



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“While there is a lower class, I am in it; while there is a criminal element, I am of it; and while there is a soul in prison, I am not free.” – *Rail labor unionist Eugene V. Debs*

News & Notes

Time books, calendars due

CLEVELAND, Ohio – The 2002 edition of the UTU’s time books are now available. The books, one for railroad members, a second for bus and transit workers, are great for keeping track of time worked, runs completed, money earned and taxes withheld. Time books are being sent via UPS to all local secretaries and treasurers so they can be distributed to individual members at upcoming local meetings and at crew change points. Contact your local secretary or treasurer if you do not receive your copy. Additionally, the 2002 edition of the UTU calendar is being mailed to all current members of the UTU Retiree Program.

UTU supports winners

WASHINGTON, D.C. – In New Jersey and Virginia, the only two states holding gubernatorial elections last month, the candidates endorsed by the UTU’s state legislative boards were victorious. Democrats James E. McGreevey of New Jersey and Mark R. Warner of Virginia have both brought an end to eight years of Republican rule in their home states. New Jersey State Legislative Director Daniel O’Connell and Virginia State Legislative Director Richard Jeskey thanked members there for their support.

Meeting date changed

CLEVELAND, Ohio – The date of the 2002 UTU/UTUIA Regional Meeting scheduled for New Orleans, La., has been changed. The meeting now will be held Wednesday, August 14, through Saturday, August 17, 2002, at The Fairmont Hotel. Other 2002 Regional Meeting dates remain unchanged: June 9-12 at the Reno Hilton, Reno, Nev., and July 28-31 at the Hyatt Regency in Washington, D.C.

The UTU quadrennial convention dates also remain unchanged: Monday, August 18, to Friday, August 22, 2003, at the Fontainebleau Hilton in Miami Beach, Fla. (*The date printed in the November 2001 UTU News inadvertently listed the incorrect year.*)

**FOR THE LATEST NEWS
ON UNIFICATION,
NEGOTIATIONS
AND RAIL RETIREMENT,
SEE THE UTU WEBSITE:
WWW.UTU.ORG**

Members approve merger with BLE

CLEVELAND, Ohio – United Transportation Union (UTU) members have voted by an almost six-to-one majority to approve a merger with the Brotherhood of Locomotive Engineers (BLE).

Meanwhile, the BLE is in the process of voting a second time on whether to merge with the UTU.

The BLE votes were to be counted Dec. 10 and the most up-to-date information on that balloting may be found at the UTU website at <www.utu.org>. If BLE members approve the merger, it would take place Jan. 1, 2002.

The UTU vote was certified Oct. 29 by the American Arbitration Association (AAA), which counted the ballots. Although the final date for receipt of ballots was Sept. 17, the final count of UTU ballots was delayed by a court action brought by three BLE officers, challenging the process by which the BLE polled its own members. The lawsuit was subsequently withdrawn and the BLE sent new ballots to its members, which will be counted by the AAA on Dec. 10. There was no legal challenge to the UTU voting procedures.

The UTU ballot count was 23,368 in favor and

4,146 opposed. A UTU-BLE merger would create a 185,000-member United Transportation Union-Brotherhood of Locomotive Engineers, which would be the bargaining agent for all unionized rail operating employees in the United States and Canada, U.S. yardmasters, Canadian rail traffic controllers and thousands of other railroad, bus, air and mass transit workers in both countries. It would be the largest combined rail, bus and air union in North America, with a goal of protecting and advancing each of the historic autonomous crafts.

“This vote proves that the UTU rank-and-file overwhelmingly supports this merger,” UTU International President Byron A. Boyd, Jr., said. “This merger is about unity and job protection. A merged UTU-BLE will strengthen the bargaining positions of both unions and prevent the carriers from driving a wedge between operating employees that leads to a race for the bottom. Most importantly, the new union would vastly enhance our power and influence at the bargaining table, in state legislatures and provincial parliaments, and in the halls of national legislatures in Washington, D.C., and Ottawa,” Boyd said.

Continued on page 10

Boyd: “Fire most Amtrak bosses”

CLEVELAND, Ohio – If Amtrak is to survive and fulfill its intended mission as a national intercity rail-passenger network, then a new management team with greater vision, initiative and ability must be in place, UTU International President Byron A. Boyd, Jr., said.

In an opinion article shared with major newspaper editors across the nation, Boyd said of Amtrak’s current management team, “There is no vision at the top, no plan to translate increased passenger demand into more congressional support, no fire-in-the-belly desire to keep Amtrak operating on time and efficiently, and no understanding of how to operate a user-friendly system.”

Boyd’s comments came following a six-to-five vote by the congressionally created Amtrak Reform Council (ARC) that called for Amtrak

Continued on page 10

Big Sky Airlines’ membership up

BILLINGS, Mont. – While the airline industry has suffered severe losses as a result of the September terrorist attacks on the United States and the receding U.S. economy, United Transportation Union membership at Big Sky Airlines has tripled since the pilots there joined the UTU in 1998.

After the Big Sky Pilots Association opted to merge with the UTU that year, union membership has grown from approximately 35 pilots to slightly more than 100 pilots and dispatchers.

Pilot Ed Sand, vice local chairperson of UTU Local 15 at Billings, Mont., said the airline’s fleet has grown from four aircraft when he joined Big Sky about three and a half years ago to 16 aircraft today.

Growing along with the airlines fleet and personnel has been the number of destinations now

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 84, Los Angeles, Cal.

Members changed their bylaws to hold meetings on the third Monday of the month except in December, when they will be on the second Monday of the month, unless otherwise posted, said Secretary and Treasurer **Richard Albitre**. On odd months, the meeting will be held at 6 p.m. at Philippe's, 1001 North Alameda Street, Los Angeles, and on even months, the meetings will be held at 10:30 a.m. at the Ramada Inn, 2900 North San Fernando Blvd., in Burbank.

Local 196, Beardstown, Ill.

Representatives from the U.S. Railroad Retirement Board (RRB) will be on hand to explain the agency's programs and the pending reform legislation when members meet on December 7. For more information, contact RRB representative **James L. McFadden** at (217) 423-9747 or at decatur@rrb.gov.

Local 200, North Platte, Neb.

Trainmen's Local Chairperson **John Charbonneau** is alerting all men between the ages of 45 and 50 to the importance of a getting a prostate specific antigen (PSA) test to aid in the early detection of prostate cancer. Because symptoms may be ignored or simply may not be present, Charbonneau, along with **Mike Worthen** of Local 1117, Las Vegas, Nev., who both underwent radical surgery for the disease, are urging all male UTU members at risk to take action now. They note a PSA level of 0-4 is normal, higher scores should be considered suspicious, and a range of treatments are available depending on the stage of the disease.

Local 221, N. Little Rock, Ark.

Congratulations go to **Justin Stricklin**, son of Union Pacific employee **Richard H. Stricklin** and his wife **Kim**, for attaining the rank of Eagle, the highest rank in the Boy Scouts, after earning 39 merit badges and helping to build a playground at his church as his service project.

Local 338, Chattanooga, Tenn.

Greg Chambers was appointed vice local chairperson at the local's October meeting. Meanwhile, members are mourning the recent death of **Solomon Thomas, Jr.**, and sending best wishes to recent retirees **Jim McKenzie** and **Rodney Mullins**.

Local 375, Edgemont, S.D.

This year's Christmas dinner will be held December 13 at the Seven Sisters Steak House in Hot Springs, Local President **Robert D. Rizzo** said, and sponsored by UTU Designated Legal Counsel **Ron Barczak**. A response to the reservation forms sent to members is requested. For information, contact Rizzo, **Peg Semler** or **Tim Archambeau** at (404) 404-0404.

