all industries in terms of labor-productivity gains over the past two decades.” The president of the Association of American Railroads

said, “Business is booming,” and Wall Street analysts tell of a “railroad renaissance” and “soaring profits.”

Yet, the carriers, once more, want to waltz. Counting again on their considerable economic and political clout, they are demanding another reopening of crew-consist agreements they twice previously solemnly promised would not be reopened so long as there was a protected employee working.



Thompson

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## Two members killed on the job

Two UTU members, James Earl Dixon and Anthon Petersen, were killed in separate switching accidents last month.

Dixon, 48, a Norfolk Southern Railway employee, was killed early April 6 after being struck by a train at the company’s Jeff Davis Avenue railway yard in Selma, Ala. He was a member of Local 1053 at Selma.

Reports indicate Dixon was fatally injured shortly after 5 a.m. and police were notified about 20 minutes later.

Dallas County Coroner Alan Dailey pronounced Dixon dead at the scene and his body was transported to the Alabama Department of Forensic Sciences for an autopsy.

“At this point, the police are considering the matter to be a workplace accident,” Evans said.

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## UTU fighting to save Amtrak

The UTU will not let Amtrak management turn the passenger carrier into “Wal-Mart on wheels,” International President Paul C. Thompson said.

“Amtrak President David Gunn is seeking to make Amtrak a low-wage, poor-benefits, anti-union Wal-Mart on wheels,” said Thompson, following Gunn’s testimony last month before the Senate Surface Transportation Subcommittee. Gunn testified along with Amtrak Chairman David Laney, a Bush appointee.

The testimony came as Congress is considering UTU-backed legislation to retain a national intercity rail passenger network and fund Amtrak at the \$2-billion level for the next few years with no adverse affects on employees.

The UTU, which builds close relationships with Republicans as well as Democrats, worked

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# Around the UTU

## Local 84, Los Angeles, Calif.

Members of this Amtrak local last month presented donations totaling \$1,687.64 to the widow of conductor **Thomas M. Ormiston**, who was among 11 killed Jan. 26 when two Metrolink trains collided. "On behalf of Mrs. Ormiston and family, and the members of UTU Local 84, we'd like to thank all of you for your generous contributions," said Secretary & Treasurer **Richard Albitre**.

## Local 168, Chicago, Ill.

Members of this Amtrak local are mourning the death of conductor and former Secretary & Treasurer **Lee T.G. Channing**, 58, who succumbed to brain cancer March 27, said Secretary & Treasurer **Michael McKenna**.

## Local 265, Pocatello, Idaho

The *UTU for Life* chapter begun by retired member **Francis J. "Mac" McCarty** is hosting a luncheon at 2 p.m. on May 11 at the Golden Corral, 850 Yellowstone Ave., Pocatello, ID 83201. All retired members and their spouses are welcome to attend. For information, contact McCarty at (208) 637-0310.

## Local 471, Eugene, Ore.

This Union Pacific local will hold its 31st Annual Railroad Retirees Banquet at 4 p.m. on May 22 at the Oregon Electric Station, 27 East 5th Street, in Eugene, Ore., said Secretary & Treasurer **Mark Brown**. For information, call Brown at (541) 689-8745 or send e-mail to mark.brown3930@worldnet.att.net.

## Local 594, Mineola, Texas

Members of this Union Pacific local are mourning the death of retired member and Pearl Harbor survivor **Lyndle Lynch**, who passed away April 17, said Secretary & Treasurer **Monty Yocom**. Meanwhile, the annual Railroad Retirees Luncheon and Meeting will be held June 11 from 10 a.m. to 2 p.m. in the Live Oak Room of the Mineola Civic Center. For information, contact retired member **Bobby Littlefield** at (903) 569-3503.

## Local 597, Des Plaines, Ill.

This Union Pacific (UP) engineers' local, in partnership with the Heritage Presbyterian Church in Carol Stream, Ill., is holding 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.** Collection points include two at the Proviso Diesel Facility yard office in North Lake, Ill., from 7 a.m. to 7 p.m., and one at the church from 9 a.m. to 3 p.m. Contact Lewis at (630) 790-8432.

## Local 762, Montgomery, Ala.

The Retired Railroad Employees Club of Montgomery is hosting its 26th homecoming on June 2 from 11 a.m. to 3 p.m. at The Quality Inn/Governor's House Hotel and Conference Center, 2705 E. South Blvd., Montgomery, AL 36116, said retired member **Harold C. Turner**. For information, contact Turner at (334) 284-4426 or (334) 221-0567.

## Local 1035, Lakeland, Fla.

Members of this CSXT local are mourning the death of retired former Florida State Legislative Director **Lloyd Charles Rogge**, who died of Parkinson's Disease on April 1. The Brotherhood of Railroad Trainmen's state director in 1969 when the UTU was created, he held that position until retiring in 1981.



Amtrak conductor Bruce Thompson, president of Local 1933 in Washington, D.C., recently thwarted a baby snatcher with the help of fellow Amtrak conductor Lorrie Hargrove. (Photo by Corbett "Corky" Price Sr.)

## Amtrak conductors thwart baby snatcher

WASHINGTON, D.C. – A pair of UTU-represented Amtrak conductors recently prevented the abduction of an infant, and through their quick-thinking teamwork were able to hand the alleged would-be child snatcher to the authorities.

Conductors **Bruce Thompson** and **Lorrie Hargrove**, members of Local 1933 in Washington, D.C., were on a layover at Union Station in Washington, D.C., in March and had just entered the post office adjacent to the station when the drama began to unfold.

"Lorrie accompanied me as I was getting some union-related correspondence in the mail," said Thompson, president of Local 1933. "A lady came into the post office, pushing a stroller with a baby in it, and called out, 'Can someone please help me? A man is trying to grab the baby!'"

Thompson and Hargrove saw a man heading toward the woman with the stroller. "He was reaching right into the stroller and snatched the baby," Thompson said. "He immediately tried to run, but I was able to get in his way and obstruct him and get the baby back in the stroller. I pushed the guy out of the post office while turning to protect the lady, and the guy took off."

As Thompson gave chase, Hargrove alerted Amtrak police and then went to calm the lady and the baby.

"Somehow, I had realized the guy wasn't right, and I kind of took advantage of it," Thompson said. "When I caught up to him, I told him Amtrak police had a reward for him. He believed me and voluntarily accompanied me back to the post office, where he was taken into custody."

Thompson later learned the man he turned over to Amtrak police was a homeless person who was on unauthorized leave from a mental-health facility.

Thompson began his rail career as an Amtrak Auto Train attendant and has been a conductor since 1990. "Lorrie also started as an Auto Train attendant and became a conductor in 1995," Thompson said. "She's one of the best!"

## Local 1313, Amarillo, Tex.

This BNSF Railway local recently presented conductor **J.J. Rock** with a UTU jacket for attending 12 consecutive union meetings in one year. The incentive was proposed to encourage participation in union affairs, and Brother Rock was the first recipient, said Local President **Joe G. Romo**.

## Local 1373, Philadelphia, Pa.

Members of this CSXT local are joining with **Local 1378** (Wilmington, Del.) to host the 12th annual B&O/CSX Railroad Retiree Reunion, set for June 5 from 3 p.m. to 7 p.m. at the Folcroft Firehouse in Folcroft, Pa. For information, contact Field Supervisor **Tom Anziano** at (610) 583-5609 or Legislative Rep. **Tony Mirarchi** at (610) 544-6399.

## Local 1422, Los Angeles, Calif.

Members of this Union Pacific local offer their gratitude to carman **Tony Srabia**, whose quick application of a tourniquet saved the life of a brakeman whose leg was severed in an accident, said Local Chairperson **Jack Smith Jr.**

## Local 1477, Dearborn, Mich.

The caption published last month under the photograph of Conrail Chief Operating Officer **Ron Batory** and others included an error. Local Chairperson **Philip Gurley** and conductor **Donald Howell** are employees of Conrail. *UTU News* regrets the error.

## Local 1549, Springfield, Ohio

The 17th annual Railroad Unions Golf Classic will be held June 3 at the Locust Hills Golf Club near Springfield, said Legislative Rep. **Luther "Glenn" Newsom**, who serves as chairperson of the event as well as the state's assistant legislative director. For information, contact Newsom at (937) 323-9427.

## Local 1741, San Francisco, Calif.

More than 200 members, family and friends connected when this bus local recently enjoyed a night of baseball at SBC Park during union night, said Local President **Ange Bely**. Plans are also in the works for an end-of-school-year picnic. Members in the San Rafael yard have filed a grievance related to "loaner" drivers as contract negotiations were set to begin. In the San Mateo yard, members addressed the school board in an effort to get contract talks back on track. Meanwhile, a new-driver orientation session welcomed new blood into the union fold.

## GO-851 (CSX Transportation)

General Chairperson **John Hancock** was recently re-elected to his fourth consecutive one-year term as head of the CSXT General Chairmen's Association. Membership comprises all the general chairpersons of the various organizations and crafts employed by CSXT, who cast their votes each year for a leader.



R.W. "Bob" Henderson of Local 464 in Arkansas City, Kan., vice chairperson of BNSF Railway General Committee of Adjustment GO-009 since 1992, recently retired after more than 41 years of service. Brother Henderson was elected local chairperson in 1979 before becoming alternate vice general chairperson in 1991. Pictured, from left, are GO-009's Vice General Chairperson Don Dutton, Henderson, General Chairperson Jim Huston and Secretary Rex Pence.

