

The logo for UTU News features the letters 'UTU' in a stylized, bold font. The 'U' on the left is blue, the 'T' in the middle is red, and the 'U' on the right is blue. To the right of 'UTU' is the word 'News' in a large, black, sans-serif font. Below the logo, the website address 'www.utuia.org' is on the left and 'www.utu.org' is on the right.

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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"If employers bring employees and their unions into the process early to share in decision making affecting job security, training and safety, the employees can make the operation function more safely and more efficiently."

— International President Byron A. Boyd Jr.

News & Notes

MBCR members ratify

BOSTON, Mass. — Some 300 UTU-represented conductors and assistant conductors on the Massachusetts Bay Commuter Railroad (MBCR) have overwhelmingly ratified a new contract with their employer. MBCR began operating the commuter passenger railroad for the Massachusetts Bay Transportation Authority on July 1, 2003. Virtually all employees who formerly worked on the property got jobs with the new employer if they so desired, Amtrak General Chairperson Al Suozzo said. The new contract also includes substantial wage increases over the period July 1, 2003, to July 1, 2007, and an excellent health-care package, according to Vice President Pete Patsouras, who assisted in the negotiations. Patsouras commended Suozzo, Vice General Chairperson Roger Lenfest and Local 898 (Boston, Mass.) Chairperson Donald Wheaton for representing the membership in a professional manner.

2004 regional meetings

CLEVELAND — Below are the dates and locations for the 2004 UTU/UTUIA regional meetings. Each meeting lasts a full three days, with the president's banquet on the evening of the third day. Watch the *UTU News* and the UTU website for more complete details, including registration information:

June 21-23: Reno Hilton, Reno, Nev.

July 5-7: Boston Park Plaza Hotel, Boston, Mass.

Aug. 23-25: Des Moines Marriott Hotel, Des Moines, Iowa

UTU seeks military photos

CLEVELAND — *UTU News* is seeking photos of members, spouses and children currently in the military and stationed around the globe, including the United States. The photos will be used in the December issue of this publication. Photos should be of the individual in uniform and include full name, rank, identification as to whether the photo is of a member, spouse or child, and where they are stationed. The full name should appear on the back of each photo. We would prefer color photos, but black and white photos are acceptable. The photo must be clear and the face must be easily identifiable in the photo. *UTU News* staff will endeavor to return the photos if accompanied by a self-addressed, stamped envelope. Please be sure to secure the photo with cardboard so that it does not bend in the mail. Send photos to: UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250. Photos can also be scanned (200 dpi or higher, please) and e-mailed to utunews@utu.org.

UTU, carriers reach deal on health and welfare pact

UTU negotiators have reached a tentative agreement with most of the nation's railroads on a new health-care insurance plan that the union's medical consultant terms, "better than anything else out there."

Unlike the BMW-negotiated health-care agreement, the UTU plan does not give up future wage increases. Unlike the BRS-negotiated and TCU-arbitrated agreements, the UTU plan doesn't require retroactive payments to the carriers. And unlike the BRS and BMW agreements, the UTU plan doesn't give up the entire value of future COLAs.

Here is how the tentative agreement would improve existing health-care benefits:

- The Comprehensive Health Care Benefit (CHCB) will now cover one physical examination annually (including tests and immunizations) for employees and eligible dependents, with 100 percent of the costs covered up to \$150, and 75 percent coverage of costs exceeding \$150.
- CHCB will cover routine childhood immunizations, booster shots, infant PKU tests and

additional child speech therapy, subject to applicable deductibles.

- Managed Care (MMCP) eliminates co-pays for pregnancy care after the first physician visit, and no longer will require co-pays for allergy shots. It also adds coverage for infant PKU tests and additional child speech therapy.

The UTU prescription drug benefit will remain one of best available nationwide. For retail prescription drugs, the co-payment for generics will be \$5, and for brand-names, \$10. This compares with federal employees, who pay \$35 for brand-name prescriptions, and many in the private sector who have a prescription-drug deductible of \$150 before their prescription-drug benefit kicks in. For prescriptions by mail order, UTU members will save even more, paying \$10 for a 90-day supply of a generic drug and \$15 for a 90-day supply of brand-name medicine.

For those who do not think they need a more comprehensive health-care plan, the UTU is the

All covered UTU members urged to ratify deal

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Amtrak's Gunn is "optimistic"

WASHINGTON, D.C. — "There is no getting around the fact that Amtrak requires subsidies," its President David Gunn said last month, assessing America's national intercity rail passenger network.

In a National Press Club speech carried live by C-Span and National Public Radio, Gunn called Bush Administration proposals to "reform Amtrak" nothing more than "an exercise in problem avoidance. If you really want a national intercity rail passenger network, it needs a subsidy," Gunn said. "It would be irresponsible not to put our heads down and bring the system back to a state of good repair."

Amtrak, which carries 24 million passengers annually, serves 500 stations nationwide and operates 200 passenger trains daily, will require

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Three UTU men killed on the job

The dangers of railroad work were sadly evident last month with the news that three different UTU members had been killed on the job.

All three were killed by rolling railcars.

Jimmie L. Autry, a 53-year-old Union Pacific conductor and member of Local 1554 at Ogden, Utah, was fatally injured after he fell from a moving railcar at a carrier yard in Ogden. Both legs were severed.

Todd C. Mohler, 35, a Burlington Northern Santa Fe employee and member of Local 1241 at Richmond, Calif., was killed Sept. 24 when he was run over by a boxcar at the company's Calwa Yard in Fresno, Calif.

Canadian National (CN) switchman Kevin E. Workman, a 40-year-old member of UTU Local 691 in Kamloops, B.C., was killed Sept. 13 in a

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Around the UTU

News from around the U.S. and Canada

Local 577, Northlake, Ill.

Rain failed to dampen the spirits of this Union Pacific local (formerly C&NW), which held its annual family picnic last month, said Secretary **Kenneth J. Larson**. Thanks are due local officers, family members and designated legal counsel for their support. Meanwhile, recently retired former Legislative Representative **Stanley Burchette** was presented a UTU brass lantern by Local President **Robert Reppe Jr.** in recognition of his unwavering commitment to the union and for raising TPEL contributions significantly.

Local 607, Thayer, Mo.

BNSF employees, retirees and family members last month enjoyed the local's first family day, held in Mammoth Spring State Park, said Local Chairperson **Kyle Washam**. The day of fun, food and friendship likely will become an annual event. Washam and Local President **Hurschel Rolen** served a fried catfish lunch, while the park provided a rail museum, nature walk and a lake with paddle boats. Representing GO-001 were General Chairperson **Robert Kerley** and Assistant General Chairperson **Steve Green**.

Local 933, Jefferson City, Mo.

Union Pacific employees, their families and their guests enjoyed the annual Labor Day picnic held last month in Jefferson City, said State Legislative Director **Larry Foster**, who noted the event's success was due in large part to the efforts of Alternate Legislative Representative **Charlie Kramer**, Local President **Denny Menges**, **Kenny Menges** and Local 1823 (St. Louis, Mo.) Legislative Representative **Stan Adams**. A fish fry and barbecue, along with live music and educational seminars, were enjoyed by all.

Local 940, Wichita Falls, Tex.

This BNSF local recently posted a website that includes a variety of information and links to other sites, said Secretary/Treasurer **Harold W. Gilbreath**. View the website at utu940.tripod.com.

Local 1252, Fresno, Calif.