Local 473, La Grande, Ore.

Six members who have retired or will soon retire will be honored at a special party at 6:30 p.m. on December 11 at the local's headquarters on Adams Avenue in La Grande, said Secretary and Treasurer **Larry J. Romine**. Among those being feted are Local President **Steve Cuellar** (who will preside at his last meeting a day later), Local Chairperson (E) **Ben Davison**, and Vice Local Chairperson (T) **Darwin Gorell**. Attending will be International Vice President **Arthur Martin III** and recently retired General Chairperson **Lavon Nelson**.

Safety panel leader paves way for Santa

When Santa Claus comes to town, it's Local Chairperson **Bruce A. King**'s job to make sure that safety tops the bag of gifts.

King, a member of Local 1162 in Erwin, Tenn., and a CSX employee with 35 years of experience, works year-round with the safety committee that draws duty for the annual "Santa Special" that brings gifts and joy to remote areas of Kentucky, Virginia and Tennessee.

As one of the committee's leaders for the past 12 years, his job is to establish teams to oversee Santa's 110-mile run.

In its 59th year, the journey this year launched the holiday season on Saturday, November 17. Starting in Shelby, Ky., with stops in Marrowbone and Elkhorn, Ky., and the Virginia communities of Haysi, Fremont, Dante, St. Paul, Dungannon, Fort Blackmore, Speers Ferry, Kermit and Waycross, the trip ended in Kingsport, Tenn., where Santa was the guest of honor in an annual parade. Along the way, the crew distributed more than 15 tons of donated gifts.

Though many volunteer, the crew assignment is doled out by seniority, and as *UTU News* reached deadline, assignments had not yet been determined.

"Traditionally, we've had a BLE engineer," King said, "but my son, a UTU member, may be the engineer this year."

In the past, gifts were tossed from the moving train as it rolled through the various communities. "For safety purposes, we're changing our operation and making 14 stops to distribute the gifts," King said. "But we've never had any serious injuries in the 59 years the run has been made."

King helps set up four safety teams, with the plan to have a team in place everywhere the train stops to keep people away from the dangers around a train. "We notify all the 911 services along the way so we can provide the safest service possible," King said.

Brother King doesn't ride the train and admits there are stresses involved in the planning, "but it's very rewarding," he said.

Local 807, Tucson, Ariz.

Besides holding a blood drive arranged by Secretary **Dan Hicks**, members have made arrangements for those in the area to receive flu and pneumonia vaccines, with a clinic being held Saturday and Sunday, December 1 and 2, from 9 a.m. to 5 p.m. at Carpenter's Hall, 606 S. Plumer Ave., in Tucson, said Alternate Legislative Representative **Jim Turnbeaugh**. The shots, arranged by Hicks, **Harvey Breen** and Turnbeaugh, cost \$15.

Local 1138, Miami, Fla.

Conductor **Noreen Edwards** recently lost her husband to leukemia, and according to Delegate, Legislative Representative and State Legislative Director **Carl Cochran**, she and her two young sons need help. Donations may be made payable to Noreen Edwards at 7935 N.W. 173 St., Hialeah, FL 33015.

Local 1374, New Castle, Pa.

A spaghetti dinner, put together by Local Chairperson **Sam Marino** and the B&O General Committee (GO-49) to raise money for the Red Cross and the CSXT Employee Disaster Relief Fund, drew more than 900 in late October and raised more than \$5,565, which will be matched by the carrier. Those attending included International Vice President **Tony Iannone**, UTU Pennsylvania State Legislative Director **Don W. Dunlevy**, UTU Auxiliary President **Edythe M. Walter**, and Alternate Assistant to the President-Yardmasters **J.R. Cumby**. Marino, who is also the local secretary and treasurer, a delegate and a UTU organizer, offered gratitude to UTU Designated Legal Counsel **William M. McVay**, **Marvin Barish**, **Chattman**, **Gaines & Stern**, and **Albertini & Darby** for making the dinner possible.

Local 1375, Philadelphia, Pa.

The local's sixth annual holiday celebration will be held Saturday, December 22, at 7:30 p.m. at the Gladwyne VFW Hall (west on I-76 to Gladwyne exit, turn right under the bridge, then left to the end of the road), according to Local Chairperson and Secretary and Treasurer **Eric Feld**, who said active and retired members in the New Jersey, Pennsylvania and Delaware area are invited. The event will be sponsored by Designated Legal Counsel **Coffey and Kaye**.

Local 1438, Lincoln Park, Mich.

Members are mourning the recent death of **Tony Rojas**, said Local President **Dennis J. Kernan**. Meanwhile, the annual Christmas party was held November 26 and sponsored by Designated Legal Counsel **Harrington, Thompson, Acker & Harrington, Ltd.**

Local 1594, Upper Darby, Pa.

After denying there was a problem, SEPTA recently purchased two new buses, with eight more to arrive soon, said President and Local Chairperson **Ron Koran**, who noted the turnaround occurred after a local newspaper printed the facts presented by Delegate **Tom Bisignani** about the deteriorating and unsafe vehicles.

Local 1697, Lubbock, Tex.

Members driving for Texas, New Mexico & Oklahoma Coaches, concerned about safety, were recently told if they block off their seats from passengers, they will get time off with no pay, said General Chairperson **Roy Arnold**, who noted they have no cell phones, safety shields or security in their terminals. Ironically, the company is a subsidiary of Greyhound, which recently suffered several attacks involving deaths and injuries and responded by putting safety measures into effect for Greyhound operators.

Local 1715, Charlotte, N.C.

Local President **James Shannon** was recently presented with a plaque recognizing him as the Statesville Avenue Presbyterian Church Man of the Year.

Local 1933, Washington, D.C.

Members have donated \$500 to the Survivors' Fund of the Community Foundation for the National Capital Region, said Delegate and District of Columbia Legislative Director **Steve Fritter**. The money will be used to support the needs of those in the area affected by the September 11 tragedy.

State Watch

News from UTU State Legislative Boards

Alabama

State Legislative Director **Ron Clements** reported that UTU Local 622 at Birmingham, Ala., will be holding its annual "Jimmy Lee Dorough" Christmas dinner on Monday, December 10 at 6 p.m. at the Irondale Café in Irondale, Ala.

Anyone interested in attending the dinner should call Clements' office at (334) 264-8758 so that the proper arrangements can be made.

Representatives from the Railroad Retirement Board, the Federal Railroad Administration, United HealthCare and the UTU Membership Services Department also will be present to answer questions regarding health insurance coverage, pensions and other matters.

The annual dinner is named in honor of Dorough, "a dedicated and loyal member who rarely missed a meeting and demanded that the meetings be held in a proper manner, without exception," Clements said.

North Carolina

The North Carolina Department of Transportation has formed a new Rail Advisory Council to promote and preserve the railroads operating in the state and UTU Legislative Director **Richard H. Westbrook** has been appointed to serve on the council.

Westbrook, who is the only member of the council to come from the ranks of rail labor, was appointed by Gov. Michael F. Easley.

Others appointed to the council include CSX Resident Vice President Lyman Cooper and Norfolk Southern Resident Vice President Durwood Laughinghouse.

The council, which will be chaired by Chief Deputy Secretary of Transportation Gene Conti, will hold its first meeting sometime later this fall.

Arizona

Members of the Arizona Legislative Board met in Phoenix on November 13 to familiarize themselves with a new internet/intranet company retained by the state AFL-CIO that provides "secure" intranet communications for unions and their members.

Legislative Director **Scott Olson** said the new

system will enable the board to send e-mail and "instant messages" to officers and members at any location in the United States, including those on trains in the middle of the desert, where no cell phone service is available. Members will also be able to get emergency messages from their families at any time and will be able to respond via e-mail pagers.