# Contract News

## CN, UTU reach new agreement in Canada

MONTREAL – Ratification ballots are being counted at *UTU News* presstime on a tentative pact reached between the UTU and Canadian National.

The two entities announced in February that they had signed a tentative labor contract covering approximately 2,600 conductors, assistant conductors, yard service employees and traffic coordinators in Canada.

Details of the three-year contract, retroactive to Jan. 1, 2004, are being withheld pending ratification by the UTU membership. In general, the agreement provides for wage, benefit and quality-of-work-life improvements.

John Armstrong, vice president of the UTU, said: “We believe this tentative agreement successfully addresses a range of UTU issues, including work-life quality for our members. It was a refreshing and pro-

ductive bargaining process with management that made this possible. This is a good sign for our future relationship with the company. We’re eager to return our focus to what our members do best – moving trains – and ensuring CN remains the leading railroad in North America.”

Armstrong praised the efforts of UTU general chairpersons Rex Beatty, Bryan Boechler and Raymond Lebel in reaching this agreement following lengthy and sometimes difficult negotiations.

E. Hunter Harrison, president and chief executive officer of CN, said: “I am very pleased to have reached this agreement with the UTU after many months of hard work by both sides. Even more so, I’m heartened by the open dialogue and innovation that produced it. This agreement is a winning outcome for CN and the UTU.”



## UTU members okay deal with Ontario Northland

NORTH BAY, Ont. – UTU members working for the Ontario Northland Transportation Commission (ONTC) have overwhelmingly ratified a new contract with the carrier.

The three-year contract provides for wage increases of three percent each year for three years, retroactive to Jan. 1, 2005, as well as improvements to benefits. The former contract had expired on Dec. 31, 2004.

“The support of our members for these agreements speaks to their fairness and to the employees’ commitment to Ontario Northland,” commented General Chairperson Phil Koning, representing conductors who voted 100 percent in favor of their new agreement.

“The positive labor relations currently being enjoyed at Ontario Northland have resulted in our being able to successfully reach these labor agreements,” said Steve Carmichael, ONTC president and CEO. “We look forward to working alongside our employees for the long-term success of the company.”

The Ontario Northland Transportation Commission, established in 1902, operates transportation and telecommunication links, primarily in northeastern Ontario. ONTC’s enterprises include: the Northlander, Little Bear, and Polar Bear Express passenger trains; O.N. Rail freight services; Motor Coach scheduled and charter services, and Ontera telecommunication services.



## Bus employees ratify pacts with two carriers

UTU-represented bus operators on two properties recently ratified new contracts.

Operators employed by the **Sault Ste. Marie Transportation Commission** have ratified a four-year contract that includes a raise retroactive to Feb. 1, 2005, another set to take effect May 1, and regular increases each year through February 2008, according to International Vice President and Bus Department Director Roy Arnold.

The contract also brings partial benefits to new hires who previously had none at all, two floating holidays, and eye examinations in exchange for raising the prescription-drug co-payment by \$3. The contract also establishes an easier grievance procedure.

Those affected by the new contract are members of Local 104 in Sault Ste. Marie, Ont. The company operates a fleet of 28 regular transit vehicles, seven Paratransit buses, and one community bus. Drivers follow eight regular routes, 19 hours a day, seven days a week.

“I would like to thank Alternate Vice President-Bus (East) Rich Deiser for a job well done,” said Arnold. “He and International Vice President Bob Sharpe joined General Chairperson Blair Reid, Brent Cerenzia and Dale Miller from Local 104 in successfully negotiating this contract.”

Ticket agents, baggage handlers and maintenance personnel employed by **Adirondack Transit Lines** also have ratified a three-year contract, Arnold said.

“One of the highlights of this pact is that it creates a labor/management council where employees, with assistance from the UTU International, can address workplace problems,” he said.

Members on the property had been negotiating for a couple months, Arnold said, and the old contract would have expired April 1. “General Chairperson Russ Gaillard and his committee did a great job on this effort,” Arnold said. “They got a nice wage package and gave up nothing.”



## Member’s killer sentenced to 42 years in prison

CHICAGO – Wilbert Hooten was a Metra conductor, just a few months from a long-planned and well-earned retirement.

A proud member of UTU Local 1290 in Chicago, Ill., the 64-year-old Hooten performed his job to the best of his abilities, dressed impeccably, enjoyed listening to his 2,000-record jazz collection, and spent quality time with his family on rest days.



Hooten

Then one July night back in 1999, as Hooten was doing his job and minding his own business, two young punks jumped a turnstile at a Metra Station on Chicago’s South Side.

They boarded Hooten’s train. In anger, one of the punks put a gun to Hooten’s face. The punks demanded money. Hooten put up no resistance.

But the gun’s trigger was pulled anyway. Hooten crumbled and died on the dirty floor of his Metra commuter train.

On March 24, in a Cook County courtroom, almost six years following Hooten’s unprovoked and cold-blooded murder, Brandon Wyatt, the convicted triggerman and now still a young man of 22, was sentenced to 42 years in prison. His accomplice, Jason Dace, who had pleaded guilty to first-degree murder in the crime, earlier was sentenced 20 years in prison.

For Metra employees and Hooten’s friends and relatives, it was a bittersweet closure to an almost six-year nightmare that is unlikely to fade for any of them.

Many of Hooten’s union brothers, along with Hooten’s son and other relatives, were in the courtroom to see justice done. Among those from Local 1290 who attended each of the hearings leading up to the convictions of Wyatt

and Dace were: Local President Jeff Fields; local chairpersons Barry Abbott and Jesse Turner; vice local chairpersons Edwin Bogan and Brooks Warren; Secretary-Treasurer T.L. Warner; Edward Washington; Sam DeCrescenzo; Leonard Holmes; Daniel Austin; Vernon Brooks; Arthur Sobun; Nick Chou; Lemont Stevens; John Chappel; Ted Czmiel and Gerald Bennett.

One of Hooten’s fellow conductors, Edwin Bogan, said after the sentencing that Hooten frequently advised younger conductors never to resist a mugger: “You can always get more money, but you can’t get another life.”

The convicted killer’s shamed mother was in the courtroom, too. As she watched her son being led away to prison following his sentencing, she approached Hooten’s relatives, taking their hands and saying, “I am really sorry. God bless you.”

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## Shameful, disgraceful and reprehensible

Maybe he gave the quote on April Fool's Day. Maybe he had his fingers crossed behind his back. Or maybe the Association of American Railroads' (AAR) top safety officer, Robert VanderClute, meant what he said.

VanderClute told the Los Angeles Times that fatigue "is not what I'd consider a major safety issue at this point, but it is an issue we take seriously."

VanderClute made his shameful comment, that railroads don't consider fatigue "a major safety issue at this point," knowing that sleep scientists say, "Going to work tired is like going to work drunk."

VanderClute made his disgraceful comment knowing crews frequently work 12- to 16-hour days up to 90 days straight.

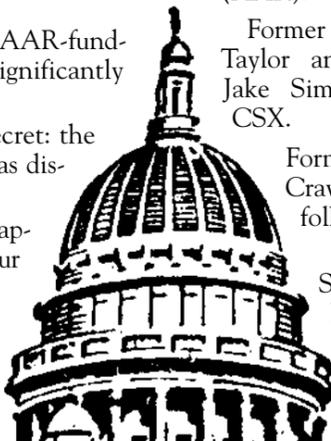
VanderClute made his shocking comment knowing the North American Rail Alertness Partnership, which includes management, found 80 percent of train crews were required to report for work "tired, extremely tired or exhausted."

VanderClute made his reprehensible comment knowing an AAR-funded study concluded that without adequate rest, train crews significantly increase their risk of an accident.

In our opinion, VanderClute verified the railroads' dirty secret: the industry places profits ahead of safety and considers workers as disposable commodities.

We believe he also revealed why railroads are so intent on scrapping the Federal Employers' Liability Act (FELA), which is our best protection against carrier indifference to employee safety.

VanderClute's comment is a new spin on robber baron Jay Gould's infamous utterance, "I can hire one-half of the working class to kill the other half."



## WASHINGTON WATCH

By James M. Brunkenhoefer

## What does the UTU PAC do? Plenty.

I am often asked what the UTU PAC does for members.

It opens doors on Capitol Hill. It helps us tell the UTU story. It is an investment in the future economic well-being of you and your family.

Foremost, contributions to election and re-election campaigns of union-friendly lawmakers help ensure union-friendly votes – "yes" votes for union-friendly legislation; "no" votes for union-unfriendly legislation.



Brunkenhoefer

The UTU PAC is about education of lawmakers.

Thousands of bills are introduced in Congress each year and lawmakers cannot be experts on each. You can be sure carriers and other anti-union groups are attempting to educate lawmakers on employer points of view. The UTU PAC helps us educate lawmakers on the UTU point of view.

Lawmakers give special consideration to requests of two groups: individuals who live in the lawmaker's districts (or state, in the case of senators); and political action committees (PACs) that contribute to election and re-election campaigns.

The UTU PAC is the largest among rail union PACs, is among the largest of transportation union PACs and is larger than the PAC of any carrier.