Upon learning of the tragic death of BNSF conductor **Todd Mohler** (L-1241, Richmond, Calif.) in a switching accident last month, members of this BNSF local set up a memorial fund to help his wife and three children, said Legislative Representative **Ken Abell** and retired member **D.L. Heffernan**. For information, contact the Santa Fe Federal Credit Union at (800) 972-6823, or send a fax to (559) 251-5995. Meanwhile, a picnic was held last month for active members, and the BNSF Fresno Site Safety Team was set to host a family day picnic Oct. 4 in Woodward Park.

Local 1344, Mandan, N.D.

The website run by this BNSF local has a new address, said Secretary/Treasurer **Paul Buehler**. For the latest developments from this local, go to www.paulsstainedglass.com/local1344.htm.

Local 1386, Parkersburg, W.Va.

Members of this CSXT local in December presented retired member **Buster Adkins** with a plaque recognizing his many years of service to the union. Adkins served as local president and local chairperson, and was a delegate at four conventions. Send him e-mail at b.m.adkins@worldnet.att.net.



Vice President and Director of the UTU Bus Department **Roy Arnold** (left) meets with mechanic **Luis M. Garcia** of Local 1715 in Charlotte, N.C., who is employed by Transit Management of Charlotte.

Bus department chief sees organizing ahead

For **Roy Arnold**, vice president and the director of the UTU Bus Department, payback is a pleasure.

An over-the-road bus operator for Texas, New Mexico & Oklahoma Coaches (TNM&O) and a member of Local 1697 in Lubbock, Tex., Arnold began his career in 1978 as a ticket and baggage clerk with the New Mexico Transportation Company. In 1992, Arnold received a kidney transplant and made a promise he's uniquely poised to fulfill.

"When I got a transplant," said Arnold, "my local made sure my family's bills were paid and we had food on the table. I vowed I'd pay them back by helping the union in any way I could."

After returning to work, he became vice chairperson in 1993, and general chairperson the following year. He served as local legislative representative, and in 1996 was elected to the Texas State Legislative Board.

In the 1990s, Arnold began organizing, bringing into the fold drivers for Janovic Reliable Transportation and playing a role in organizing ticket agents, baggage agents and custodians of the Amarillo Trailways Bus Center.

In 2000, Arnold helped organize van service operators employed by Alex's Transportation, who have their own committee in Local 1697. He also was instrumental in getting the TNM&O revenue clerks, accounting clerks and auditors to join the local. The following year, Arnold helped organize airport shuttle drivers and tour bus operators employed by Star Transit in Las Vegas.

Earlier this year, Arnold was elected chairperson of the Association of General Chairpersons, District 3, which includes general chairpersons from all UTU-represented bus and transit lines in the U.S. and Canada. Then, at the UTU's quadrennial convention, he was elected vice president and director of the UTU Bus Department. Due to the early retirement of Vice President **Percy Palmer**, the UTU Board of Directors took action to elevate Arnold effective Oct. 1, 2003.

"Under the leadership of International President **Byron A. Boyd Jr.**, organizing will be a priority," Arnold said. "No one person can do this job alone. You have to have a good team and good people around you. I believe in teamwork, and I believe we have the right people."

Local 1389, Russell, Ky.

Retired conductor **Hearl Daniels** wonders if any oth-

er UTU retiree has held every local union office, as he did when he was active. Daniels hired on as a brakeman in 1950 with the Chesapeake & Ohio (C&O), worked mostly in the C&O yards in Russell, Ky., and retired in 1989. He served two terms as local chairperson, two times as delegate, and held the offices of president, vice local chairperson, legislative representative, secretary and treasurer. Contact him at 2530 Cannonburg Rd., Catlettsburg, KY 41129.

Local 1501, Baton Rouge, La.

Following the lead set by Local 556 (Tacoma, Wash.), the members of this local recently decided to pay for first-year membership of new retirees in the *UTU for Life* program, said Local Chairperson and Secretary/Treasurer **M.E. Corzine Jr.** The local represents employees of the Illinois Central, Kansas City Southern and the Louisiana & Delta Railroad.

Local 1529, Walbridge, Ohio

This CSXT local expects more than 100 to attend its annual old-timers' party at 6 p.m. on Nov. 3 at the Knights of Columbus hall in Walbridge, said Secretary/Treasurer **Mike Obrock**. Active and retired members are invited, and food and beverages will be provided. Supporting the event are Designated Legal Counsels **Harrington, Thompson, Acker & Harrington, Ltd.**, and **Thomas C. Wood Jr.**

Local 1697, Lubbock, Tex.

With the elevation of **Roy Arnold** to vice president and director of the UTU Bus Department, **Marvin White** has been chosen by acclamation to serve as general chairperson for this local, which represents Texas, New Mexico & Oklahoma Coaches employees, as well as van operators employed by Alex's Transportation.

Local 1741, San Francisco, Calif.

The local is hosting informational breakfasts for its bus operators employed by the San Francisco Unified School District as a way of promoting unity, said Vice General Chairperson **Ange Belay**. The events allow long-time members to meet new members and share contract concerns. The current contract expires in July 2004.

Local 1778, N. Vancouver, B.C.

The autumn issue of *The Meeting Point*, published jointly by BC Rail employees in this local and in Local 1923 (Prince George, B.C.), is now available at the locals' shared website at www.utubc.com, said Secretary/Treasurer **David Moorhouse**. This issue includes articles about efforts to stop the sale of BC Rail, news from local and general chairs, a feature about the origins of Labour Day, local and general election information, a cautionary tale, the *Junk Yard Dog* feature, fiction by **Chris Conway**, and more.

Local 1882, Minneapolis, Minn.

Active and retired members of this Soo Line local forward best wishes to Local Chairperson (E) **John A. Brandt**, who is retiring in the wake of an injury suffered nearly a year ago, said General Chairperson **Dennis E. Baker** (GO-261). A general chairperson on the former Minneapolis, Northfield & Southern, Brandt became associate general chairperson of GO-859 after merger with the Soo Line and began holding a variety of offices with Local 1882 in 1976.

State Watch *News from UTU State Legislative Boards*

Kansas

A memorial service will be held Thur., Oct. 16, at 1 p.m., in honor of former State Legislative Director **Jack McGlothlin**, who passed away Aug. 10 in Florida.

The service will be held at the First United Methodist Church in Pittsburg, reported Legislative Director **Don Lindsey**.

McGlothlin began his railroading career as a fireman for the Kansas City Southern in 1941 and was later promoted to engineer. In 1962, he became director of the Brotherhood of Locomotive Firemen and Enginemen's Kansas Legislative Board and retained that position with the UTU. He represented both labor organizations at numerous national conferences and was active as a lobbyist in Topeka and Washington, D.C.

"He was one of the most influential men in my life as a union officer. His insight in representing our members at the state and federal level has proven invaluable to me," Lindsey said.

He was preceded in death by his wife Bonnalyn and is survived by his son Donald, daughter Jacki, four grandchildren and four great-grandchildren.

West Virginia

Following a petition submitted by the UTU legislative board here, the state's Public Service Commission has issued a ruling declaring that "shoving platforms" on trains perform the same function as cabooses and that the state's sanitary regulations regarding toilets on cabooses apply to "shoving platforms" as well.

According to Legislative Director **Mark Mewshaw**, CSX had welded shut the doors on cabooses aboard which trainmen were riding when a train was being shoved and that the company renamed the devices "shoving platforms."

Rebutting CSX's argument that shoving platforms were not covered by the state's sanitary regulations, the commission ruled that the platforms perform the same function as cabooses and that the railroad could not escape the commission's jurisdiction by modifying its cabooses and calling them shoving platforms.