"This is a step up into the twentieth century that moves us light years ahead of where we are today," Olson said. All of the secure technology will come at a cost equal to or less than most normal rates for other internet service providers, Olson added.

Illinois

Legislative Director **Joseph C. Szabo** was among a select group of rail activists invited by Sen. Richard J. Durbin (D-Ill.) to appear with him at an October 28 news conference calling for increased congressional funding for Amtrak passenger and property security.

S. 1550 would provide Amtrak with \$1.3 billion in supplemental funding which would be used to update the underwater tunnels that carry



Durbin

Amtrak and commuter trains into New York's Pennsylvania Station and to hire an additional 300-plus police officers nationwide to help make sure firearms and explosives are not brought aboard trains or into stations.

"Sen. Durbin understands the security situation completely," Szabo said. "It was clear from what he said during the meeting that his railroad background has given him a thorough grasp of just what it takes to secure the perimeter of a railroad yard, as well as keep a railroad station under surveillance so that a would-be terrorist does not endanger a train, its passengers or its crew. The senator, his two brothers, and both his parents worked for the old New York Central system in East St. Louis. I don't think we've ever had a member of the U.S. Senate with his depth of understanding and experience in the industry."

Although the news conference was called

largely to address the post-September 11 security situation, Szabo said Sen. Durbin also held a private meeting with rail activists focusing on passing the High Speed Rail Investment Act, known in the Senate as S. 250.

"The senator asked all of us to redouble our efforts to contact legislators and ask them to support and move this vital legislation," Szabo said.

Oregon

State Legislative Director **Delmer Hanson** of Local 473 at LaGrande and Assistant Legislative Director **Greg Boam** of Local 471 at Eugene have been selected by the Union Pacific Railroad to serve as Olympic torch bearers for the upcoming 2002 Winter Games in Salt Lake City, Utah.

Although the exact time and location at which the two will bear the torch is not yet known, Hanson will carry the torch bearing the Olympic flame on January 25 somewhere in or near Boise, Idaho, while Boam will bear the torch on January 22 in Eugene.

"We are both very honored and proud to be chosen," Boam said.

In other news, Hanson thanked all of the legislative representatives and UTU members for their hard work generating phone calls and contacting their congressional representatives in support of the Railroad Retirement legislation.

"This past year, I have had the opportunity to attend meetings with each local and become familiar with the needs of our membership. With input from the legislative representatives and the help of the Oregon DOT, we were able to address many of the problem areas around the state and improve our working conditions," Hanson added.

He also called on UTU members to maintain their level of involvement in the political process.

"A new election cycle is beginning. We will have many exciting races here in Oregon, including the election of a new governor. Please continue to stay politically informed and active. Remember that your TPEL contributions are a tax credit in the state of Oregon. If you are married and file jointly, your tax credit is \$100. Filing single, you get a \$50 credit. Many thanks to all of you for your involvement and support."

Bus Department

By **Bernie McNelis**

Unionists need to look to future

Where are we as a union, and unionists in general, headed in the future?

The UTU cannot sit still and let things go on as usual. The UTU needs to continue to be progressive and to grow, and not just with the (hopefully) UTU-BLE merger.

We need to expand our union by organizing transportation companies or those who perform work within the transportation industry.

We need to grow, not just for the sake of the UTU, but to help those in the transportation industry who need the help of organized labor.

We may not be able to help everyone in the transportation industry for a number of reasons, but we hope that any group of employees needing the help of a union will look first to the UTU.

The UTU needs to remain open and available to its members and those looking to become members. As we all know, the UTU stands out because of its reputation for being there for its members, whether at the local level or International level.

We must continue to be a democratic union and to continue to provide the representation when needed for members, now and in the future. Those are the two main reasons most employees seeking representation come to the UTU.

Many prospective groups looking for help look to the UTU website. The website is an invaluable tool for communications and education for current and prospective new members.

My family and I wish all our members, families and friends a very happy holiday season and a prosperous new year.



Yardmasters

By **Don Carver**

Our tribulations make us stronger

The year 2001 has proven the adage "for every action, a reaction" to be true.

Acts brought against our nation, intended to fragment and demoralize, have been met with the opposite reaction. Our nation, including our membership, has been united as never before. God, family and country are given a higher priority than in decades. Old Glory is flying higher. Families and communities have been drawn closer, with a greater concern for others.

The UTU membership and its families have rallied with an outpouring of dedicated service to ease the misery of our citizens who have suffered tremendous grief and loss as a result of attacks on our nation.

The year 2001 has been a year of challenges for the Yardmaster Department. We have had successes with unresolved disputes in the process of resolution.

Unity within the department, hard work and support of the committees have been the motivating forces that have brought positive results.

Many of you have given the second-mile effort, and for that, Jim Cumby and I offer you a heartfelt "Thank You."

Success is measured by continual progress in reaching goals. The unresolved issues and challenges comprise our work list for the new year.

Jim and Linda, Cara, Dianna and I wish you and your families a happy and blessed holiday season.



Update on national negotiations

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

This round of wage, rules and benefits bargaining with the railroads already is three years old and is certain to stretch into 2002.

Because railroad labor contracts don't expire under the law, existing contracts remain in force until revisions are ratified by the membership, imposed through binding arbitration or forced upon us by Congress. As in previous years, most of the carriers are coordinating their bargaining under the umbrella of the National Carriers' Conference Committee, which bargains with about 13 labor organizations, including the UTU.

Although the UTU is farther along the path toward a negotiated settlement than most of the unions, the carriers did reach a settlement with the Brotherhood of Maintenance of Way Employees that has elements we cannot and will not accept.

We all would have preferred a more prompt settlement of our issues to our liking. But, we cannot control events or the carriers' reaction to them. For example, before George Bush's election to the

White House more than a year ago, it appeared that the UTU was on an express track toward a new contract with substantial carrier concessions.

When it became apparent that the Republicans were going to regain the White House, the carriers welshed on a provision in the tentative agreement eliminating entry rates for brakemen, and little progress has been made since. More recently, the questions of the UTU-BLE merger and remote control operations have slowed bargaining. Also making a settlement more difficult is the BMW agreement on health-care costs that the carriers may call a pattern but which is certainly not our pattern. The BMW agreement on health-care costs has been termed "concessionary" by its own leadership. Apparently the BMW had reasons for doing what it did, but that is not the course of action the UTU intends to take.

Fortunately, our existing contract contains a cost-of-living allowance clause that boosts paychecks twice

annually to ease the impact of inflation. The COLA approximates lump-sum payments that have been part of new contracts. Lump sums have been larger than recent cost-of-living allowances because they made up for numerous unpaid COLAs and because inflation then was running at a higher level than it has been over the past few years.

For now, we are better off with COLAs because they are rolled into existing rates, while lump sum payments are not.

We continue to pursue a new contract that contains adequate rate increases, brings all post-1985 employees to the level of pre-1985 employees and provides pre-1985 employees with a longevity payment. We also want to replace complicated compensation arbitraries with easy-to-understand trip rates in eliminating the dual basis of pay, which will not diminish existing rates of pay.

We made elimination of arbitraries an objective because when Congress becomes involved in a bargaining impasse, the carriers have been quite successful pointing to arbitraries as impediments to

productivity.

The most difficult aspect of current negotiations is health care, whose costs have been rising by almost 20% annually. At this rate, health-care costs double in fewer than four years.

The UTU has an advantage over other unions in this area because we previously made changes to our separate health and welfare plan to help trim costs without diminishing the quality of service. We are again working with our own medical experts to determine what causes these costs to increase.