The UTU PAC is the reason we convinced Congress to

## Too cozy for comfort

By Paul C. Thompson  
International President

Anti-union attacks frequently come from regulatory agency officials, many of whom subsequently accept railroad employment – perhaps, as a reward.

In recent years, carriers hired dozens of regulators. This pattern sends a luminous, forceful and convincing signal: Be nice to us and we will be nice to you.

I am not suggesting wrong doing. I am suggesting cozy relationships create problematic temptations. They can work to game the system to the carriers' advantage.

Consider:

The Surface Transportation Board (STB) – formerly the Interstate Commerce Commission (ICC) – rules on railroad mergers, abandonments, line sales and labor protection flowing from such transactions.

Many who decided such cases departed to accept lucrative carrier employment.

Former ICC Chairman Darius Gaskins was hired by Burlington Northern.

Former ICC member Karen Phillips was hired by the Association of American Railroads (AAR).

Former ICC Chairman Reese Taylor and ICC/STB member Jake Simmons were hired by CSX.

Former ICC official Rick Crawford was hired by Norfolk Southern.

Former ICC official Sidney Strickland was hired by BNSF.

Former ICC/STB Chairman Linda Mor-

gan was hired by Union Pacific.

The Federal Railroad Administration regulates railroad safety.

Former FRA administrators Robert Blanchette and John Riley were hired by the AAR.

Former FRA Acting Administrator Betty Monro was found by DOT's inspector general to have had a cozy relationship with Union Pacific's chief lobbyist.

One must wonder whether these relationships influenced ICC/STB decisions that were harmful to rail labor, or influenced decisions of the FRA to water down fines assessed railroads for safety violations.

Many of those fines were reduced to such a low level that the industry considered them a cost of doing business, much like United Parcel Service treats parking tickets. In fact, after he left the FRA and joined the AAR, Blanchette called federal safety investigators "meter maids."

Regulatory agencies, like courts, should be neutral to those who come before them seeking justice. Regulatory agencies were created to curb excesses of the free-market economic system. When the public loses confidence in its institutions' neutrality, our social fabric becomes tattered.

It is said that sunlight is the greatest of disinfectants. Thus, the UTU has begun working with the media, public-interest groups and labor-friendly congressional lawmakers to shine increased sunlight on how railroads seek to game the system to their advantage.

Through our national and state legislative offices, and other efforts by the International, we intend to level the playing field.



Thompson

# State Watch *News from UTU State Legislative Boards*

## Arizona

State Legislative Director **Scott Olson** and Assistant Legislative Director **Greg Hynes**, along with their wives, recently attended a Western Democratic Governor's meeting in Phoenix.



Olson

Along with Arizona Governor Janet Napolitano, the legislative board members also met with Phoenix Mayor Phil Gordon on issues of interest to UTU members and the citizens of Phoenix, including blocked railroad crossings, the lack of fire hydrants at some Union Pacific yards and road traffic crossing in front of trains when the gates are down. Gordon scheduled another meeting this month with the UTU representatives to help get these problems corrected.

## Minnesota

The Canadian Pacific Railway is under investigation by the Federal Railroad Administration (FRA) for alleged violations of federal regulations in the shipping of hazardous materials in Minnesota last year.

The investigation follows accusations by the UTU that the railroad has not provided proper information to train crews about the contents of some trains when they pull out of CP railroad yards, including its St. Paul yard.

The trains allegedly contained unlisted cars carrying hazardous materials, such as propane gas, or empty cars with toxic residues. But the crews on the trains allegedly had no documents and were unaware of the cars. The trains had no accidents, however.

Rep. James Oberstar, D-Minn., senior Democrat on the U.S. House Transportation and Infrastructure Committee, which has jurisdiction over railroads, said last month that the

alleged CP violations are serious. "It's illegal to move undeclared hazmat [hazardous material]," Oberstar said. He said emergency personnel need to know what chemicals on trains might injure or kill people in the event of a railroad accident.

The federal inquiry stems from a letter sent last year by State Legislative Director **Phillip Qualy** to Larry Hasvold, regional administrator of the FRA in Chicago. Qualy alleged "repeated movement of trains" with inaccurate lists due to "the carrier's unsafe operating practices."

The union says that an electronic scanning system sometimes fails to record some cars. The lists remain inaccurate, it says, because the CP no longer uses clerks to check the cars. The union says that overworked yardmasters and switch crews are left to do the checking.

"This union will not stand by quietly and expect its members to be complicit in what appears to be irresponsible and entrenched corporate conduct. We stand united in our interest to solve this serious issue that impacts both our members' and public's safety. It would appear that, once again, we see another example of how safety is compromised with the carrier's removal of more workers from the rail yards and rights-of-way of America."

## Maryland

The legislative department in Maryland has been busy recently, both shepherding good legislation and blocking bad, reports State Legislative Director **Larry Kasekamp**.

The UTU worked for the approval of a law that will require companies with more than 10,000 employees that fail to spend eight percent of their total payroll on health benefits to pay into a fund established to offset the cost of health benefits paid by the state. It also worked to approve a measure that will raise the minimum wage in the state by \$1, from \$5.15 an hour to \$6.15 an hour.

The department worked against enactment of a bill that would have authorized a railroad police officer who is employed by a specified railroad company to exercise the powers of a

## New York

Rep. John Sweeney, Republican from Clifton Park, recently attended an open meeting of Amtrak employees at the



Nasca



Sweeney

Melvin Post American Legion in Albany to discuss the Amtrak situation in Washington, D.C., according to State Director **Sam Nasca**. The meeting was attended by approximately 60 Amtrak employees who heard Sweeney assure those present that he would fight for full funding and would oppose the administration's legislation to dismantle Amtrak, Nasca said. He told the members that Sweeney has always fought for full funding for Amtrak and was a good friend of the UTU and its issues. Sweeney also pledged to become more involved in the problems facing Amtrak employees, Nasca said.

peace or police officer anywhere in the state while investigating a crime that occurred on railroad property or conducting railroad-related crime prevention activity, Kasekamp said. "The railroads refused to support an amendment we offered to ensure that the police authority granted by the bill would not be abused by using railroad police to perform labor-relations functions, such as serving notices for disciplinary investigations, being present at interrogations of employees by railroad management relative to claims or grievances, etc., since the Railway Labor Act is the exclusive federal statutory law governing labor relations between rail carriers and their employees."

Fortunately, the legislation died in committee, Kasekamp said.

## Bus Department

By Roy Arnold, vice president-director

### New members, with new ideas

"The American, by nature, is optimistic," said President Kennedy. "He is experimental, an inventor and a builder who builds best when called upon to build greatly."

Those words ring ever true today. I recently read an article by CNN newscaster Lou Dobbs, in which he discussed the decline of the union workforce in America. Indeed, since George Bush took office five years ago, there has been a steady decline of more than five percent in the nation's union workforce.

Brothers and sisters, we must be optimistic as well as experimental in our efforts to strengthen our membership and to venture out to find new ideas of bringing in new members. Simultaneously, we must teach our new members the history of the labor movement – of the struggle and personal pain endured by those before us to win the rights we have today to choose our bargaining agents without employer interference and to be represented in the workplace by strong unions.

Every new union member must understand that it was unions that won the 40-hour week, payment for overtime, minimum wages, paid vacations, health-care and unemployment benefits, prohibitions against child labor, and workplace safety standards.

Our members in the "right-to-work" states (the right-to-work-for-less states) especially must put forth effort to maintain and increase union membership. We must stand strong in solidarity to preserve the quality of life union families have come to enjoy. Never forget that in union there is strength.

It is time, as President Kennedy said, "to build best when called upon to build greatly." Respect is earned – not given. And earning that respect from employers is a full-time effort requiring eternal vigilance.



## Yardmasters

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

### Amtrak's Gunn a flip-flopper

After becoming Amtrak president in 2002, David Gunn said of privatization efforts, "It all sounds nice, but when it's done, there won't be any service. It's a myth that the private sector is dying to take over our services. Remember why we were formed."

Gunn also defended Amtrak conductors and assistant conductors. "Our wage rates are about 90 percent of the freight industry and are even lower when compared with transit. Wages are not the problem."

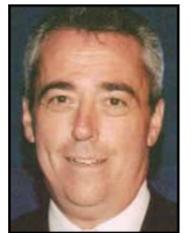
Gunn has changed his tune. Last month, in a direct attack on loyal Amtrak employees, Gunn said he's a fellow traveler with President Bush to privatize Amtrak.

He said he supports congressional intervention in Amtrak labor relations, elimination of assistant conductors, scrapping of FELA, and removing Amtrak employees from Railroad Retirement.

While Gunn was stabbing loyal employees in the back, Republican Sen. Kay Bailey Hutchison of Texas had the guts to say privatization would destroy our national intercity rail passenger network: "My motto for passenger rails is 'national or nothing.'"

If Amtrak would let the employees who know their jobs do them, Amtrak would be safer and more efficient. The National Transportation Safety Board through investigations has confirmed the conductor and assistant conductor have repeatedly gone beyond the call of duty in each derailment and accident to save lives.

Amtrak employees deserve better than Gunn's flip-flop.



# Important announcements from UnitedHealthcare

## Rates to increase on certain UnitedHealthcare plans

At recent meetings between representatives of UnitedHealthcare and the various railway labor organizations constituting the policyholder under GA-23111, a detailed study of the premiums and benefit payments under the various plans was made.