"We have waited a long time for this ruling. I

Georgia



The members of UTU Local 535 at Macon, Ga., met recently "to renew their spirit of brotherhood and support for the UTU," reported Legislative Director **Danny Boyles**, who attended the meeting. Those in attendance also listened to guest speakers UTUIA Regional Representative **Keith Trout**, pictured in the bottom row at the far left; Alternate Vice President **Jerry Batton**, top row at far left, and **Boyles**, top row at far right. *Boyles said that everyone in attendance increased their pledges to TPEL, including new Diamond and Gold level memberships.*

would like to thank **Dan Elliott** of the UTU Legal Department for his time and hard work on this issue and the West Virginia Public Service Commission for their persistence in handling this matter," Mewshaw said.

New Jersey

The state legislative board met during the UTU regional meeting in Philadelphia in August and made recommendations for the New Jersey State Assembly and State Senate races in the upcoming fall elections, reported Legislative Director **Dan O'Connell**.

The recommendations were be mailed to all locals in the state in the month of September, but O'Connell said he wants all UTU members in New Jersey to be aware of the following important dates:

Oct. 6 is the last day to register to vote; Oct. 26 is the last day to apply for an absentee ballot by mail; Nov. 3 is the last day to apply for an absentee ballot in person; and, Nov. 4 is election day.

"With both houses of the legislature up for election, it's more important than ever for UTU

members to register to vote and to vote for UTU-recommended candidates. These people have supported UTU and its positions, so it's up to UTU members to support them now," O'Connell said.

He added that voter registration forms are available from the legislative board office, on the UTU website and at the county clerk's office.

Missouri

UTU Auxiliary members **Carol Menges** and **Debbie Hibdon** put together a presentation on the dangers of insect-borne diseases during UTU Local 933's annual fish fry and barbecue, after Hibdon's husband **Bill** became infected with tularemia, a tick-borne disease that can be fatal.

It is believed that Hibdon contracted the illness from a tick bite suffered while walking his train, according to Legislative Director **W. Larry Foster**.

The presentation included information on the prevention of the West Nile disease, Lyme disease, tularemia and other insect-borne diseases, recognizing the symptoms of these diseases, and removing imbedded ticks from the skin. With Foster's help, the women also produced a small informational card for railroaders on how to protect themselves from contracting these illnesses.

Those wishing to receive a copy of the information regarding insect-borne illnesses can contact Menges at (573) 635-6415 or through e-mail at krmenges@prodigy.net.



Missouri Legislative Director **W. Larry Foster** stands with UTU Auxiliary State Legislative Director **Carol Menges** and UTU Auxiliary member **Debbie Hibdon** in front of a display that the women used during their presentation on the dangers of insect-borne diseases at UTU Local 933's annual fish fry and barbecue.

Bus Department

By **Roy Arnold**, vice president-director

Can you hear me now?

Former Apple Computer CEO **Gilbert Amelio** observed that "Developing excellent communication skills is absolutely essential to effective leadership. The leader must be able to share knowledge and ideas to transmit a sense of urgency and enthusiasm to others. If a leader can't get a message across clearly and motivate others to act on it, then having a message doesn't even matter."

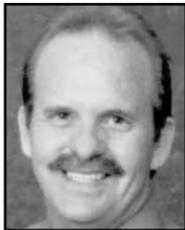
At UTU's ninth quadrennial convention in Anaheim in August, I promised to improve communication between the Bus Department and its locals. I firmly believe that members have a right to know and understand what is going on within their locals and at all levels of the UTU.

My local, 1697, has five divisions stretched across Texas, New Mexico and Colorado. It was quite an undertaking to get all of the vice chairpersons and myself together in order to conduct union business. We were innovative in creating opportunity for all members to participate in meetings and conduct business without extravagant spending.

It is vital for each local to manage its affairs without putting any member at a disadvantage. Members must be able to communicate with their leaders, and the leaders with their members. It is equally vital that every member endeavor to attend union meetings and have their voices heard. Union democracy cannot thrive – much less survive – unless members participate and have a meaningful voice.

My wife once said, "Roy, you don't walk on water and you can't read minds!" It was then I realized one must listen to members, because if I could not hear them, then they can't hear me.

How are your communication skills? Can your brothers and sisters hear you now? If not, then it is up to you to make it happen.



Yardmasters

By **Don Carver**, vice president

My heart-felt thanks to all UTU members

While writing a final article, my mind is awash with thoughts, emotions and memories. Words fail in their ability to convey all that needs to be expressed. The renowned Bob Hope theme song, "Thanks for the Memories," seems to be appropriate.

A heart-felt thank you to those officers and members who have been so unselfish in their giving of themselves to assist me during many difficult times and challenging situations through the years. Your assistance made it possible to achieve the enhancement of wages, benefits and working conditions for our membership, as well as to bring satisfactory resolution to countless disputes. Without your help our membership would not have received the maximum benefit for payment of their dues dollars.

As the move is made to another phase of life, we part with this gift to you:

An Irish Blessing

"May the road rise up to meet you,
May the wind be always at your back,
May the sun shine warm upon your face,
And the rain fall soft upon your fields.
And until we meet again,
may God hold you
in the palm of His hand."



Byron A. Boyd Jr., International President

Paul C. Thompson, Assistant President

Dan Johnson, General Secretary and Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

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Effective communication is a two-way street

Roy Arnold, UTU's newly elected Bus Department vice president, speaks a powerful truth on page 3 of this issue: "Members must be able to communicate with their leaders, and the leaders with their members."

The most effective means for two-way communication is union meetings. Too often, local officers have difficulty achieving a quorum for their meetings. Yes, job schedules interfere, as do adult classes, obligations of two-income families, activities of children and even yard and home-repair work.

Yet, for a union to be effective and represent its members' interests, union leaders must hear regularly from members.

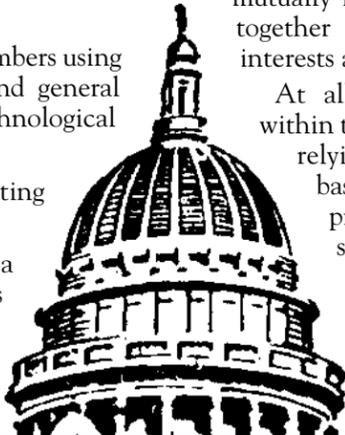
An increasing number of local and general committee officers are using newsletters and websites to provide members with timely information. Still, these leaders look for member feedback.

New technology could help. With an increasing number of members using cell phones, personal computers and carrying laptops, local and general committee officers may wish to investigate a variety of technological advances to link members electronically to meetings of the local.

Beyond e-mail, there are relatively inexpensive methods of creating conference calls and even video conferencing.

Being able to participate in a union meeting from home or a remote job location would eliminate many of the reasons members have for not being present at meetings of their local.

For sure, if you can't hear your leaders, your leaders can't hear you.



WASHINGTON WATCH

By James M. Brunkenhoefer

Presidential endorsement will come, in time

It appears our nation is constantly preparing for the next election. Presidential campaigns used to begin on the Labor Day before the November election. Now elections are covered from the moment a candidate declares, as if they were sporting events.



In our nation's capital, there already is discussion of who might run in 2012!

The fact is that trying to handicap a presidential election far in advance of the event is as much a science as choosing winners in a horse race.

It is simply foolish to predict which candidates might win well into the future, much less 13 months from now.

Nobody knows what the issues will be in the future, or what will be on voters' minds come election day – especially when our next Election Day is more than a year away.