I told the carriers recently that it would be ludicrous for the UTU to agree to additional health-care cost sharing without more information on how and why those costs are increasing. The carriers' health-care plans, which cost the railroads almost \$3 billion annually, only now are being audited and that is as a result of UTU's insistence.

Our negotiating team is working hard to reach a reasonable and realistic settlement that recognizes the full contribution to railroad profitability of train and engine service workers. We will not accept a flawed agreement in the interests of expediency.



Byron A. Boyd, Jr.

UTU members follow tradition of service

Despite the attacks of September 11, our dedication to liberty remains undiminished, and our pride in UTU members and their families has never shined more brightly.

In the face of horror, members running New York's trains and buses that day performed admirably. Members continue to prove the value of their services daily, keeping passengers, freight and the American economy on the move.

Food, blood and money from members across the continent aid devastated families, our sons and daughters are answering the call to defend our freedoms, and members in the military's reserve branches stand ready to serve.

But transportation labor has been down this road before.

Sixty years ago, on Dec. 7, 1941, an attack on Pearl Harbor thrust America into World War II. That morning, Miles Brickey of Local 1438, Lincoln Park, Mich., a staff sergeant in the Army Air Corps at Hickam Field in Hon-

olulu, had the grim task of picking up the dead and wounded.

Robert S. Pavela, of Local 1075, Trenton, Mich., our 2001 UTUIA Volunteer of the Year, served in the U.S. Army from 1943 through 1946. Stationed in England, France, Germany and Belgium, he witnessed the horrors known as the Battle of the Bulge.

The five sons of Thomas F. Sullivan, a member of the Order of Railway Conductors and Brakemen, gave their lives when the U.S.S. Juneau was sunk on Nov. 13, 1942, off Guadalcanal during the Battle of the Solomons. As a result, the War Department ruled that no two members of a family were to serve in the same military unit.

Time has begun to erode the ranks of our members who served so valiantly during that war, but it will never erode our memories of them, nor our debt to their sacrifices.

WASHINGTON WATCH

By James Brunkenhoefer

Defending those who are indefensible

Unions are families, where an injury to one is an injury to all. Injuries are not always caused by employers, however. Sometimes union members inflict injuries upon their brothers and sisters. And, we all wind up paying.

Recently there have been instances where members have been accused of falsifying federal reports and pocketing cash fares. As a protective organization, your union is committed to defending accused members. There have been cases where the facts justified the charges and there was little that legal counsel could do to protect the member. When our members do something that is obviously wrong, we all suffer.

Sometimes the offense is seemingly innocent. Say a train is scheduled for a 5 p.m. departure and you reported off your previous run at 10 a.m. If you had reported off at 9 a.m., you could catch the 5 p.m. and return home earlier or avoid having to spend a night away from home or gain additional wages. So, you falsify your log and report having gone off duty at 9 a.m.

To begin with, this hurts a brother or sister who would have had that run had you not made a false report. But, the violation is more than a violation of company rules. It is a federal criminal offense under hours of service laws to file a knowingly false report. In fact, the Department of Justice can become involved in the investigation

along with the Federal Railroad Administration.

When federal law enforcement officers do become involved in the investigation, they often interview motel clerks, van drivers and even wait staff at restaurants in an effort to establish the actual times you reported on duty and off duty. And, if you are questioned and found to be lying to investigators, you can be charged with two other federal offenses: lying and impeding a federal investigation. Saying that carrier officials knew about your offense is not a defense at all. It merely means that there are two guilty parties.

When employees pocket cash or take other company property, they risk being charged and jailed for theft. Trying to rationalize the offense by saying it is only a small amount from a company with huge revenue ignores the fact that if you are caught your brothers and sisters must pay thousands of dollars for your defense with their own union dues. The theft limits dollars available for everyone's wage increases and payment of health-care benefits.

Also, if you are injured on the job and seek to collect under FELA, evidence of falsifying reports or committing other crimes against the employer can be used against you.

Your union family should not be spending its time and money representing people who choose to break the law or rules. Please, do all that you can to discourage such conduct. It just costs you and your union-family brothers and sisters too much.



Success of your claim depends on you

by Paul C. Thompson
UTU International Assistant President

At the UTU International, we regularly receive letters on local safety issues and violations of our contracts with questions as to why the International does not become involved in all of these issues. The International is always there to help, but certain things are required before your International becomes involved. We are a union, and, as such, we work from the bottom upward.



Thompson

Our constitution provides the very best tools for making the UTU work for each and every member. However, you as a member have just as much responsibility as your International to make sure the system is always working and the wheels do not stop turning.

Several months ago I discussed how each member should file claims for rule violations. The same is true of safety issues and other problems facing our membership on the local level. Each local elects representatives from its ranks for handling safety issues, rules violations and assistance in discipline procedures. In each of these situations, you, the member, and your local representatives are the ones that start the file on each case or incident. If not successfully resolved on the local level, all the information that each of you developed is forwarded by your local representative to the next level of handling. For safety issues, this would be the state legislative director and for rule violations and discipline issues, your general chairperson.

Once these issues are advanced to the second level of handling, the state legislative director and/or the general chairperson must rely upon the data and information contained in the file that is developed at the local level. If you and your local representative have provided sufficient information on the incident involved, no doubt it can be handled to a successful conclusion.

If there is not sufficient information developed on the local level, then the chances of success become less. From the second level of handling on upward, we must depend upon the facts and information you have developed when the incident occurred.

If your state legislative board is unsuccessful in handling the problem to a successful conclusion, then the director may request our national legislative director and his department become involved in successfully disposing of the issue. If the general chairperson is unsuccessful in resolving the issue, he/she may request that an International officer be assigned to assist in handling the dispute or problem. This may include a conference with the carrier or submitting the dispute to binding arbitration. Each general committee under the constitution has complete autonomy so they, not your International, determine if and when an International officer is assigned to assist.

General chairpersons may request any International officer they desire to assist them and, in most instances, the officer requested will be assigned.

It is easy to see why each of us must depend on the other in order to be successful in whatever endeavor we undertake. The general committees and the International depend upon you, the member, to provide us with honest and accurate facts. Believe me, if the facts are not correct, somewhere in the handling of a dispute the actual facts will be developed. You, as a member, must depend upon your general committee and your International officers to use the facts you provide to handle the incident to a conclusion.

I remember a childhood rhyme that states it better than I can state it. It goes as follows:

If I can count on you, and you can count on me, just think what a wonderful world this will be.

Follow what I have set forth in this article, volunteer your services to your local chairperson and local legislative representative, attend your local meetings and, above all else, support your union, because the union is you. If you do this, I assure you that there will be a change for the better for all of us.

SOFA sees five steps to a safer December

LANSING, Mich. – In North America, December is the darkest month of the year, and from what UTU's Michigan State Legislative Director David H. Brickey has learned, that's especially true for UTU members.

"December is our worst month for severe, career-ending injuries, such as those that result in amputations," Brickey said, "and the United Transportation Union wants you to return home safely."



Brickey

Brother Brickey has the statistics to back up his claim. Thanks to his ongoing work with the Switching Operations Fatality Analysis (SOFA) project, the rail industry now knows that, on the average, there is one fatality and about 11 severe injuries per month.

The SOFA studies, originally examining circumstances surrounding 76 fatalities occurring between January 1992 and July 1998, point to five steps rail workers can take to vastly improve their chances of returning home safely.

"We call these 'The Five Lifesavers,'" Brickey said. "We found that behind the injuries and deaths were usually two, three or even four things that occurred. It was never just one. They amounted to five fingers pointing at our members who are dying out there."