GA-23111 covers, primarily, retired members of the Cooperating Railway Labor Organizations (CRLO), including the UTU.

It was agreed by the CRLO that the following payment rate changes would be made for coverage effective June 1, 2005. Payment for June coverage is due May 20, 2005.

**\*Plan B:** There will be no changes in the monthly payment rate. (Plans A and B are no longer open for enrollment.)

**\*Plan C:** The monthly payment for employees or dependents will increase from \$370 to \$400. The monthly payment for each student child will remain at \$50. The monthly payment for each incapacitated child will remain at \$175. Plan C provides medical expense benefits for non-active (furloughed, suspended, dismissed or disabled) employees and/or dependents who are not eligible for plans D, E or F.

**\*Plan D:** The monthly payment rate will increase from \$325 to \$340.

**\*Plan E:** The monthly payment rate will increase from \$130 to \$140. (Plan E is the supplement for those individuals receiving coverage under the Early Retirement Major Medical Expense Benefit Plan [GA-46000]).

**\*Plan F:** The monthly payment rate will increase from \$140 to \$155. Plans D and F are Medicare supplemental plans; D providing a prescription drug benefit, while F does not. Plan D is being eliminated effective Jan. 1, 2006, as a result of Medicare legislation changes.

Why do these premiums go up every year? UnitedHealthcare examines the amount of benefits paid out each year for each plan under GA-23111



along with the estimated impact of health-care inflation. The premium rates depend on the level of benefits paid out. As more benefits are paid out, the premium rate must also increase at a similar rate.

For all plans under GA-23111, the increased use of services and the inflation in medical care costs resulted in higher payment rates. For Plan D, the change is caused primarily by the cost of prescription drug coverage.

Why is there a deductible on prescription drug purchases from the pharmacy? In spite of the advantages of using the mail-order pharmacy benefit, many members continue to purchase drugs at the local pharmacy that could be obtained through the mail. This activity increases the cost of the prescription drug benefit because it costs less to provide drugs through the mail than it does to provide them through a local pharmacy.

A deductible and co-insurance was added to offset the additional expense to the plan of retail purchase and to encourage the use of the mail-order pharmacy benefit.

UnitedHealthcare also said no benefit changes are anticipated for GA-23111 during 2005.

(Members of the CRLO, labor unions constituting the policyholder noted above, are: the United Transportation Union; the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen; the Brotherhood of Maintenance of Way Employees; the Brotherhood of Railroad Signalmen; the Hotel Employees and Restaurant Employees; the International Association of Machinists and Aerospace Workers; the Sheet Metal Workers' International Association; the International Brotherhood of Boilermakers and Blacksmiths; the International Brotherhood of Electrical Workers; the Service Employees International Union's National Conference of Firemen and Oilers; the Transport Workers Union and the Transportation Communications Union.)

## UnitedHealthcare to discontinue GA-23111 Plan D

As a result of the passage of the Medicare Prescription Drug Improvement and Modernization Act of 2003, the Cooperating Railway Labor Organizations (CRLO) has decided to discontinue GA-23111 Plan D effective Jan. 1, 2006.

Current Plan D participants will be offered an opportunity to participate in Plan F.

The transfer of Plan D enrollees to Plan F coincides with the effective date of the prescription drug coverage under the new Medicare Part D benefits.

During recent rail labor meetings, various coverage alternatives were discussed, including the replacement or supplement of these Medicare Part D drug benefits under GA-23111. However, it was determined that the only viable option was to eliminate the prescription drug coverage under Plan D and allow these enrollees to have medical coverage under Plan F.

In addition, CRLO agreed to endorse a national prescription drug plan through UnitedHealthcare once approved by the Centers for Medicare and Medicaid Services (CMS).

The new Medicare Part D drug benefit will create various new choices for Medicare-eligible retirees. As a result, UnitedHealthcare will conduct a special open enrollment during the month of December 2005 (coverage beginning in January 2006) for all individuals wanting to transfer from Plan D to GA-23111 Plan F.

Consistent with past practice, the biennial open enrollment for Plans C,

E and F will occur in May 2006 for coverage beginning in June 2006.

UnitedHealthcare also has announced it will implement, at no extra cost, a new program called UnitedHealth Allies. This program will offer pre-negotiated discounts of 10 percent to 50 percent on health-care purchases that are not typically covered under a standard benefit plan. Discounts can be obtained through the UnitedHealth Allies program for a variety of non-covered health expenses, such as LASIK surgery, contact lenses, teeth whitening, massage therapy, smoking cessation, weight-management programs, vitamins, supplements, etc.

The effective date for this program will be June 1, 2005, for Plan C and Jan. 1, 2006, for Plan F (including enrollees transferring from Plan D).

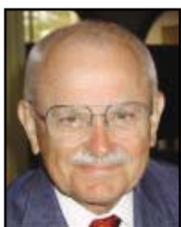
Plan E enrollees will have access to UnitedHealth Allies effective June 1, 2005, through their coverage under the National Early Retirement Health and Welfare Plan (GA-46000).

For your information, Plans A and B are no longer open for enrollment. Plan C provides medical expense benefits for non-active (furloughed, suspended, dismissed or disabled) employees and/or dependents who are not eligible for plans D, E or F. Plan E is the supplement for those individuals receiving coverage under the Early Retirement Major Medical Expense Benefit Plan (GA-46000). Plan D and F are Medicare supplemental plans, D providing a prescription drug benefit while F does not. Plan D is being eliminated effective Jan. 1, 2006, as a result of the Medicare legislation changes noted above.

## Keeping your heart healthy will pay dividends

By Dr. Norman K. Brown  
UTU Medical Consultant

"Doctor, I have this pain in the center of my chest, which feels like pressure or tightening. It starts when I am exerting myself or under stress, and subsides completely when I stop to rest for just a minute or two."



Brown

I have heard this complaint many times over almost 50 years now. This is a classic description of what is called "angina pectoris" or "pain chest" – or "angina" for short. It is due to one or more narrow spots in an artery or arteries which supply blood to our heart muscle.

Despite the fact that our hearts contain blood all the time, each section of heart muscle derives its oxygen and nutrients from branches of this separate circulation called the coronary arteries.

Early in my medical practice, when I heard this story, I knew the diagnosis almost right away, and I would prescribe nitroglycerine to

open the arteries partially during the pain.

But down deep in my own emotions, I knew that most such patients would be at risk of future heart attack(s), heart failure, and even death in coming months and years. Now fast forward 50 years and the treatment of this serious and often progressive condition has been totally changed, so I, and you, if diagnosed with angina pectoris, can be highly optimistic, even deep down.

Working hard to control weight, exercise, diet, smoking, high blood pressure and diabetes always helps and these efforts continue to be the preventive cornerstones in fighting this disease. But now, in addition, just in my medical lifetime, amazing new medications (for blood pressure, cholesterol, heart rhythm, blood clotting), operations (bypasses, angioplasties – stretching the arteries' narrow spots with a catheter, stents – pieces of tubing which hold a coronary artery open), electrical stimulators (for rhythm problems – pacemakers, defibrillators) have been developed to change the entire effect of coronary heart disease on you and me as patients with this condition.

What do I recommend? I advise the same

"blood-vessel-healthy" lifestyle efforts for stroke prevention (see my separate article on strokes on the "Healthcare" page of the UTU website at [www.utu.org](http://www.utu.org)), plus a baby aspirin a day for most of us. Discuss this with your own physician.

I was so pleased to read in a recent issue of the *UTU News* about four UTU members' New Year's resolutions addressing smoking cessation. Keep it up! These are long-haul approaches. But what about the short term?

Please consult your doctor if you even think you are having pains something like the above-described angina. If such pains develop severely and/or suddenly, call 911 since the pain is telling you, and your doctor, that a portion of your heart muscle is suffering a lack of blood supply and urgent action may save that muscle, just as urgent action can save your brain tissue in the parallel reduced blood supply situation called a stroke.

Think about the arteries throughout your body as a transportation system for delivering supplies, oxygen and nutrients to your body. Just as high quality care of the rails helps to keep trains running efficiently and safely, so too your arteries will respond to the quality care you give them.



# UTU PAC donations give the UTU power



**Steve Fritter**  
Member, Local 1933  
D.C. legislative director

Coming from an Amtrak property, I realize how the UTU PAC affects our members more than any others. Not only is the UTU PAC money important for opening the doors of congressional offices for the major issues of Railroad Retirement, the Federal Employers' Liability Act, transit funding and health care, it also has an annual and immediate budgetary impact for the health of passenger rail in the United States, including Amtrak at the national level, and commuter passenger service at the state and local level.



Fritter

I am now seeing longtime members of Amtrak locals who have never contributed to UTU PAC realize that all of our passenger-rail system jobs are on the line. They saw how UTU PAC donations worked for the reform of Railroad Retirement, and know that it will work for them as passenger or commuter rail employees.

**Helaine H. Parsons**  
Local 1558, Bergenfield, N.J.  
Red and Tan Bus Lines

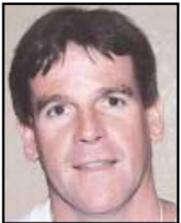
UTU PAC is very important. We have been through so many changes of ownership on this property, but UTU PAC has helped us maintain our rights and benefits. The UTU also helped get passed legislation that prevents motorists from pulling around stopped buses, and that has helped prevent a lot of accidents. The UTU and PAC are there for you everyday, but it takes funding. A lot of us don't realize we need UTU PAC until we need it.