In a democracy, voters have a right constantly to change their minds. A prime example is health care. Health care was a major issue in the 1992 elections. It helped elect Bill Clinton.

Just two years later, the same issue helped to defeat Democrats in an off-year congressional election, as well as in state and local races.

Every state wants to have an early presidential primary

Negotiation by design

By Byron A. Boyd Jr.
International President

UTU negotiators have had considerable success on behalf of members at the bargaining table. New agreements covering members employed in the airline, bus, commuter, rail and transit industries provide gains beyond those negotiated by other organizations.

This is no accident. It is the result of painstaking attention to detail, well-developed listening skills and calculated risk taking.

Our national negotiating teams, for example, ensure that those across the bargaining table fully understand UTU needs; and we strive to understand fully the needs of the other side.

We encourage risk taking by laying all our cards on the table and seeking similar action by the other side. When each of us understands the other's needs, we usually can get together. Make no mistake. There is a difference between what the carriers need and what they want.

The worst thing either party can do during negotiations is to obtain their objective and depart the table. Labor and management are mutually linked. When we work together as partners, all of our interests are better served.

At all levels of bargaining within the UTU, we have been relying more upon interest-based bargaining. It is a process whereby each side strives to provide the other side with what they need. The term, "interest-based bargaining," may be new to some, but it

is an old technique used for years by successful negotiators.

An example of successful interest-based bargaining is the introduction of new technology. The rail carriers made clear they needed new technology to serve customers more efficiently and compete against truckers more effectively. The UTU made clear that job protection, member safety and adequate training were something we needed in exchange.

Rather than lose jobs and have the technology crammed down our throat, we negotiated a win/win agreement. UTU members gained unprecedented job protection and a meaningful say at the local level in training and implementation of the new technology so as to assure safe operations.

Interest-based bargaining also was utilized to negotiate trip rates and a new health-care plan that beats everything out there.

The reality of labor relations is that only if employers are successful can employees be successful. If employers bring employees and their unions into the process early to share in decision making affecting job security, training and safety, the employees can make the operation function more safely and more efficiently.

As UTU Vice President Arty Martin observed recently, "Sometimes, the hoops seem too narrow or too high, but effort must be made because failure leads to third-party intervention that does not benefit either side."

Is the system perfect? No. Are there abuses and missteps? Yes. But the record speaks for itself. We are more successful for applying interest-based bargaining.



Boyd

NJT officers learning to serve members better

Two UTU vice presidents and UTU's New Jersey legislative director have put officers of Local 60 on NJ Transit through an intensive training program designed to deliver the most out of their agreements and set the stage for negotiating an even more effective wage, rules and benefit agreement in the next round.

"The motto of UTU international officers is, 'Your problem is my problem,' said Vice President Tony Iannone, who, with Vice President Roy Boling and State Legislative Director Dan O'Connell, are infusing a new way of doing business among the Local 60 leadership.

Local 60 officers who participated in the training sessions include General Chairperson Xavier Williams, Local President Barbara Fountain, Vice Local Chairpersons Eric Hahn, Gerald McAndrew, Donald Melhorn, David Rasmussen, Patrick Reilly and Eugene Ruocchio, and Field Supervisor Edward Carney.

"We met with National Mediation Board officials for mentoring in interest-based bargaining," Iannone said. "That is the process whereby the carrier and union sit down at the bargaining table with the objective of solving each side's problems rather than each party proposing an outcome that may not consider the objectives of the other.

"Interest-based bargaining has been shown to produce new agreements faster and with each side being more satisfied with the result," Iannone said.

"The training also included methods of more effectively administering agreements once they are signed to ensure members get the most out of their contracts," Boling said. Local 60 officers also were tutored in the UTU Constitution.

"We have a relatively new group of officers on NJ Transit and they are learning to do business for the benefit of each member," Boling said.

Iannone stressed that "education and involvement are the keys to being effective union officers able to extend democracy to members, all of whom become an important part of every negotiating process."

NJ Transit's negotiating team also took part in the interest-based bargaining training. "That was important because it will prove useful in what will be a difficult round of upcoming negotiations, given the budget woes of the State of New Jersey and the nation's economy," O'Connell said.

"The recent round of bargaining produced an agreement with meaningful wage increases, no rules givebacks and improved benefits, even though the state is suffering a multi-billion dollar shortfall," O'Connell said. "Negotiating with a public entity is quite different than negotiating with a privately owned railroad because it is easier to determine what dollars may be available on the table."

While at National Mediation Board headquarters in Washington, D.C., all the UTU officers from NJ Transit met with Sen. Frank Lautenberg (D-N.J.), a staunch supporter of federal mass transit funding and a long-time supporter of the UTU. "Sen. Lautenberg has had a most positive impact on UTU members and retirees, especially through his support of Railroad Retirement reform," O'Connell said.

"The new Secaucus Transfer station was named in the senator's honor in recognition of his efforts to increase mass transit funding. Sen. Lautenberg's efforts demonstrate why our union is, and must remain, politically active."

UTU reports progress in negotiations with LACMTA

LOS ANGELES – General Chairperson James A. Williams has informed members employed by the Los Angeles County Metropolitan Transportation Authority (MTA) that negotiations towards a new agreement are progressing satisfactorily and no strike action is planned.

A 10-day cooling-off period would have expired on Sunday, Sept. 28.

About 5,000 MTA bus and rail operators are represented by the UTU in Locals 1563, 1564, 1565, 1607 and 1608.

"As a result of intensive negotiations for nearly a month, I can report to you that we are making progress and have no reason to give notice to the MTA that we want to cancel the extension agreement," Williams said in a bulletin distributed to the affected MTA employees.

"Certainly we still have a ways to go. There are critical issues which must be resolved. But, it would serve no one – not this union, not the MTA, not the transit-dependent public – to have a work stoppage at this time.

"The process is working – maybe not as fast as we might wish, but it is working.

"We pledged to you that we would do everything possible to avert a work stoppage and we believe that can be accomplished.

"The members of this negotiating committee have been doing a great job and you can bet they will continue to do a great job until it is done.

Williams said he expected to reach a settlement "within the next five or six days."

"We are working long hours and progressing slowly, but we think we will get there soon," Williams said.

"We want to thank the UTU international for all the help they have given us," Williams said.

Williams said that, once a tentative agreement has been reached, a meeting will be held for all affected employees and that voting on the proposal will take place at the meeting.

Another court-ordered cooling off period involving the Amalgamated Transit Union, which represents MTA mechanics, is scheduled to expire Oct. 12.

UP to track early detection of outbreaks

OMAHA, Neb. – The University of Nebraska and the nation's largest railroad are developing a system to track worker absences that could lead to early detection of disease outbreaks, including a bioterrorist attack, according to the Associated Press.

"We want to find an outbreak of disease almost before it is happening," said Dr. Steven Hinrichs, head of the university's Center of Biosecurity.

A computer program could weed out common reasons for spikes in employee absences, such as workers getting their children off on the first day of school or taking off an extra Friday or Monday around a weekend, Hinrichs said.

Union Pacific Corp., based in Omaha, has used computers for years to track the availability of its train crews. It already knows to expect fewer workers at certain times, such as during deer hunting season, spokesman John Bromley said.

"It's a joke around the railroad, try to find train crews on opening day of deer season," Bromley said.

The railroad covers the western two-thirds of the country with at least 20,000 engineers and conductors constantly registering their availability for work, Bromley said.

Enough is known about trends on the railroad to detect unusual spikes in people staying home from work, Bromley said.