Brickey said these five points should be uppermost in rail workers' minds:

- 1.) Secure equipment before action is taken.
- 2.) Protect employees against moving equipment.

- 3.) Discuss safety at the beginning of a job or when a project changes.
- 4.) Communicate before action is taken.

- 5.) Mentor less-experienced employees to perform service safely.

"SOFA provides us an example of where working together with the Brotherhood of Locomotive Engineers (BLE), the carriers and with government can pay real dividends," Brickey said.

The SOFA committee includes three representatives from the UTU, including Brickey, Minnesota State Legislative Director John Smullen, and Georgia State Legislative Director Danny Boyles, who was appointed when former Texas State Legislative Director Sam Arrington retired.

Also on the committee are three BLE representatives, two persons from the Association of American Railroads, one from the American Short Line Regional Railroad Association, and two from the Federal Railroad Administration.

The panel's studies have yielded a number of revelations.

"Most deaths have occurred on a Tuesday," Brickey said. "June is the worst month for fatalities, and most deaths have occurred between 9 a.m. and 10 a.m., with another dangerous period between 1 a.m. and 2 a.m."

The SOFA reports, one released in October 1999 focusing on fatalities and another in July 2001 on severe, career-ending injuries, can be obtained in Adobe Portable Document Format (PDF) from the FRA's website at <http://www.fra.gov>.

Metra LMC celebrates 18th anniversary

by C.A. Iannone
UTU International Vice President

CHICAGO – Metra, the Chicago-area commuter rail system, recently celebrated the 18th anniversary of its nationally recognized Labor/Management Committee (LMC), and the UTU was there to share in the program's long-running history of accomplishment.



Iannone

The spirit of cooperation here led senior Metra management officials to meet with UTU International President Byron A. Boyd, Jr., at the UTU Regional Meeting in Greensboro, N.C., last June. The success of that session led to a reciprocal visit to the Metra property in September by President Boyd and some of his staff from both Cleveland and Chicago.

"If a carrier is truly serious about programs like this," Boyd said, "the UTU will work with them. Only through such openness and ongoing dialogue can labor and management seek to resolve issues that divide us."

Formed in October 1983, the Metra LMC has benefited from the strong support of the various labor organizations, including the UTU, which has been a key player from the start.

In the 1980s, then-UTU International President Fred A. Hardin was part of a group of rail labor executives who gave the go-ahead to the program.

UTU officers such as former Vice Presidents Howard Kenyon and Gerry Maloney, as well as former State Legislative Director Patrick Simmons, emerged as important leaders of the program. They worked closely on the local level with past Metra General Chairperson John Mogan; Warner Beidenharn (now Illinois Central general chairperson with GO-433); Ken Godfrey of Local 653 in Blue Island, Ill., and Bob Mate of Local 1290 in Chicago.

These ongoing roles have now been assumed by Illinois State Legislative Director Joe C. Szabo, Metra General Chairperson Kevin King and me.

Starting out slowly and focusing on the more traditional areas of concern, the LMC program now incorporates a broad range of topics important to employees. It has undertaken work in such diverse areas as employee assistance, operations training, supervisory skills training, technical skills training, safety, facility and equipment design, customer service training, basic skills education, and workplace problem solving.

As a relative newcomer to the Metra LMC, I've been impressed by the depth and variety of the program and by the level of participation of those on the committee.

State Legislative Director Szabo attested recently to the committee's value. "The LMC process has helped establish a level of trust, respect, and information sharing of great benefit in our legislative activities, both in Springfield (the Illinois state capital) and in Washington, D.C.," Szabo said.

Chesser honored for inspira

UTU officers and members were plentiful on Saturday night, Nov. 3, in Terre Haute, Ind., the boyhood home of labor activist Eugene Debs, for the presentation of the Eugene V. Debs Foundation Award to UTU Past President Al H. Chesser. Chesser became the third UTU president honored by the Debs Foundation. Former Brotherhood of Locomotive Firemen and Enginemen President Ed Gilbert and former Brotherhood of Railroad Trainmen and UTU President Charlie Luna previously received awards. Al's award was presented by UTU International President Byron A. Boyd, Jr., on behalf of the foundation. Al was cited for his lifetime of productive labor-union leadership. Celebrating the economic prosperity of union members today, Chesser reminded them, "Don't forget your roots."



International President Byron A. Boyd, Jr., right, presents Past President Al H. Chesser with his Eugene V. Debs Award.



UTU Past President Al H. Chesser and his wife, Corinne.



From left, International President Byron A. Boyd, Jr., and General Secretary and Treasurer Dan Johnson congratulate Al Chesser on his honor.



International President Byron A. Boyd, Jr., presents a UTU Brass Lantern to Debs Foundation Executive Director Charles King.



Pictured, from left, are Assistant National Legislative Director James A. Stem, Al Chesser and Cong. Baron Hill, Democratic representative from the 9th Congressional District of Indiana.

ation, vitality and foresight

Chesser to Debs Foundation: “One rail operating union”

TERRE HAUTE, Ind. – Reaffirming his vision that “tomorrow be better than today,” United Transportation Union Past President Al H. Chesser urged the rank-and-file of the Brotherhood of Locomotive Engineers (BLE) to approve a merger with the UTU.

Chesser encouraged the “yes” vote as he accepted the Eugene V. Debs Foundation award for lifetime achievement, becoming the third UTU official to be honored by the prestigious Debs Foundation.

The award was presented to Chesser on behalf of the Debs Foundation by UTU International President Byron A. Boyd, Jr., as hundreds of international labor officials looked on following a day of ceremonies at Debs’ boyhood home in Terre Haute, Ind.

Debs said in 1918 that the role of labor leaders should be to “plead the cause of the men and women and children who toil; to serve the working class.”

Ed Gilbert, president of the Brotherhood of Locomotive Firemen & Enginemen, received the Debs’ lifetime achievement award in 1969.

Charles Luna, a president of the Brotherhood of Railroad Trainmen, architect of the UTU’s formation and the UTU’s first international president, was honored posthumously by the Debs Foundation.

Debs’ “hue and cry was to all of labor that you are doing the wrong thing” by having “too many unions,” Chesser said. “You should be in one organization because you have to fight the big organizations,” was Debs’ drumbeat message, Chesser said.

A single UTU-BLE would make it “easier to negotiate” because then the operating unions would “negotiate from strength,” he said.

Chesser hired on in 1941 as a brakeman on the Santa Fe in Amarillo, Texas, and joined the BRT. In 1945 he was elected secretary-treasurer and legislative representative of his local, a post he held until 1956 when he was elected Texas state legislative director. In



1961, Chesser was elected the BRT’s national legislative director and worked closely with then-BRT President Luna to form the UTU in 1969 from four operating-craft unions. Luna was the UTU’s first International president and Chesser was elected UTU International president in 1971. He stepped down voluntarily in 1980.

It was said of Chesser by a senior U.S. Senate aide that “Chesser was a master of any situation, able to fight rail management on turf that had long belonged to them, but also able to work with them on matters involving the best interests of his union members.”

In accepting his lifetime labor achievement award from the Debs Foundation, Chesser said, “I hope my efforts have made a small difference. The UTU has been my life.”

Boyd lauds Chesser’s efforts to unify rail labor

The following are excerpts from a speech presented by UTU International President Byron A. Boyd, Jr., before the Eugene V. Debs Foundation Awards Banquet, Terre Haute, Indiana, honoring UTU Past President Al H. Chesser, November 3, 2001.

As America strikes back against its enemies, our national leaders have taken to quoting Winston Churchill who, with President Roosevelt, saved western civilization from another international terrorist. Following the allied victory, Churchill was voted out of office. But, 50 years ago, in 1951, Britons, recognizing their mistake, re-elected Churchill to lead them.