Parsons

**Ron Koran**  
Local 1594, Upper Darby, Pa.  
SEPTA

Recently in Pennsylvania we had a mass-transit funding crisis, and through the efforts of State Director Don Dunlevy and with the help of UTU PAC donations, we were able to talk with legislators to try to get some form of dedicated funding for mass transit, and not just for SEPTA but for other transit systems in the state. This system only works because of UTU PAC donations.



Koran

**Dennis Martz**  
Local 1538, Chicago  
CSXT

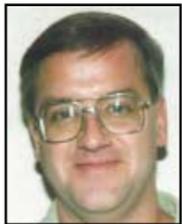
UTU PAC is of value to all members in this union. It is the only way to get anything done in Washington and in the state capital. The pockets of big business are so deep, we need something to get us in the door so we can compete. Our state director is working on legislation that would prevent railroads from withholding medical treatment, and he is using our UTU PAC funds to help get it passed.



Martz

**Denny Menges**  
Local 933, Jefferson City, Mo.  
Union Pacific

Missouri state lawmakers just approved funding for Amtrak on the state level, despite other economic problems. I know our state director, Larry Foster, worked hard to get that funding and save those jobs. Without UTU PAC funds, Larry would not have been able to do his job, and that job is to work for the benefit of all members in the state.



Menges

**Andy Carter**  
Local 1564, Los Angeles  
LACMTA

I donate to UTU PAC because we need effective lobbyists in Sacramento and in Washington, D.C. A lot of the funding for this transit system, and my paycheck, comes from the state government, so we need representatives there looking out for our interests. A lot of the younger drivers are beginning to realize the value of UTU PAC donations.



Carter

**Kenny Fox**  
Local 1188, Oklahoma City  
BNSF Railway

I donate for the obvious reasons: to assist qualified people who are in office or running for office. Any time we have legislation that goes through the capitol, UTU members go down there and talk with the lawmakers, many of whom we support. We know that they can help us out. We are now fighting for Amtrak funding at the state level. Not only does UTU PAC work on a local level, but also on the national level. It gets us on the same playing field with others who are lobbying Congress. We are right there with those people, helping the UTU, because of PAC donations.



Fox

**Help elect lawmakers who understand your needs.**  
**Let your voice be heard!**  
**Make your pledge to better government today!**  
**Clip out this form and send it in!**

**UTU Political Action Committee Donation Form**  
United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107-4250

I, (please print) \_\_\_\_\_, of Local \_\_\_\_\_, proudly pledge to UTU PAC the amount indicated below annually, to be pro-rated monthly and collected with my union dues.

<input type="checkbox"/> \$25 per year	<input type="checkbox"/> \$50 per year	<input type="checkbox"/> \$100 per year <i>Gold Club</i>	<input type="checkbox"/> \$300 per year <i>Diamond Club</i>
<input type="checkbox"/> \$365 per year <i>Dollar-A-Day Club</i>	<input type="checkbox"/> \$400 per year <i>Diamond Plus Club</i>	<input type="checkbox"/> \$600 per year <i>Double Diamond Club</i>	<input type="checkbox"/> \$1,200 per year <i>Platinum Club</i>

I wish to contribute \$ \_\_\_\_\_ per month, or I would like to make a one-time contribution of \$ \_\_\_\_\_.  
(Please enclose a check to "UTU PAC" with this form.)

I am a retired member of Local \_\_\_\_\_ and I still want to help my union. I am enclosing a contribution of \$ \_\_\_\_\_ to UTU PAC. (Please enclose a check to "UTU PAC" with this form.)

Signature \_\_\_\_\_ Effective date \_\_\_\_\_

UTU PAC reports are filed with the Federal Election Commission, 999 E St. N.W., Washington, DC 20463, and are available for inspection from that agency and appropriate state agencies. Contributions or gifts to UTU PAC are not deductible as charitable contributions for Federal income tax purposes.

# UTU for Life

## Former BLF&E, UTU V.P. Don Miller dies

BENSENVILLE, Ill. – Retired former UTU International Vice President **Don A. Miller**, 94, a member of Local 1238 in Vancouver, Wash., passed away April 12, 2005.



Don A. Miller

Brother Miller was born Oct. 1, 1910, in Laramie, Wyo., and began his rail career in 1926 as a laborer in the Vancouver, Wash., shops of the Spokane, Portland & Seattle Railway (SP&S). He became a hostler helper the following year, a fireman in 1928 and an engineer in 1941.

Miller joined Brotherhood of Locomotive Firemen & Engineers (BLF&E) Lodge 783 in 1928, and in 1940 was elected SP&S general chairperson. In 1946, he became assistant to the BLF&E vice president on the National Railroad Adjustment Board (NRAB). He was appointed acting vice president in late 1946 and elected alternate vice president in 1947. He was elected vice president in 1951 and at succeeding conventions, including the 1971 UTU convention. He served continuously as a labor member on the First Division of the NRAB in Chicago until his retirement in November 1975.

## D.P. Donoghue, 70, dies

PUNTA GORDA, Fla. – Retired former Conrail General Chairperson **Dennis Patrick Donoghue Sr.**, 70, a member of Local 1007 in Syracuse, N.Y., passed away March 22, 2005.

Born March 13, 1935, in Watertown, N.Y., he began his 40-year career as a brakeman and conductor on the New York Central Railroad, which would later become part of Conrail. He joined Lodge 480 of the Brotherhood of Railroad Trainmen in December 1956. After holding offices with Local 1029 and Local 1007, he was elected general chairperson of GO-619 on Feb. 23, 1987. He held that position until his retirement in June 1995.

Survivors include his beloved wife, Louella "Bonnie" Y. Donoghue, twelve children; six brothers, 22 grandchildren, and three great-grandchildren.

## Entitlement to SSA benefits could affect RRB payments

By V.M. "Butch" Speakman Jr.

Railroad Retirement annuitants should be aware that entitlement to Social Security benefits, or a change in that entitlement, can affect the payment of a Railroad Retirement annuity; and, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments that have to be repaid – sometimes with interest and penalties.

Since 1975, Railroad Retirement annuitants who are awarded Social Security benefits receive a combined monthly dual benefit payment that includes a Social Security benefit amount determined by the Social Security Administration. This dual benefit payment should, in most cases, be issued by the RRB after the Railroad Retirement annuity's Tier I portion has been reduced for the Social Security benefit.

A reduction is applied to the Tier I portion of a Railroad Retirement annuity because it is based on both the Railroad Retirement and Social Security earnings credits acquired by an employee and reflects what Social Security would pay if railroad work were covered by Social Security. Therefore, in order to prevent a duplication of benefits based on the same earnings, Tier I benefits are reduced by the amount of any actual Social Security benefit paid on the basis of non-railroad employment.

The Tier I dual benefit reduction also applies

to the annuity of an employee qualified for Social Security benefits on the earnings record of another person, such as a spouse. And, the Tier I portion of a spouse or survivor annuity is reduced for any Social Security entitlement, even if the Social Security benefit is based on the spouse's or survivor's own earnings. These reductions follow principles of Social Security law which, in effect, limit payment to the higher of any two or more benefits payable to an individual at one time.

However, the Tier II portion of a Railroad Retirement employee, spouse, or survivor annuity is not reduced for entitlement to a Social Security benefit because it is based on railroad service and earnings alone, and is computed under a separate formula.

An employee who qualified for Railroad Retirement and Social Security benefits before 1975 and met certain vesting requirements, however, can receive an additional annuity amount, which offsets, in part, the dual benefit reduction. Spouses and widow(er)s retiring since 1981 no longer qualify.

To notify the RRB if you become entitled to Social Security benefits, or if there is a change in your existing entitlement, or you have further questions, contact the nearest RRB field office. To find the address and phone number of a field office, call the automated toll-free RRB Help Line at (800) 808-0772, or consult [www.rrb.gov](http://www.rrb.gov).

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



## New UTU for Life chapter established in Alabama

A new *UTU for Life* chapter is being established in Alabama and will hold its first meeting on May 19 in Muscle Shoals.

Hosted by **Frank Clay**, a member of Local 772 in Sheffield, Ala., the event will be held at 11 a.m. at the Harvest Buffet, 604 Michigan Ave., Muscle Shoals, AL 35661.

All retired members, their spouses and guests are invited to join Brother Clay as he launches the eighth chapter of this rapidly expanding organization.

*UTU for Life* is designed to help retired members stay in touch with each other, learn about

things happening at their former workplace and stay informed about current events that affect retired individuals.

For information about this newest chapter (and the first in Alabama), write to Brother Clay at 201 Clays Circle, Russellville, AL 35653, telephone him at (256) 332-9689 or send e-mail to [cottonpath@aol.com](mailto:cottonpath@aol.com).

To learn how the UTU International can help you start a chapter in your town, write to UTU for Life, 14600 Detroit Ave., Cleveland, OH 44107-4250, or call (216) 228-9400 between 8:30 a.m. and 4:30 p.m. EDT.