"Something different or wild would pop up right away," Bromley said. "If there as an episode of Asian flu or something we would see it almost immediately."

The university is seeking a federal grant to pursue development of the tracking system, which could be extended to other key industries, including airlines and electrical companies, Hinrichs said.

A researcher at the nonprofit Potomac Institute for Policy Studies in Washington, D.C., David Siegrist, said tracking employee absences to detect bioterrorism attacks is an interesting concept.

"I think behavioral indicators will be one of the first indications of illness," Siegrist said.

Detecting surges in doctor visits and pharmaceutical purchases also have been discussed, said Siegrist, who has consulted with the Department of Defense on early detection of disease outbreaks, including bioterrorism.

Hinrichs argues that visits to doctors and pharmacies would only happen after employees report they are too sick to go to work.

"How long are you sick before you go to an emergency room or the doctor?" Hinrichs said. "Those two or three days could be a very significant time."

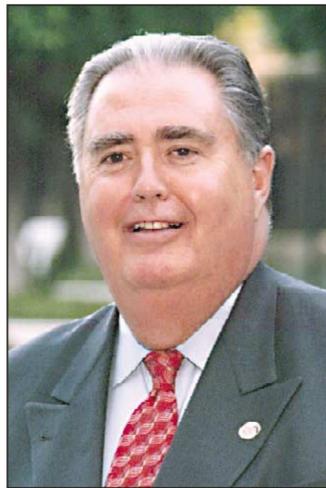
The university has asked the Department of Homeland Security for a grant to help it and Union Pacific make the idea a reality, Hinrichs said.

The grant could range from \$200,000 for a limited project to \$1 million for operating the program for two years, Hinrichs said.

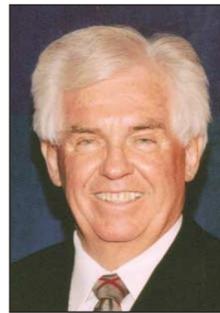
The university's medical center in Omaha is seeking greater influence in the fight against bioterrorism, including possible designation as a national bioterrorism laboratory, Hinrichs said.



Meet Your UTU International Officers



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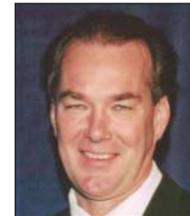


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Joe Szabo Sr. shed tears of joy when the Chicago Cubs recently clinched the National League Central Division. A Chicago Tribune photographer captured the emotion, which appeared on the publication's front page on Sept. 29. (Photo courtesy of the Chicago Tribune.)

Hope springs eternal for diehard Cubs fan

CHICAGO – It was 1945 when the Chicago Cubs last played in the World Series, and diehard fan Joe Szabo was serving with the U.S. Army overseas. Alas, World War II interfered with Szabo's seeing his beloved Cubs play for the world championship against the Detroit Tigers, who beat the Cubs in seven games.

Joe returned home, became a switchman with the Illinois Central Railroad, and for 15 years before retiring in 1988, was secretary/treasurer of UTU Local 1299 in Chicago. A son was born, also named Joe, who became UTU's Illinois state legislative director. And the decades-long winter continued for the Cubs, who last won the World Series in 1908. The Cubs won division or wild-card status in 1984, 1989 and 1998, but were eliminated by other National League clubs.

Still, Joe Szabo, often accompanied by his son, attended games at Wrigley Field, rooted for his beloved Cubbies and continued to hope.

On Sat., Sept. 28, the Cubs won the National League Central Division and a berth to the World Series playoffs, with Joe Szabo, 76, in the stands.

Overcome with joy, Joe Szabo put a handkerchief to his eye, a *Chicago Tribune* photographer captured the moment, and hundreds of thousands of Chicagoland readers awoke Sunday to see Joe Szabo's photo on the front page.

RRB's appeals procedure includes three-stage review

By V.M. "Butch" Speakman Jr.

Persons claiming railroad retirement, disability or survivor benefits under the Railroad Retirement Act, and who believe their claims have not been adjudicated correctly, have the right to appeal unfavorable determinations through a three-stage review and appeals process within the Railroad Retirement Board (RRB).

Persons dissatisfied with the initial decision on their claims have 60 days from the date of the initial denial notice to file a written statement requesting reconsideration from the board unit which denied their claims. In cases involving overpayments, requests for waiver of recovery of the overpayment must be filed within 60 days of the date of the overpayment notice.

If appellants disagree with the reconsideration or waiver decision on their claims, they have 60 days from the date of the reconsideration or waiver decision notice to file an appeal with the board's Bureau of Hearings and Appeals.

Finally, if not satisfied with the Bureau of Hearings and Appeals' decision, an appellant may further appeal to the three-member board 60

days from the date of the notice of the Bureau of Hearings and Appeals' decision.

Failure to request reconsideration or to file an appeal within the allocated time period will result in forfeiture of further appeal rights, unless there is good cause for the delay, such as serious illness or a death or serious illness in the appellant's immediate family.

Appellants who dispute the board's final decision may file a petition for review outside the board with a U.S. Court of Appeals. In cases involving retirement, disability or survivor claims, the petition must be filed within one year of the date of the three-member board's decision notice.

For more information about these appeals procedures, contact the nearest office of the Railroad Retirement Board. Most board offices are open to the public from 9 a.m. to 3:30 p.m., Monday through Friday, except federal holidays. You can find the addresses and phone numbers of board offices by calling the automated toll-free RRB Help-Line at (800) 808-0772, or by logging on to www.rrb.gov.

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



Speakman

Medicare negotiators eye "means testing"

WASHINGTON, D.C. – Congressional negotiators looking to reconcile a pair of Medicare measures are eyeing a proposal that would require higher-income seniors to pay a bigger Part B premium for outpatient and physicians' services as a way to slow the health-care program's costs.

Both the House- and Senate-passed measures would create prescription drug benefits for Medicare recipients, but neither piece of legislation contained "means testing" provisions linking income to the cost of Part B premiums.

But an internal GOP working document and

Republican officials also indicate negotiators will discuss whether to charge higher-income beneficiaries with large drug costs more than less well-heeled seniors, a provision that was included in the House measure.

Several aides speaking on condition of anonymity told the Associated Press that proposals to link Part B premiums to a beneficiary's income were in the early stages.

Despite policy differences, politics and personality clashes, negotiators at press time were still hoping to reconcile the measures by Oct. 17.