So it is with organized labor in America. Yes, as a percentage of the private-sector work force, organized labor has been in the wilderness. But, there are signs the American worker again is recognizing the value of voting “union, yes.”

Organized labor in general, and railroad unions in particular, again are becoming essential to the American worker because workers again are understanding what Eugene Debs understood when he helped form the American Railway Union in 1893.

And that is that workers must organize more along industrial, rather than along old craft lines, to obtain enough bargaining leverage to deal with employers who are industrial giants.

As Gene Debs stated so forcefully:

“I am opposing a social order in which it is possible for one man, who does absolutely nothing that is useful, to amass a fortune of hundreds of millions of dollars, while millions of men and women who work all the days of their lives secure barely enough for a wretched existence. This order of things cannot always endure.”

Here on the grounds of Gene Debs’ boyhood home is a plaque dedicated to former UTU International President Charlie Luna, who took the first great step in realizing Gene Debs’ dream of an industrial union for rail workers. Charlie Luna brought four individual craft unions together – including the Brotherhood of Locomotive Firemen and Enginemen (BLF&E), of which both Gene Debs and I were members – to form the UTU in 1969.

Another leader instrumental in forming the UTU was Ed Gilbert, a former BLF&E president and also a Debs award winner. Ed Gilbert and

the presidents of the two other UTU-predecessor unions made great personal sacrifices – the trademark of great leaders – to permit the UTU to be formed for the benefit of those who matter most, the rank and file.

Our inspiration has been Gene Debs; our vitality has been our preservation of historic craft autonomy; and our strength has been a larger union better able to deal with the nation’s railroads and other transportation employers.

Tonight, we are honoring another of our great International presidents, Al Chesser, who continued the effort to realize the dream of Gene Debs, Charles Luna and Ed Gilbert to create a single rail union to represent all operating crafts. Al Chesser, who serves us now as UTU past president, began the task during his UTU International presidency of bringing the UTU and the Brotherhood of Locomotive Engineers together into a single union.

Al spoke of “unity of purpose” a quarter century ago when he addressed a Debs Award dinner here. “We can no longer stand alone,” Al said in calling for greater unification in the rail labor movement. “It’s not a case of takeover, it’s not a case of jealousy, but it’s a case of survival,” Al said.

Like Gene Debs, Charles Luna, Ed Gilbert and Al Chesser, we in the labor movement must take progressive approaches to the representation of workers. We cannot provide for a better future for our members if we are married to the patterns of failure from the past. We must be ready to do different things if they demonstrate promise for the future.

Indeed, Gene Debs lit the torch of unification of organized labor. He left it burning for future labor heroes such as Charlie Luna, Ed Gilbert and Al Chesser to carry.

Today, the UTU continues to carry that torch and I am confident that BLE members who are voting this week will say “yes” to bringing our two great unions together – again furthering the objectives of Gene Debs. I am honored to follow in the footsteps of labor giants like Gene Debs, Charlie Luna, Ed Gilbert and Al Chesser.

Al Chesser, the men and women of the United Transportation Union, the modern embodiment of Gene Debs’ dream, salute you tonight for a lifetime of achievement and toil in the vineyards of rail labor. God bless you, God bless the union movement, and God bless the United States of America.



John Sirman (left) and Don Marchuk worked as engineer and fireman, respectively, on the final run aboard CN's steam locomotive #4008, on which they are now working to preserve in Rainy River, Ont.

Two on last run preserve engine

For retirees John Sirman and Don Marchuk, residents of Rainy River, Ont., a project begun 31 years ago has personal meaning.

Brother Sirman was the last engineer to drive Canadian National Railway's (CN) second-heaviest steam-powered freight locomotive, #4008. On that run, which took place Dec. 2, 1958, the locomotive, built between 1916 and 1918, was stoked by Brother Marchuk.

Two years later, the two former members of Local 750 of the Brotherhood of Locomotive Firemen and Engineers (now UTU Local 1179) would have an opportunity to preserve the locomotive for future generations.

In 1960, Mayor Art Brockman, a hostler, convinced CN to donate the locomotive to the community. Sirman, then president and treasurer of his local, along with Marchuk and some others, formed the 4008 Committee and moved the engine to some donated land on the west end of town, where it sat for almost 30 years.

"Meanwhile, the Railway Museum Committee was formed when CN abandoned a station in town," Sirman said. "The town refurbished the station and used it for offices and a seniors' center." In 1989, the locomotive was moved just west of the station, and restoration was begun.

"I talked CN into selling us an old baggage car for a dollar," Sirman said. "Then, in 1994, we secured some space in the renovated station for our museum, and around 1998 we built a canopy to protect the engine from the elements."

Sirman said he and the members of the combined museum and locomotive committees have lots of items to put in the baggage car and railway museum. The next step is to raise the money needed to repaint the rolling stock.

For information, contact Sirman at Box 231, 701 Atwood Ave., Rainy River, Ontario, E0W1L0, or call him at (807) 852-3575.

Social Security reform panel to offer alternative approaches

WASHINGTON, D.C. – A White House Social Security reform commission is expected this month to offer a report outlining alternative ways to set up private investment accounts, even though congressional backers would prefer a recommendation on a specific program design.

Daniel Patrick Moynihan, a former Democratic senator from New York who co-chairs the panel, said the bipartisan panel created by President Bush will not offer a single plan.

Instead, it will present alternative approaches to reaching the president's goal of creating private investment accounts allowing workers to invest part of their Social Security taxes in stocks and bonds.

Historically, changes affecting the Social Security program have affected the Tier I portion of Railroad Retirement benefits, but given the pending legislation designed to reform the rail retirement system, it remains unclear how changes affecting Social Security will influence

railroad benefits.

House Ways and Means Committee Chairman Bill Thomas (R-Cal.) said whether Congress moves next year on the Social Security legislation depends largely on the commission's recommendations.

Critics of the commission said the panel was trying to "muddy the waters" to avoid trouble for Bush on a politically sensitive issue. Others argue that private accounts will draw money from the system and force deep cuts in benefits.

Some members of Congress who back private accounts said they would prefer the commission develop an overall plan, saying that would help move the debate forward.

Private accounts face strong opposition from labor groups and their Democratic allies, and many observers do not see lawmakers tackling the issue next year, when the two parties will be fighting for control of Congress in the November elections.

Panama Canal cruise pricing reduced

A limited number of cabins at a recently reduced price have been made available to active and retired UTU members wishing to participate in the UTU Travelers' Club's upcoming Roundtrip Panama Canal Cruise aboard Princess Cruise Line's Sun Princess.

This unique fraternal travel opportunity, set for March 6 through March 16, 2002, provides a

twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices now starting at just \$1,322 per person (based on double occupancy), this Love Boat adventure gives everyone a chance to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests will embark from Ft. Lauderdale and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica. On March 12, the ship enters the Panama Canal. Returning through the same locks, the ship cruises to Cartagena, Columbia.

To receive a brochure and reservation form, write today to: UTU Travelers' Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about various upgrade options and airfares, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)



Cruisers: Those enjoying the "Fall Foliage Cruise" aboard the Crown Princess, Oct. 19-29, 2001, took a moment during their 10-day roundtrip journey between Boston and Quebec City to pose for this portrait.