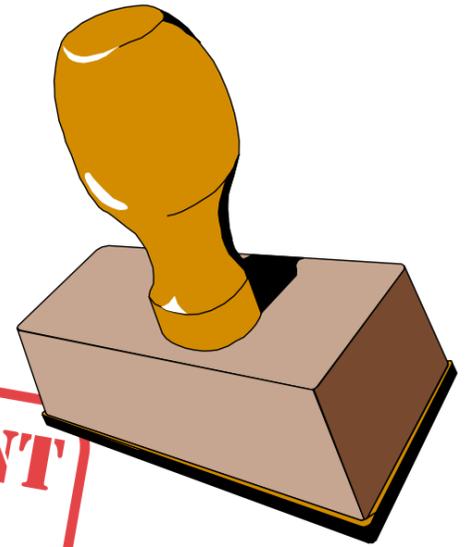
## THE FINAL CALL

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
2	Dellaflora, Ray M.	Toledo, Ohio	312	Juve, Richard R.	Wisconsin Rapids, Wis.	1007	Donoghue, Dennis P.	Punta Gorda, Fla.
2	Manning, Everett	Denver, Ind.	471	Seaver, W.R.	Veneta, Ore.	1059	Mickelsen, Lawrence	Minot, N.D.
2	Wissinger, J.P.	Cape Coral, Fla.	486	Scherman, Edward E.	Glendive, Mont.	1074	Young, Charles L.	New Kensington, Pa.
18	Chapin, Charles A.	Odessa, Texas	508	Bell, Allan D.	Smithville, Texas	1105	Dewitt, Donald L.	Wilmington, N.C.
117	Schaffer, Edward M.	Estacada, Ore.	594	Lynch, Lyndle	Mineola, Texas	1221	Camp, James T.	Brandon, Fla.
145	Gomez, Phillip W.	Columbus, Ohio	610	Hagy, Harry N.	Baltimore, Md.	1227	Hamlett, Glenn M.	Indianapolis, Ind.
168	Channing, Lee T.G.	Gary, Ind.	631	Baker, Leslie M.	Longwood, Fla.	1238	Miller, Don A.	Bensenville, Ill.
194	Laird, Donald D.	Homosassa Springs, Fla.	631	Cooper, Robert D.	Elkins, W. Va.	1328	Holcomb, Arvin E.	Louisville, Ky.
195	Schultz, Marion D.	Palm Beach, Fla.	792	Becker, David A.	Massillon, Ohio	1375	Desimone, John	Bridgeport, Pa.
202	Robert N. Melvin	Denver, Colo.	792	Subler, James L.	Van Wert, Ohio	1378	Rippon, Severn E.	Cape Charles, Va.
256	Ledoux, John J.	Altona, N.Y.	793	Bradley, Marvin L.	Blythewood, S.C.	1400	Durant, Walter F.	Penobscot, Maine
256	Tucker Sr., Wayne J.	Lebanon, N.H.	793	Jeffcoat, Coleman L.	Batesburg, S.C.	1770	Ausenick, John	Oceanside, Calif.
265	Curtis, Randall L.	Pocatello, Idaho	835	Press, Leonard D.	Bakersfield, Calif.	1790	Lewis, Donald	Corbin, Ky.
						1917	Lockwood, William F.	New Madison, Ohio

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Please print

Full name of member \_\_\_\_\_ Sex \_\_\_\_\_ Date of birth \_\_\_\_\_  
 Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
 Telephone number with area code \_\_\_\_\_ UTU local number \_\_\_\_\_

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250

05/05



## 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
<b>PLATINUM CLUB (\$1,200 OR MORE PER YEAR)</b>			Cogswell, Scott L.	196	Beardstown, Ill.	Lamb, Duane S.	473	La Grande, Ore.	Williamson, Garry S.	971	Crewe, Va.
Borgeson, Robert A.	872	Omaha, Nebr.	Taylor, Robert C.	196	Beardstown, Ill.	Seufert, James P.	473	La Grande, Ore.	Willis, Jason D.	971	Crewe, Va.
<b>DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)</b>			Fletcher, David M.	200	North Platte, Nebr.	Stephens, Shea D.	473	La Grande, Ore.	*Rauschenberger, Robt.	974	Nashville, Tenn.
Crater, Norman R.	311	La Crosse, Wis.	Meggs, Russell D.	221	N. Little Rock, Ark.	*Nord, Frank H.	486	Glendive, Mont.	Holmes Jr., Jimmy L.	976	Shreveport, La.
Deneen, Timothy S.	312	Madison, Wis.	*Guelzow, Harry	265	Pocatello, Idaho	Beard, Richard L.	490	Princeton, Ind.	Bjornson, Lonnie H.	980	Enderlin, N.D.
Marsico, Benjamin C.	363	Roanoke, Va.	*Bartels, Terry D.	281	Milwaukee, Wis.	Stuckey, Alan H.	490	Princeton, Ind.	*Marcum, Ronald B.	1062	Huntington, W.Va.
Boam, Greg W.	471	Eugene, Ore.	Christen, Daniel	281	Milwaukee, Wis.	*Turner, Robert E.	490	Princeton, Ind.	*Bragg, Ingram R.	1081	Glendale, Ariz.
Mueller, Mark S.	1293	Altoona, Wis.	Martinez, José S.	281	Milwaukee, Wis.	Foley, Lance J.	500	Grand Junction, Colo.	Strough, Larry R.	1081	Glendale, Ariz.
Pfister, R. Edward Jr.	1770	Los Angeles, Calif.	*Smith, William J.	298	Garrett, Ind.	Holley, Tom D.	500	Grand Junction, Colo.	*DeVaun Jr., Luther L.	1129	Raleigh, N.C.
<b>DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)</b>			Argo, Jeffery L.	305	Lincoln, Nebr.	Hooker, David E.	500	Grand Junction, Colo.	Lockwood, Christian E.	1201	Stockton, Calif.
Asselin, Mark T.	312	Madison, Wis.	Branan, Steve	305	Lincoln, Nebr.	Mauk, Anthony J.	500	Grand Junction, Colo.	*Hardin, Gilbert L.	1221	Tampa, Fla.
Smith, James M.	1279	Greybull, Wyo.	Burghoffer, Ean J.	305	Lincoln, Nebr.	Mease, Matthew E.	500	Grand Junction, Colo.	Hart, Stephen L.	1245	Atlanta, Ga.
Montalvo, John J.	1886	Houston, Tex.	Campbell, Frank L.	305	Lincoln, Nebr.	Petersen, Gregory M.	500	Grand Junction, Colo.	Westenberg, Mark A.	1258	Elgin, Ill.
<b>DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)</b>			Denman, Cody	305	Lincoln, Nebr.	Swander, Jesse E.	500	Grand Junction, Colo.	Myhand, Brett A.	1337	New Orleans, La.
Weinmeister, Earnest T.	257	Morrill, Nebr.	Fras, Nick	305	Lincoln, Nebr.	Flournoy, Jerrill A.	528	Chicago, Ill.	*Zuppa, Anthony W.	1393	E. Buffalo, N.Y.
Bartel, Joseph N.	311	La Crosse, Wis.	Gossard, Terry D.	305	Lincoln, Nebr.	Jefferson, Flynn	528	Chicago, Ill.	*Walker, Sam F.	1458	DeQuincy, La.
*Van Vleet, Edward V.	311	La Crosse, Wis.	Gouty, John E.	305	Lincoln, Nebr.	*Gonzales, Vincent	544	Havre, Mont.	*Lear, Bruce R.	1477	Dearborn, Mich.
Smith, Schuyler V.W.	490	Princeton, Ind.	Hansen, Adam M.	305	Lincoln, Nebr.	*Quinn, Michael D.	544	Havre, Mont.	*Robinson, James H.	1477	Dearborn, Mich.
Potter, John	583	Fond du Lac, Wis.	Koester, Steve	305	Lincoln, Nebr.	Caldwell, Randall T.	577	Northlake, Ill.	Walton, Ronald G.	1494	Chicago, Ill.
Carnes, Leroy W.	627	Wymore, Nebr.	Larson, Rebecca J.	305	Lincoln, Nebr.	Daniel, Kenneth O.	577	Northlake, Ill.	*Wisniewski, Eugene E.	1494	Chicago, Ill.
Foote, John F.	627	Wymore, Nebr.	Lassez, Patrick J.	305	Lincoln, Nebr.	Grant, Howard J.	577	Northlake, Ill.	Kennedy Jr., Wayne E.	1501	Baton Rouge, La.
Barton, Michael E.	971	Crewe, Va.	Lorenz, Matthew Q.	305	Lincoln, Nebr.	O'Donnell, Edward M.	577	Northlake, Ill.	Cunningham, Ted	1524	Houston, Tex.
Scholle, Dennis C.	1042	Oklahoma City, Okla.	Oswalt, Joe	305	Lincoln, Nebr.	Scibor, Jason E.	577	Northlake, Ill.	Henderson, Jason B.	1532	Kansas City, Kans.
<b>DIAMOND CLUB (\$300 OR MORE PER YEAR)</b>			Paben, Craig A.	305	Lincoln, Nebr.	Shivers, Laura B.	577	Northlake, Ill.	*Kmieciak, Robert J.	1582	Albany, N.Y.
Butler, William M.	113	Winslow, Ariz.	Royse, Michael K.	305	Lincoln, Nebr.	*Warden, Marlow	622	Birmingham, Ala.	*DeBeck, Daniel M.	1620	Elkhart, Ind.
Polston, Jim C.	113	Winslow, Ariz.	Stuhr, Mitchell C.	305	Lincoln, Nebr.	Yearley, Michael D.	627	Wymore, Nebr.	McDaniel, Jefferson M.	1620	Elkhart, Ind.
Black, Daniel R.	312	Madison, Wis.	Swartz, Robert L.	305	Lincoln, Nebr.	Palmer, Roy E.	643	Kahoka, Mo.	*Brown, William V.	1628	Pittsburgh, Pa.
Kasten, Steven M.	312	Madison, Wis.	Vestecka, Daniel J.	305	Lincoln, Nebr.	*Bonham, Paul	656	N. Little Rock, Ark.	Davis Jr., Leon B.	1697	Lubbock, Tex.
Rendmeister, Sheldon	312	Madison, Wis.	Young, Kenneth L.	305	Lincoln, Nebr.	Mehl, James D.	744	Frankfort, Ind.	Kritselis, Richard	1697	Lubbock, Tex.
Dreher, Stephen R.	473	La Grande, Ore.	Leach, Derek J.	311	La Crosse, Wis.	Wright, Michael R.	744	Frankfort, Ind.	*Drake, John W.	1730	Richmond, Calif.
*Ewy, Harold L.	477	Newton, Kans.	Malay, Ronald J.	311	La Crosse, Wis.	Holland Jr., Jack	830	Harrisburg, Pa.	*Gilbert, Walter F.	1770	Los Angeles, Calif.
Shivers Jr., Joe M.	762	Montgomery, Ala.	Mueller, Adam J.	311	La Crosse, Wis.	*Howard, Louie J.	847	Birmingham, Ala.	Blazer, Jeremy D.	1840	Glasgow, Mont.
Schwanz, Randy C.	891	Whitefish, Mont.	Nestigen, Jed E.	311	La Crosse, Wis.	*Petretee, Daniel C.	855	Spokane, Wash.	Hillman, Tyler L.	1840	Glasgow, Mont.
Bohnsack, Nick W.	951	Sheridan, Wyo.	Evans, Rickie W.	363	Roanoke, Va.	*Adkins, E. Fred	891	Whitefish, Mont.	Kauffman, Joshua D.	1840	Glasgow, Mont.
Todd, David C.	1279	Greybull, Wyo.	Kresle, Kevin P.	367	Omaha, Nebr.	*Cote, Kenneth	891	Whitefish, Mont.	Kittleson, Josh C.	1840	Glasgow, Mont.
Powell, Dale	1545	Monroe, La.	*Sutton, Joseph L.	367	Omaha, Nebr.	Evans, Benjamin J.	891	Whitefish, Mont.	Martin, Wade A.	1840	Glasgow, Mont.
Wright, Jim L.	1886	Houston, Tex.	Bennett, Raymond D.	376	Louisville, Ky.	*Koestler, Marlin	891	Whitefish, Mont.	Hendricks, Bobby L.	1886	Houston, Tex.
<b>GOLD CLUB (\$100 OR MORE PER YEAR)</b>			Cannon, Christopher L.	376	Louisville, Ky.	*Lockwood, Charles F.	891	Whitefish, Mont.	Schmidt, Joseph C.	1886	Houston, Tex.
Taylor, James E.	5	Kansas City, Mo.	Owens, Todd M.	376	Louisville, Ky.	Radabah, Robert E.	891	Whitefish, Mont.	Schnittger, James R.	1973	Chicago, Ill.
Suter Jr., Ralph	60	Newark, N.J.	Shadwell, Richard A.	376	Louisville, Ky.	Voelker, Mark A.	891	Whitefish, Mont.	UTU Auxiliary Lodge	431	Pueblo, Colo.
Rucker, Michael A.	145	Columbus, Ohio	Terry, Rick E.	376	Louisville, Ky.	*Correia Jr., Earl P.	898	Boston, Mass.	UTU Auxiliary Lodge	474	Chaffee, Mo.
			Castillo, Robert W.	454	Baltimore, Md.	Armes, C. S.	971	Crewe, Va.	Holland, Peggy J.	915	Chattanooga, Tenn.
			Cole, Harry E.	454	Baltimore, Md.	Bein, Ronald E.	971	Crewe, Va.	Hunter, Margaret S.	R	Roanoke, Va.
			*Hicks, Merlyn R.	464	Arkansas City, Kans.	Brame Jr., William H.	971	Crewe, Va.			
			Stokes, Shawn M.	469	Madison, Ill.	Glasscock III, Rommie D.	971	Crewe, Va.			
			Alameda, David W.	471	Eugene, Ore.	Tharpe, James R.	971	Crewe, Va.			