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	Bernheisel, Philip	Eustis, Fla.	386	Risely, Milton T.	Woolwich Township, N.J.	1122	O'Connor, Roy E.	Westerose, Alberta
2	Koback, Stanley L.	Oregon, Ohio	386	Waldron, Charles A.	Langhorne, Pa.	1202	Headlee, Charles R.	Ft. Wayne, Ind.
2	Nawrocki, Robert O.	Toledo, Ohio	421	Eovino, Samuel A.	Honolulu, Hawaii	1261	Chenault, Robert L.	Covington, Ky.
61	Esposito Jr., James J.	Berwyn, Pa.	440	Stone, Harold G.	Wash. Courthouse, Ohio	1313	Davis, Virgil C.	Amarillo, Texas
95	Miller, Frederick	Mechanicville, N.Y.	446	Taylor, Leonard A.	Boise, Idaho	1361	Pulver, Everett C.	Oneonta, N.Y.
145	Tackett, Roy L.	Hilliard, Ohio	477	Hale, Billy L.	Satanta, Kan.	1378	Booker Jr., Charles M.	Cape Charles, Va.
171	Vicich, Joseph R.	Ottawa, Ill.	525	Hollarn, Wilford J.	Grand Forks, N.D.	1381	Haberlin, Vern O.	Cedar Lake, Ind.
195	Pierce, John E.	Galesburg, Ill.	564	Atchley, James R.	Cleburne, Texas	1402	Shocklee, Raymond P.	Florissant, Mo.
202	Swafford, William G.	Pueblo, Col.	584	Bolline, Daniel C.	Royal Palm Beach, Fla.	1422	Myers, Ralph M.	Brea, Calif.
202	Thomas, Max L.	Littleton, Col.	783	McKinney, Custer E.	Salisbury, N.C.	1423	Wooldridge, Melvin G.	Galesburg, Ill.
206	Correll, Orlie M.	Peru, Ind.	783	Priddy, Theodore	Asheboro, N.C.	1433	Ford, Jerry J.	Carpentersville, Ill.
219	Johnson Jr., Everette W.	Center, Mo.	807	Holmstrom, Roy A.	Tucson, Ariz.	1433	Jevusiak, Roy A.	Forest Park, Ill.
221	Cook, Kenneth E.	Little Rock, Ark.	816	Trout, Donald E.	Newport, Pa.	1470	Gracey, Robert R.	Millsboro, Del.
240	Bailey, Quintus F.	West Covina, Calif.	832	Johnson, David E.	Superior, Wisc.	1477	Lear, William J.	Ellenton, Fla.
243	Smith, Hollis M.	Ft. Worth, Texas	835	Davis, Miles E.	Bakersfield, Calif.	1501	Deming Jr., Charles W.	Metaire, La.
247	Rutherford, Cecil W.	Ashtabula, Ohio	931	Ware, Sidney H.	Kings Mountain, N.C.	1524	Bird, Charles D.	Pasadena, Tex.
254	Healey, Eugene T.	Quincy, Mass.	950	Shutt, Charlie L.	Saltillo, Tenn.	1544	Carl, Charles E.	Fullerton, Calif.
265	Buck, John D.	Iona, Idaho	1033	Otwell, Roy D.	Temple, Ga.	1563	Jackson, Ruben	Los Angeles, Calif.
300	McClay, George J.	Newton Square, Pa.	1059	Serdahl, Ralph J.	Minot, N.D.	1614	Steiner, Walter U.	Minneapolis, Minn.
305	Kennelly, Elmer R.	Dakota Dunes, S.D.	1088	Harrison Jr., Clarence N.	Haughton, La.	1722	Dreisbach, Terry W.	Punta Gorda, Fla.
322	Zickau, Edwin	Fond du Lac, Wisc.	1106	Bell, Walter F.	Littleton, N.C.	1770	Asher, Rex	Escondido, Calif.
385	Dragone, Oreste L.	Yonkers, N.Y.				1872	McCoy, George R.	Ottawa, Ont.
						1929	Bagwill Jr., Robert M.	Belleville, Ill.
						1948	Graff, David R.	Oil City, Pa.

Voices: How do the seasons affect your job?



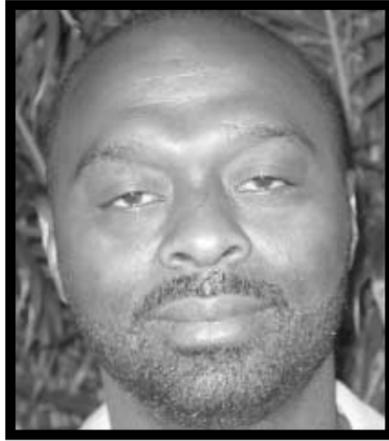
Dennis E. Baker
L-911, Minneapolis, Minn.

"I've got 41 years of experience, and I've been a full time general chairperson on the Soo Line since 1995. Before that, I was a conductor/trainman. From October through January, we have a grain rush. We're short of help, and they run lean and mean here. Summer is our down time. Ford closes for two weeks around the Fourth of July, so we're not as busy. During deer, pheasant and duck hunting seasons, guys try to take some vacation, so the ones left stay busy. In the winter here in the north country, you need more time to get to work, and you need more time to get the work done because it takes longer to walk to the switches."



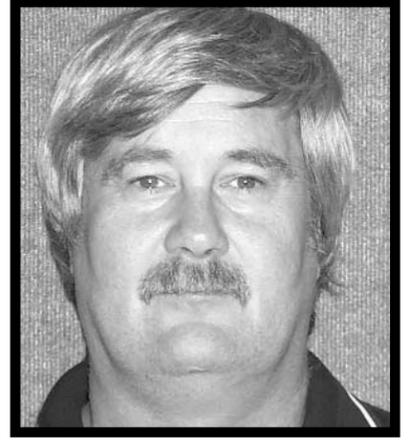
Jeffrey A. Greene
L-605, Grafton, W. Va.

"I'm an engineer working for CSXT, and I'll have 33 years of experience in January. The seasons make a big difference because most of the stuff we do is hauling coal for power plants. If it's a real hot month and people are running their air conditioning, or a bad winter and people are using electric heat, business is real good. The easiest time to work is probably in September. Around the July 4 holiday, everyone wants days off. Also, around Thanksgiving, it gets hard to find people to work because deer hunting season starts. In the winter, it takes about 20 minutes longer to get to work, and you've got to be prepared for snow."



Archie I. Mungin
L-1031, Savannah, Ga.

"I work for Norfolk Southern as a road conductor, and I've been a railroader for about 25 years. Business is pretty good in Savannah. We generally deal with the same type of freight cars, and we've got some nice weather year round. In the summer, we wear short sleeves and jeans, and in the winter we need a coat and a cap, and maybe thermal underwear. We don't really deal with snow, but the temperature might get down to 15 or 20 degrees. Business slacks off a bit in October, November or December. As far as manpower availability, June and July are our heavy months, and then at Thanksgiving and Christmas, people want time off."



Jay Schollmeyer
L-1637, Wishram, Wash.

"I'm a BNSF conductor, and it's coming up on 29 years that I've been doing rail work. We have a grain rush up here toward the end of the year, so we'll be real busy right through January. But from February through the rest of the spring, people get furloughed. We don't really have enough manpower. New people don't put up with it. We get a bit more business toward the summer, and vacations start, so some of the furloughs end. We get about 20 days where it's above 90 degrees, and we get the occasional snow, but on the west side of the Cascades, we're more likely to see rain, which makes for poor visibility."