THE FINAL CALL

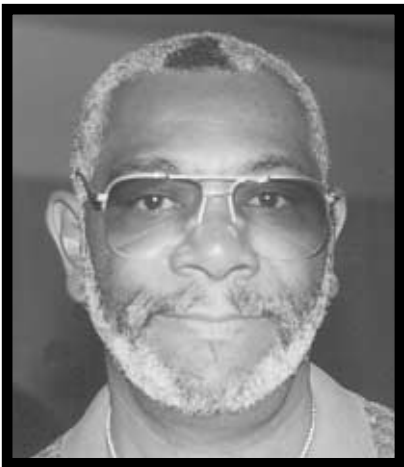
Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Georgia, Wayman E.	Toledo, OH	453	Hutchison, Jean R.	Charleston, IL	1365	Minore, M.A.	Meadville, PA
145	Flugge, Elden W.	Columbus, OH	493	Hinze, Jerome J.	Waterloo, IA	1366	Openshaw, Blaine L.	Salt Lake City, UT
194	Hayden, Joseph H.	Miami, FL	587	Maddren, William	Queensbury, NY	1529	Biletschi, George L.	Greensboro, NC
219	Johnson, Jr., Everette W.	Center, MO	856	Jones, Glenn W.	Houlton, ME	1570	LeDoux, Paul	Orangevale, CA
305	Hayes, Kenneth G.	Friendly, WV	976	Griffin, Max R.	Garrison, TX	1881	McCarty, Warren B.	Deltona, FL
385	Tomlinson, Arthur S.	Fultonville, NY	1074	Purnell, Thomas F.	Alliquippa, PA	1882	Olivier, George W.	Casa Grande, AZ
407	Hogan, Thomas J.A.	Folly Beach, SC	1358	Domgall, Wilbur I.	Danville, IL	1883	Rackowski, Eugene V.	Calumet City, IL
421	Hotchkiss, Harold E.	Kent, OH	1365	Knox, Richard W.	Hermitage, PA			



Wayne Brown
L-769, Alexandria, Va.

“I’ve been on the rails for 28 years. I’m a UTU engineer and proud of it, working for Norfolk Southern. I’m going to spend conservatively, but I’m going to spend freely and try to make every dollar count, and we’ll get on with our lives. We’ll have a big family meal, we’ll get together and rejoice and laugh, and we’ll talk about family things. I’m looking forward to a good holiday season and will make it one, regardless. I have my health, my family is healthy, and you can’t buy that. It’s the most important thing. I have a lot to be grateful for, and one great union backing me up.”



Carroll Harley
L-674, Augusta, Ga.

“I’m a conductor for CSX, and I’ve been a railroader for 28 years. This year, the economy will affect my spending drastically. I won’t spend as much as I would have if we weren’t, as I believe, in a recession. My family and I will curb our holiday spending because the economy is in turmoil. I don’t think we know how bad it is because we make a good living on the railroad. I have two grandkids we’ll buy for, and we’ll still have a big Thanksgiving dinner at my home. It won’t affect my spirits because we have close family ties, and we always bond together at the holidays.”



Andres Trujillo
L-1138, Miami, Fla.

“I’ve been working on the Florida East Coast Railroad for about four-and-a-half years. I’m working as a conductor right now, but I’m also a qualified engineer. We have one seniority roster for all operating crafts. My wife and I have three children. We traditionally spend whatever we have available for spending, and we’ll be doing the same thing this year, so it won’t really be any more or any less. I think people are affected by the press. If it says things will be bad and people won’t be spending, there’s a snowball effect. But I think you get a bit of confidence in the future by being a union member.”



Andre Parson
L-1678, Minden, La.

“I’m a conductor, and this January, it will mark eight years that I’ve been working for the Kansas City Southern. I think business may slow down a bit, but there’s always freight to move. I feel a bit better and have a bit more confidence because I have a union job. I think everything will work out for the best in the long run. My wife usually takes care of the holiday spending, and she knows what to spend and what not to spend. I do my best to stay out of it. We have a two-year-old girl and a six-year-old son, and we’ll have a lot of fun at Christmas.”

TPEL
HONOR ROLL

Honoring members who have begun contributing to TPEL or increased their donations to \$100 or more per year within the last two months.

Name	Local	City
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)		
Luckritz, Jule E.	316	Clinton, IA
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)		
LaGessee, Robert L.	832	Superior, WI
DOLLAR-A-DAY CLUB (\$365.00 OR MORE/YR)		
Brown, Dennis R.	322	Milwaukee, WI
Wendel, Gary L.	980	Enderlin, ND
Cole, Rickey B.	1261	Atlanta, GA
Dysart, Donald R.	1261	Atlanta, GA
Partain, Max E.	1261	Atlanta, GA
Tasby Sr., Bernard	1261	Atlanta, GA
Maluta Jr., John M.	1290	Chicago, IL
Isaac, Karim Edward	1732	San Jose, CA
DIAMOND CLUB (\$300 OR MORE PER YEAR)		
*Johnson, Ronald R.	239	Oakland, CA
*West, Ernest C.	974	Nashville, TN
Williamson, Pullen R.	1261	Atlanta, GA
Reid, Thomas S.	1344	Mandan, ND
Bowe, David M.	1462	Boston, MA
*Steiger, Gerald L.	1503	Marysville, KS
Johnson, Edmund W.	1933	Washington, DC
GOLD CLUB (\$100 OR MORE PER YEAR)		
*Hunter, Henry L.	48	Norfolk, VA
Poole III, York D.	48	Norfolk, VA
*Kerley, Edgar K.	101	Glendale, AZ
Bullard, Clinton W.	166	Salt Lake City, UT
Knip, Clinton E.	199	Creston, IA
Haskamp, Wayne E.	226	Moberly, MO
*Loften, Frederick L.	281	Milwaukee, WI
Kinsman, James J.	311	La Crosse, WI
McHenry, Dennis J.	311	La Crosse, WI
Walker Jr., Harry E.	311	La Crosse, WI
Bockhop, Scott W.	322	Milwaukee, WI
Marrone, William D.	322	Milwaukee, WI
Mecklenburg, M.R.	322	Milwaukee, WI
Schultz, Michael A.	322	Milwaukee, WI
Murty, Joe L.	329	Boone, IA
Robertson, Rick R.	329	Boone, IA
Watson, James F.	349	Kansas City, MO
Ponce, Philip J.	367	Omaha, NE
Rizzo, Robert D.	375	Edgemont, SD
Demers, Joby D.	446	Cheyenne, WY
Hedrick, David R.	446	Cheyenne, WY
Hunt, Robert E.	446	Cheyenne, WY
Medeiros, Peter	446	Cheyenne, WY
Chadez, Tom V.	500	Grand Junction, CO
*Pennybacker Jr., John	504	Wheeling, WV
McQuigg, John A.	582	Stevens Pt., WI
Peltier, Timothy J.	582	Stevens Pt., WI
Bostic, Jeffrey R.	583	Fond du Lac, WI
Kasper, Neil E.	583	Fond du Lac, WI
Macareo, Anthony J.	583	Fond du Lac, WI