\* = Retired member

## No intimidation

Continued from page 1

BNSF Railway General Chairperson Robert Kerley (GO-001) likens the carriers' actions to "that kid back in grade school, who could look you straight in the eye, raise his right hand and swear he would never break the promise he just made. Then, later, you learn he had his left hand behind his back with his fingers crossed, so when he broke the promise he just shrugged his shoulders and said, 'Hey, it didn't count!'"

The UTU is determined not to permit the carriers to reopen crew-consist agreements. We have asked a federal court to halt the carriers' unlawful attempt to reopen those agreements. If the UTU succeeds in court, as expected, the issue of crew-consist will never make it to a carrier-friendly PEB or a carrier-friendly Congress for resolution as hoped by the carriers.

Moreover, it is time for the carriers to pay a price for their welshing and shameful greed.

In Montana, the UTU is helping shippers educate the legislature as to carrier economic

gains. Lawmakers responded with a proposed tax hike on growing rail profits.

In Minnesota, the UTU is providing federal investigators with evidence that train crews are not being provided proper information about the dangerous contents of some trains – information that would be essential to law enforcement and fire departments in the event of an accident or terrorist attack.

### UTU alerts national media

The UTU has been working with *The New York Times* to help it understand railroad safety problems and the cozy relationship between railroads and those who regulate rail safety. *The Times* recently won a Pulitzer Prize for its rail-safety series. The UTU intends to work with other major media outlets on this issue.

The UTU will work to educate the Federal Railroad Administration and Congress that the railroads' alleged safety plan against terrorist attacks is a sham. On trains carrying deadly chlorine, nuclear waste and even nuclear weapons, train crews have received no training on how to respond to a terrorist threat or attack.

In April, a passenger train conductor sought to report to dispatchers a suspicious package. As newspapers reported, the railroad had no procedures to notify law enforcement.

The UTU also will work with the new federal railroad administrator to ensure that the previous cozy relationship between railroads and regulators does not continue. One area the UTU will be focusing on is the past practice of FRA negotiating down safety violations to where carriers pay pennies on the dollar and view such fines as a minor cost of doing business.

Also, the UTU will be educating rail shippers as to how railroads behave after making solemn promises.

The carriers take the same approach to labor relations as the former Soviet Union took to statecraft: What's mine is mine and what's yours is negotiable.

The United Transportation Union will not be intimidated by railroads or their friends in powerful places. The UTU must and will convince this current crop of railroad CEOs and labor negotiators that we make a better friend than an enemy.

## Amtrak fight

Continued from page 1

with a number of lawmakers to craft this bill, designed to save Amtrak.

"Two months ago, the Bush Administration submitted a new budget to destroy our national rail passenger network and Amtrak," Thompson said. "In response, we put our UTU PAC dollars to work, assigned our state and national lobbyists to work with congressional lawmakers, and enlisted UTU members, retirees and families to take to the phones and e-mail on behalf of Amtrak.



"Now we are seeing the results. Together, we can and will win this fight, which is all about saving good jobs and our Railroad Retirement system.

"Gunn and Laney had the opportunity to support this legislation," Thompson said, "but instead they attacked Amtrak employees, who have kept Amtrak running for more than three decades in spite of perpetual morale-busting insufficient federal funding."

Among the Gunn-Laney proposals are sacking assistant conductors, scrapping coverage of the Federal Employers' Liability Act (FELA), canceling Railroad Retirement for new employees, opening some routes to private operators

using non-union crews, and negotiating wages, work rules and working conditions free from provisions of the Railway Labor Act.

"I predict hell will freeze over before those proposals gain passage by Congress," Thompson said. "This is shameful, anti-union rhetoric one expects from Wal-Mart – not Amtrak management, which should celebrate the loyalty of their employees given the conditions under which they work.

"Gunn and Laney claim their objective is to return Amtrak's Northeast Corridor to a good state of repair and operational flexibility," Thompson said. "That objective, along with improving the quality of Amtrak service, opening new markets and making the long-distance route structure more efficient can be realized without turning Amtrak into a Wal-Mart on wheels.

"The proposal to sack assistant conductors would mean leaving up to 600 passengers in seven separate coaches to fend for themselves in the event of an accident, fire or terrorist attack," Thompson said. "I was shocked that Gunn and Laney referred to assistant conductors as 'ticket collectors,' even though they know full-well that assistant conductors are responsible for passenger safety and are the front-line of defense against terrorist threats.

"The Gunn-Laney attack on FELA follows a similar attack by freight railroads – and both will be beaten back by the UTU," Thompson said. "FELA creates a powerful incentive not to cut safety corners. Safe railroads need not fear FELA.