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)					
Murray, John Robert	113	Winslow, Ariz.	Fapso, Christopher A.	322	Milwaukee, Wis.
Fetters, John M.	1117	Las Vegas, Nev.	Jewett, Philip R.	322	Milwaukee, Wis.
UTU Auxiliary Lodge	803	Jacksonville, Fla.	Jones, Mike J.	322	Milwaukee, Wis.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
Sampson, Dirk A.	117	Vancouver, Wash.	Markow, Larry M.	322	Milwaukee, Wis.
Guy III, Robert W.	234	Bloomington, Ill.	Hollis, Don L.	439	Tyler, Tex.
Seyer, Donald J.	947	Chaffee, Mo.	Riggins, Eric B.	577	Northlake, Ill.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Sooter, Samuel N.	113	Winslow, Ariz.	Bottoni, James L.	590	Portage, Wis.
Trotta, Peter B.	426	Spokane, Wash.	Erickson, Gregory A.	590	Portage, Wis.
Svedberg, Michael R.	556	Tacoma, Wash.	McKinney, Adam E.	590	Portage, Wis.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
McNaghten, Mark T.	426	Spokane, Wash.	Virgil, Terry	590	Portage, Wis.
Koenig, Mark A.	583	Fond du Lac, Wis.	Salmeron, Darran W.	756	San Antonio, Tex.
Lynch, Thomas C.	590	Portage, Wis.	Marlin, Samuel M.	783	Spencer, N.C.
GOLD CLUB (\$100 OR MORE PER YEAR)					
Doan, Stephen J.	6	Indianapolis, Ind.	Bradley, Jason	811	San Bernardino, Calif.
Beasley III, Randolph	60	Newark, N.J.	Brauner, Sean	811	San Bernardino, Calif.
Cowan, Kim L.	60	Newark, N.J.	Cruz, Greg J.	811	San Bernardino, Calif.
Mari, Mark M.	60	Newark, N.J.	Garcia, Nicholas J.	811	San Bernardino, Calif.
Martin, Kenneth L.	60	Newark, N.J.	Gonzalez Jr., Charles	811	San Bernardino, Calif.
Racine, Marie Doris	60	Newark, N.J.	Hill, Aubrey E.	811	San Bernardino, Calif.
Rhodes, Deedee Renay	60	Newark, N.J.	*Frost, James G.	891	Whitefish, Mont.
Smith, Gregory	60	Newark, N.J.	Robinson, J. David	942	Florence, S.C.
Howdsen, Michael E.	113	Winslow, Ariz.	Bradham Jr., Joseph A.	1031	Savannah, Ga.
Knight, Derek R.	113	Winslow, Ariz.	Pannell, Edward S.	1289	Tulsa, Okla.
Pischel, Shane M.	113	Winslow, Ariz.	Esposito, Thomas M.	1413	Jersey City, N.J.
Coenen, Jody R.	199	Creston, Iowa	Wojslaw, John M.	1529	Walbridge, Ohio
Wood, Donald L.	202	Denver, Colo.	*Brownawell, Gerald	1532	Kansas City, Kans.
Hagele, Brian J.	234	Bloomington, Ill.	Hicks, Anita	1584	Lancaster, Calif.
Seymer, Robert J.	312	Madison, Wis.	Hunter, Lambert	1584	Lancaster, Calif.
			White, Herbert Lee	1584	Lancaster, Calif.
			Pyper, Matt L.	1857	Green River, Wyo.
			UTU Auxiliary Lodge	70	Kansas City, Mo.
			UTU Auxiliary Lodge	846	Marion, Ohio

* = Retired Member



UTU prepares for regional meeting in Alaska

UTU Local 1626 President Jerry Valinske, off duty but still in his conductor's uniform, "celebrates" the official announcement that a UTU regional meeting will be held in Alaska in 2005. UTU represents all train and engine service employees on the Alaska Railroad, which will be providing attendees a special ride through Alaska's spectacular scenery. "We have a few different foods up here, including reindeer sausage," Valinske said, "but for conservative old-timers who still prefer the standard fare of the not-forgotten caboos, we also will have Spam and strong coffee on hand."

Members to vote

Continued from page 1

only organization that preserved a zero-cost basic option. This basic option will have a deductible of \$300 per individual (\$900 per family) for both in-network and out-of-network care, and the plan will cover 70 percent of in-network fees and 50 percent of out-of-network fees. The maximum annual out-of-pocket cost will be \$2,500 for an individual and \$5,000 for a family.

For those who wish to be added to their spouse's health-care insurance plan rather than be covered by their railroad employer, the UTU agreement provides they will receive a payment from the carrier of \$100 per month if they opt out of coverage.

Those in Managed Care will have no deductibles when visiting in-network physicians, which compares with an average deductible of \$275 for most other private-sector managed care plans. When MMCP participants go out of network – which is not permitted in many other managed care plans – their deductible is just \$200 (\$600 family), with the plan paying 75 percent of out-of-network fees. Co-pays will be \$15 for a doctor-office visit and \$30 for an emergency room visit.

One of the biggest pluses of MMCP and CHCB is that the maximum out-of-pocket cost in any year is \$1,500 for an individual and

The UTU agreement provides they will receive a payment from the carrier of \$100 per month if they opt out of coverage.

\$3,000 for a family. Most other private-sector plans have out-of-pocket maximums twice what UTU negotiated.

For the CHCB, there is a \$100 deductible for an individual (\$200 per family). The plan will pay 85 percent of doctor and hospital fees.

For those choosing MMCP or CHCB coverage, there will be a \$119-per-month cost sharing that lasts for just eight months, until July 1, 2004. After that, it is capped at \$100 per month. This contrasts with \$228 for federal employees and an average of \$177 for other private-sector employees – with federal and other private-sector plans imposing further increases in 2004.

Up to one half of the COLA effective July 1, 2005, Jan. 1, 2006, and Jan. 1, 2007, may be used for employee cost-sharing. At least half the COLA will be rolled into the wage rates on those dates. One other organization lost the entirety of its COLA and another organization will not have any COLAs rolled into wage rates.

Also, the third general wage increase in the 2002 National Agreement will be effective Dec. 1, 2004, instead of July 1, 2004. One organization permanently lost all wage increases.



Kenneth Moore honored by Democratic Party

Retired former UTU Bus Department Vice President Kenneth Moore, second from left, is presented with an award recognizing the Sun Lakes Democratic Club as the runner-up for the most outstanding Democratic club in the state of Arizona. Presenting the award is Gov. Janet Napolitano, while joining them are Democratic presidential candidate and Vermont Gov. Howard Dean, third from left, and Jim Pederson, chairman of the Arizona State Democratic Party. Moore, who moved to Arizona following his retirement as UTU vice president, serves as president of the club. Since relocating there, Moore became the speaker of the Arizona "Silver-haired" Legislature, senior citizen advisor to the state attorney general, vice president of the National Council of Senior Citizens and vice president of the Alliance for Retired Americans. Last year, he waged an unsuccessful bid for the state's 21st District seat in the Arizona House of Representatives.

Amtrak's Gunn

Continued from page 1

\$1.8 billion in federal funds annually to stay in business, Gunn said.

In the Senate, Patty Murray (D-Wash.) has led a difficult fight to boost Amtrak funding from a proposed \$900 million to almost \$1.5 billion (including forgiveness of a \$100-million federal loan). The Murray-influenced spending measure is awaiting action by the entire Senate.

In the House of Representatives, two other strong Amtrak supporters – Cong. Jack Quinn (R-N.Y.) and Cong. John Olver (D-Mass.) – have led a similar effort as Murray's to boost Amtrak spending for next year.

Although the Quinn/Olver effort was initially crushed by Cong. Ernest Istook (R-Okla.), who chairs the House Appropriations Committee, Quinn, Olver and other Amtrak supporters are confident they will have more success when the entire House votes on the matter of Amtrak spending.

"I am optimistic about the future of Amtrak," Gunn said. "Throughout this year we have not had to borrow." At this time last year, Amtrak faced missing its payroll. This was the first year

since 1995 that Amtrak didn't have to borrow money, Gunn said. Ridership is at a record – up almost eight percent – and this year's revenue is outpacing that of last year.

Costs are under control, he said. "We have begun to make progress on deferred maintenance and restoring Amtrak to a state of good repair." Amtrak also is moving toward a single color scheme for its entire fleet in an effort to end passenger confusion.

In trashing ideas to privatize Amtrak, Gunn said privatization requires profits and technically skilled human capital. Intercity rail passenger service never will be profitable and is not profitable anywhere in the world, he said.

There is "no vast pool" of skilled railroad employees outside the existing companies and no proven passenger train operators beyond Amtrak, local operators and freight railroads, Gunn said.

As for future high-speed rail passenger service, Gunn said it would have to be "incremental using conventional methods gradually to reach higher speeds. Even Japan didn't go from 80 mph to 150 mph in a big bang.

"They gradually improved speeds. It would be a big mistake to go full bore into super-high-speed operations," he said.

Three killed

Continued from page 1

worksite accident at the carrier's railyard there.

According to reports, Autry had just set a hand brake and was coming down the ladder on the side of the rail car when he reportedly slipped off. He fell beneath the wheels of the moving car, which severed his legs, one at the ankle, the other at the knee.

Autry reportedly survived long enough to call his family on a cellular phone. He was taken by helicopter to McKay-Dee Hospital, where he

passed away.

Autry was not wearing a remote control belt-pack; the car he was riding was not being pushed by a remotely controlled locomotive.

Autry left behind a wife, adult children and numerous grandchildren.

Mohler and two other employees reportedly were using a locomotive to build and dismantle trains.

He is survived by his wife and three children.

Workman was fatally injured while performing switching duties, according to the *Kamloops Daily News*.

Workman died after falling beneath some rail

cars that were being moved to a siding within the rail yard.

An unidentified employee told the newspaper that Workman's two co-workers were in contact with him during the process.

More cars were being added to the track Workman was on when they suddenly lost contact with him.

"They headed down the track to take a look and found him (on the tracks)," the employee told the *Kamloops Daily News*.

Workman, a CN employee for 19 years, is survived by his spouse, Adeline, and other family members.

Think UTU for your holiday shopping needs

It is not too early to start thinking about holiday gifts for the UTU members in your family.

The UTU offers its members a wide variety of UTU-logoed items such as jackets, polo shirts, sweatshirts, baseball caps, a variety of watches, men's and women's rings, craft caps, belt buckles, pocket knives, tote bags, briefcases, pen sets, playing cards, brass lanterns, sew-on patches and other items.

All items are union or American made. All prices include shipping and taxes. All UTU-logo items are available for viewing on the UTU web site at www.utu.org.

Wearing apparel and other items

Jacket choices include: the **Durango Jacket**, a black duck-cloth coat with lining; the **Stadium Jacket**, in navy and white with a zip-off hood; the **Herringbone Jacket**, a lightweight jacket featuring a nice tan herringbone design; the **Fleece Jacket**, in a rich navy-blue fleece with a zippered front, and the **Weekender Jacket**, in either a Spring or Fall weight.

The UTU's selection of shirts includes the popular polo-style shirts in your choice of white or blue with pocket; the "**Spencer**" polo-style shirts in light green and tan, and the "**Fairview**," which is a gray microweave pullover wind-shirt perfect for golf or other activities.



Fleece Jacket

New is a polo-style shirt for ladies, called the "**Raleigh**," in a royal blue with a fashionable design on the collar and sleeves.

A zippered-front **hooded sweatshirt** and **crew-neck sweatshirt** also are available, both featuring the UTU logo.

A variety of caps are available from the UTU, including **baseball-style caps** embroidered with either "UTU and Proud" or "UTU Retired and Proud;" a baseball-style cap embroidered "Bus Operations;" and corduroy baseball caps in black or navy blue.



Weekender spring jacket

Also great for gift-giving are the **UTU Craft Caps**. A variety of different crafts are offered, each with the UTU logo. Please contact the UTU Supply Department at the address below for a list of available crafts.

The UTU also offers embroidered **stocking caps** and nice-looking **tan visors**.

New this year are **UTU stadium blankets**, in royal blue with a white embroidered logo. The cost is only \$17.

Also available are **soft-sided briefcases with pockets**; a **solid-brass belt buckle**; **pocket knives**; a **brass lantern** available with **blue, clear, red or yellow glass globes**; a **three-foot by five-foot UTU flag**; a **royal-blue canvas barrel bag**; an **oversized tote bag**; a **money clip with nail file and knife**; a **pen and pencil set**, and a selection of **sew-on patches**.



Raleigh ladies' shirt

An apparel and novelty item price list and order form also are available on the UTU website or by writing the UTU Supply Dept., 14600 Detroit Ave., Cleveland, OH 44107.



Watches, rings

In a time-honored tradition, the significant moments that come but once in a lifetime now can be marked forever with a fine timepiece or ring custom-designed especially for UTU members.

American Time Watches are union made in Rochester, N.Y., by members of the International Association of Machinists Local 1868.



Gold, silver or clipper-style American Time watches, above, or medallion-style watches, below, are union made.

The union's new logo is

reproduced with the finest color detail on three different American Time watches: 1. An 18-kt. gold plated case with black dial and gold imprint; 2. A silver tone, nickel plated case with blue dial and silver imprint, or, 3. A chrome plated clipper with white dial and red and blue imprint. All dials have unique gothic numbers as hour markers to make reading the time easier.

The gold or silver wristwatches are available for \$75 each. The clipper watch is also \$75.

The union's standard oval logo also has been elegantly captured with proof-coin brilliance in a 14-kt. gold-filled medallion dial wristwatch, or as a gold-plated, two-tone, acid-etched dial pocket watch. The medallion watches are \$100 each, while the pocketwatches are \$82.50 each.



All wristwatches are available in both men's and ladies' styles and can be fitted with a U.S.-made Speidel expansion band (as shown) or U.S.-made black leather strap. The clipper and pocket watch come complete as shown.

Crafted with union quality and durability, American Time builds each wristwatch using a Swiss quartz precision movement, mar-resistant mineral crystal and a case that is water resistant to three atmospheres. Reliability is guaranteed, with a two-year limited warranty against material defect and workmanship. Every watch carries the union label.

These watches are perfect for any holiday or recognition occasion, and come shipped in a presentation-quality gift box. Shipping/handling/insurance is \$6.95 each. (Canadian customers add \$10 to shipping costs.)

All sales are in U.S. dollars and must be indicated on check or credit card (Canadian customers). New York State tax (8.25%) applies to all residents.

Purchasers can also add a personal touch: engraving a message on the case back will make this gift a one-of-a-kind treasure, sure to become a family keepsake. Price is \$10 for up to three lines of engraving, 15 characters per line).

Order your watch today by calling (800) 272-5120, or send a check, made payable to American Time, to American Time Mfg. Ltd., Attn: UTU watch, 1600 N. Clinton Ave., Rochester, NY 14621.

UTU members proud of their union affiliation can order a beautiful **UTU ring** that grandly displays the union's logo and highlights the union's creed, "Progress Through Unity." The ring features the wearer's smooth-top or facet-cut birthstone circled with the words "United Transportation Union."

The 10-kt. gold ring is available in both a man's and woman's style for \$475 from the Shamrock Company. For more information, call the Shamrock Company toll free at (800) 255-9703, Ext. 177.



UTU moneyclip



This month's winning photo:

This month's winning photograph was taken by **Trevor Logan**, a member of Local 1558 at Bergenfield, N.J. Logan's photo is of a new MCI D4000 motor-coach, operated by Coach USA/Rockland Coaches, at the foot of the George Washington Bridge in the Washington Heights section of Manhattan.

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.



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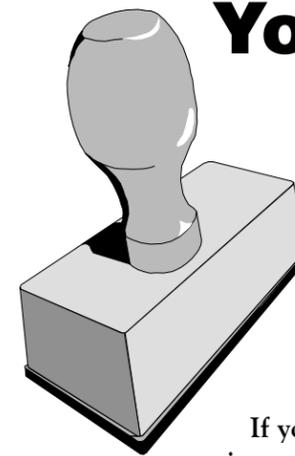


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