"The attack on Railroad Retirement is reckless, unprovoked and an especially mean-spirited assault on working families," Thompson said. "The Railroad Retirement Board has warned that without Amtrak participation, Railroad Retirement benefits to hundreds of thousands of

current and future beneficiaries would have to be cut by 16 percent.

"Opening Amtrak routes to non-union operators, and removing Amtrak employees from coverage of the Railway Labor Act, is intended to force wages down to the level paid by Wal-Mart, where employees are forced to work two or more jobs to feed their families," Thompson said. "Railroads agree that going to work fatigued is like going to work drunk, meaning this proposal could have devastating effects on train and passenger safety."

## We will not let Amtrak sack conductors and scrap FELA

"Gunn and Laney wrongly claim these anti-labor initiatives are necessary to make Amtrak more competitive," Thompson said. "In fact, they acknowledge Amtrak is carrying record numbers of passengers and could carry even more if it had additional coach and track-access capacity. The bi-partisan T&I Committee approach, which they ignore without explanation, would accomplish that objective.

"All but the most cold-hearted conservatives – those who would ship Amtrak jobs to third-world nations if they could – are going to consign the Gunn-Laney anti-labor proposals to the dust bin of history," Thompson said. "Then, we can return to a more constructive dialogue of preserving and improving our national intercity rail passenger network."

## Two killed

Continued from page 1

Dixon was a brakeman who had been with the company for 25 years.

The death investigation is being conducted by the Norfolk Southern police officers and the U.S. Department of Occupational Safety and Health Administration.

Petersen, 38, of Local 1366 in Salt Lake City, Utah, was found dead just before 4 a.m. April 11 in Riverdale Yard, apparently the victim of an accident, according to Local Chairperson Blaine R. Bailey and Local President Dan F. Thomas III.

A statement from Riverdale police said Brother Petersen, a switchman employed by the Union Pacific Railroad (UP) since September 2004, was working at the time of his death.

Police said they believe Petersen was riding on a car to hook it up with another train when he slipped and fell underneath.

There were no witnesses who saw the 3:50 a.m. accident, Union Pacific spokesman John Bromley said.

Bromley, according to newspaper reports, said Petersen was not wearing a belt pack at the time, so the remote-controlled locomotive did not stop when he fell. When his co-workers lost

radio contact with the man, they searched for him, Bromley said.

"There were no witnesses. But apparently, he fell under the car," adding UP is conducting an investigation to determine what happened.

"Brother Petersen was a single father, and he had custody of his 12-year-old boy," said Thomas.

A fund has been set up to benefit Petersen's son. Donations to the Landon Petersen Fund can be sent to the Bank of Utah, attention Theresa Thompson, 9320 S. State St., Sandy, Utah 84070. The bank can be phoned at (801) 562-5375.

# UTU/UTUIA Regional Meeting information

The 2005 UTU/UTUIA Regional Meetings are approaching.

This year, each Regional Meeting will run for 2 1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left free.

Neither Anchorage nor Orlando has been designated the Canadian Regional Meeting.

All those attending the meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right. A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 30 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2005 Regional Meetings is \$150 per member, spouse or child over age 11. Additional fees apply for the golf outings and the spouse tour in Anchorage. You must make your own room reservations at one of the hotels listed, and certain deadlines apply.

You may cancel your Regional Meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

## Anchorage, Alaska, June 13-15, 2005

**Anchorage Hilton, 500 W. Third Ave., Anchorage, AK 99501. ALL ROOMS AT THE ANCHORAGE HILTON AND THE HOWARD JOHNSON OVERFLOW HOTEL HAVE BEEN SOLD OUT.** Other area hotels include the Days Inn (907-276-7226); Super 8 Motel (907-276-8884); Red Roof Inn (907-274-1650); Ramada Inn Anchorage (907-272-7561) and Homewood Suites Anchorage (907-762-7000). The UTU has made arrangements at the Anchorage Regional Meeting for a **spouse and guest luncheon train tour** on Tuesday, June 14, from 10:30 a.m. to 4 p.m. The cost of the trip is \$25 per guest, and seating is limited. The **golf outing** will be held Sunday, June 12, at the Anchorage Golf Course, 3651 O'Malley Road, Anchorage; phone (907) 522-3425. The cost is \$80 per golfer.

## Orlando, Fla., July 18-20, 2005

**Disney's Coronado Springs Resort, 1000 W. Buena Vista Dr., Lake Buena Vista, FL 32830. Reservations:** (407) 939-1020, option 2; **reservation code:** UTU. **Room rate:** \$93 per night plus tax for single/double; additional persons age 18 or older: \$15 per night. One- and two-bedroom suites are available from \$186 to \$465 per night. Room rates are good four days before and after the meeting. **Reservation deadline:** June 14, 2005. **Parking:** Complimentary. The **golf outing** on Sunday, July 17, will be held at Disney's Lake Buena Vista Golf Course, located near the Downtown Disney® shopping and entertainment district. The cost is \$80 per golfer.

# UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. **Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Please note that these meetings last 2 1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration will be \$200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received 30 days prior to the start of the meeting.

Which regional meeting will you be attending?  Anchorage  Orlando

Arrival date: \_\_\_\_\_ Departure date: \_\_\_\_\_

Transportation type:  Automobile  Air  Other

### Member Registration

Name \_\_\_\_\_ Local \_\_\_\_\_ Title (if any) \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Phone number ( ) \_\_\_\_\_ Email \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal

Spouse Registration  Anchorage  Orlando

Spouse name \_\_\_\_\_ Title (if any) \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Child Registration  Anchorage  Orlando

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Guest Registration  Anchorage  Orlando

Guest name \_\_\_\_\_ Relationship to member \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Meals: Day 1  Lunch  No meal  
Day 2  Lunch  Dinner  Both  No meals  
Day 3  Buffet breakfast  No meal  
 Anchorage Spouse Tour (include an additional \$25 with your registration fee)

Golf Registration  Anchorage  Orlando

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_  
(Golf fees are \$80 per golfer; include in total payment.)

### Payment Options

Check/money order (U.S. funds only) \$ \_\_\_\_\_

Credit card  VISA  MasterCard

Card number \_\_\_\_\_ Exp. date \_\_\_\_\_ Total charged \$ \_\_\_\_\_

Signature \_\_\_\_\_

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$150 per person over the age of 11, plus golf registration fees of \$80 per golfer and Anchorage train tour fees of \$25 per rider (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 30 days prior to the Regional Meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the regional meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee.

# 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 **Leo Persick**, a member of Local 331 in Temple, Texas. The photo shows the 2005 Louisiana Bicentennial Train, powered by a Southern Pacific steam locomotive SP#745, with exhibit cars that contain historic items.



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## Diesel exhaust blamed for early deaths, study says

WASHINGTON, D.C. – Gas masks may soon become as common on the railroad and in the bus garage as eye and hearing protections following the release of a study of diesel fumes by an environmental group.

The study estimated that emissions from old diesel engines cause more than 20,000 Americans a year to die sooner than they would have otherwise.

Not surprisingly, an industry group criticized the findings as outdated and misleading.

The metropolitan areas with the highest number of early deaths from diesel engines were New York, Los Angeles, and Chicago, according to the Boston-based Clean Air Task Force. The study included the surrounding suburbs, so New York's estimated total of 2,729 deaths included parts of New Jersey and Connecticut.

The states with the most deaths were New York with 2,332, California with 1,784, and Pennsylvania with 1,170, according to the group.

The group said it based its figures on the most recent government emissions data – from 1999 – and from public health studies of the effects of various types of air pollutants.

Conrad Schneider, co-author of the report, said regulations designed to make new diesel engines cleaner don't affect millions of older trucks, buses, railroad and construction engines.

"Those are great rules, they will hold new engines to

higher standards. ... In the meantime, we're stuck with a legacy of dirty diesel engines," said Schneider, advocacy director for the Clean Air Task Force, a coalition of regional and local groups.

The Environmental Protection Agency (EPA) last year required new diesel engines on trucks and buses to cut in half the amount of nitrogen oxides produced.

Since many older diesel engines can run for 30 years, more action is needed by federal, state, and local governments to retrofit existing diesel engines to run more cleanly, the group said.

Retrofits for a typical transit bus can cost about \$5,000 to \$7,000.

The head of a Washington-based industry group criticized the report's assumptions and conclusions.

"I think they have overstated the risk here using data that's six years old," said Allan Schaeffer, executive director of the Diesel Technology Forum.

Schaeffer said it takes eight modern tractor trailer engines to produce the same amount of pollution generated by one such engine made 12 years ago, and that diesel exhaust comprises just 4.4 percent of fine particle pollution.

Diesel pollution is blamed for contributing to asthma, respiratory diseases, and heart attacks. The study estimates the risk of health complications from diesel exhaust for people living in cities is three times higher than the risk for those in rural areas.

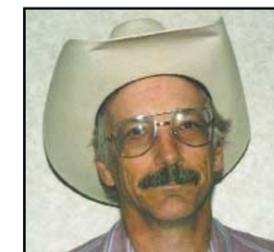
### Inside this issue of the UTU News:



UTU members thwart attempted baby snatching. See page 2.



Local 464's R.W. "Bob" Henderson pulls the pin. See page 2.



What does the UTU PAC do for you? See page 7.



Former UTU Vice President Don Miller dies. See page 8.