Name	Local	City
Miller, Jeffrey W.	583	Fond du Lac, WI
Seggerman, Scott A.	583	Fond du Lac, WI
Sinclair, Jake	583	Fond du Lac, WI
Wathan Jr., James O.	583	Fond du Lac, WI
Ragland, Thomas	646	Council Bluffs, IA
*Turner, Harold C.	762	Montgomery, AL
Scheffert, Eric D.	771	Needles, CA
Baker, Marshall W.	781	Shreveport, LA
Barganier, Andrew	781	Shreveport, LA
Garrison, Bradley K.	823	Big Spring, TX
Erno, Danell M.	832	Superior, WI
Lancour, Brian J.	832	Superior, WI
Pemberton, Karl D.	832	Superior, WI
Willie, Timothy J.	832	Superior, WI
*Frost, James	891	Whitefish, MT
Shavers Jr., James W.	941	Columbus, GA
Godbold, Mark S.	942	Florence, SC
Henderson, Bobby C.	942	Florence, SC
*Tucker, K.E.	1011	Hamlet, NC
*Frizzell, John C.	1081	Glendale, AZ
Johnson, Rickie E.	1129	Raleigh, NC
*Yancey, Rob H.	1129	Raleigh, NC
*Gilpin, Harold E.	1328	Louisville, KY
Braunberger, Gary S.	1344	Mandan, ND
Lane, David R.	1344	Mandan, ND
Neva, William J.	1344	Mandan, ND
Murphy, Duncan A.	1370	New York, NY
*Dier, Albert H.	1393	E. Buffalo, NY
Bailey, Travis Michael	1420	Memphis, TN
Bayless, John E.	1421	Franklin Park, IL
Dampier Sr., Richard L.	1421	Franklin Park, IL
Ewell, Richard	1421	Franklin Park, IL
Henderson III, Reginald	1447	Newark, NJ
Nelson, Wayne B.	1477	Dearborn, MI
*Ferguson, Howard	1532	Kansas City, KS
Dana, Robert G.	1574	Portland, OR
Kaufman, Neil V.	1574	Portland, OR
Osburn, Clay D.	1574	Portland, OR
Chambliss Jr., Virgil H.	1790	Fitzgerald, GA
Burdett, Robert L.	1857	Green River, WY
Bledsoe Jr., Odus L.	1933	Washington, DC
English, Donna	Aux 264	San Antonio TX
Spencer, Alice	Aux 487	Seattle, WA

* = Retired Member

Your efforts are working



Scott Olson and Steve Coffey

Maybe you have wondered whether your telephone calls to lawmakers are effective. Here is evidence that those calls are effective.

Cong. J.D. Hayworth (R-Ariz.) is one of the most conservative members of Congress, receiving 100% ratings from the American Conservative Union. As you know, political conservatives such as Senators Pete Domenici (R-N.M.) Phil Gramm (R-Texas) and Don Nickles (R-

Okla.) have worked persistently to kill Railroad Retirement reform. Yet Hayworth, who holds a Republican leadership position and who sits on the House Ways and Means Committee, which has primary jurisdiction in the House over Railroad Retirement, recently took the podium to address his fellow House members to exclaim his support for Railroad Retirement reform. It was no accident that Hayworth decided to support Railroad Retirement reform.

Scott Olson, UTU’s legislative director in Arizona, and Steve Coffey, president of Local 1081 and a member of Arizona’s legislative board, developed a plan to influence Cong. Hayworth. They encouraged UTU employees and retirees in Arizona to call Hayworth’s office at least every other day to register support for Railroad Retirement reform. As National Legislative Director James Brunkenhoefer has pointed out, congressional offices keep count of calls and letters, but not names, so multiple calls from a single individual are counted simply as telephone votes supporting or opposing an issue.

In fact, the telephone calls encouraged by Olson and Coffey in support of Railroad Retirement reform exceeded 61,000 by Hayworth’s own count. The telephone calls overwhelmed Hayworth’s staff in Arizona and Washington, D.C. Indeed, Hayworth himself picked up the telephone to Olson and said, “I am going to support Railroad Retirement reform. Just stop those telephone calls.”

UTU/BLE

Continued from page 1

Boyd recently wrote BLE President Don Hahs to correct what Boyd termed “misinformation” about the proposed merger circulating within the BLE. Boyd said many of the arguments opponents of the merger are using “are arguments based upon interpretation, rather than fact.”

“For example, the UTU’s decision to sign the

carriers’ letter of intent regarding implementation and utilization of remote control technology goes to the heart of why our two great unions must merge,” Boyd said.

“Negotiating an equitable agreement for the implementation of remote control technology, fully protective of train and engine service workers, is absolutely essential. Indeed, after the UTU signed the letter of intent, and the BLE agreed to re-ballot its membership on the question of a BLE-UTU merger that will protect his-

torical craft autonomy, I notified the carriers that the UTU would not enter into negotiations until the BLE rank and file had an opportunity to vote on the BLE-UTU merger,” Boyd said.

“The purpose was to assure that, if this merger is approved, there is protection of all train and engine service employees.

“It is through merger, and merger alone, that we halt the carrier-induced race to the bottom that has savaged rail labor for more than a generation,” Boyd said.

Amtrak bosses

Continued from page 1

to draw up a plan for its own liquidation because Amtrak has failed to wean itself from federal subsidies.

The ARC vote is expected to fuel congressional opponents of Amtrak who want it to earn a profit while Congress continues to provide huge subsidies to other forms of passenger transportation.

“The issue is not about reaching financial self-sufficiency, but reaching where the passengers are,” Boyd said. “The issue is one of commerce, mobility and the future.

“The Amtrak Reform Council has arrived at the front door of Amtrak with serious accountability issues. While there can be debate over a number of issues the ARC raises, there can be no debate over the mismanagement of Amtrak.

“Congress just handed the airlines \$15 billion in subsidies to keep them flying,” Boyd said. “And that is on top of federal aid ensuring ‘essential’ airline service to small towns around the nation.

“Taxpayers also subsidize highway construction and maintenance as well as commuter rail and bus operations. In Western Europe and Japan, intercity rail-passenger subsidies are immense.

“But, America’s intercity rail-passenger carrier, Amtrak, whose passenger rolls are growing, is

being told to shut-down because its trains don’t turn a profit.”

Boyd blamed Amtrak’s management for not taking the subsidy issue to Congress as forcefully and successfully as the airline industry has done, and for not developing appropriate plans to put Amtrak trains where the passengers are and at more convenient times.

“Amtrak’s top managers were culled from tran-

“In its folly to eliminate subsidies – something every other mode of transportation receives – Amtrak management instead has pursued route cuts and reductions in service quality. Staffing levels were reduced and employees were denied the tools and support required to provide customer-responsive service.”

sit and commuter operations, where it is assumed that commuters ride trains out of need,” Boyd said.

“What is needed at Amtrak are managers who understand that there needs to be a customer-friendly, nationwide, intercity rail-passenger network, and not an extended commuter system.

“We need an efficient, on-time national rail-passenger system, which means running border to border and coast to coast,” Boyd said. “The citizens of Boise and Nashville need rail passenger service as much as those of Washington, D.C., and New York. Yet, when Congress in 1997 authorized almost \$1 billion in federal funding annually for Amtrak through 2002, Amtrak management asked for – and received – only about half that amount.

“In its folly to eliminate subsidies – something every other mode of transportation receives – Amtrak management instead has pursued route cuts and reductions in service quality,” Boyd said. “Staffing levels were reduced and employees were denied the tools and support required to provide customer-responsive service.

“The national debate over Amtrak should not be about profits,” Boyd said. “Amtrak is about a national asset as deserving of public investment as airports, highways, subways and commuter bus systems.

“Amtrak management does not understand its own role. Amtrak, as it is currently managed, structured and funded, is not capable of delivering the improvements in intercity rail-passenger service that are required for it to be a viable national rail system.

“If Amtrak is to survive, prosper and serve, we need a proactive Amtrak management team that is fit, willing and able to work for a viable national passenger rail network. And we need that new team now,” Boyd said.

Big Sky grows

Continued from page 1

served by Big Sky.

Originally a regional commuter airline serving 11 cities in Montana and Washington state, Big Sky now serves destinations in Arkansas, Missouri, Montana, New Mexico, North Dakota, Oklahoma, Texas and Washington. The airline also has a hub in Dallas and a number of the pilots reside in that area.

Although there has been a slightly high attrition rate in recent years among pilots seeking to move on to larger airlines, Sand said that has changed as a result of the events of September 11.

“One thing that has happened as a result of 9-11 is that there are thousands of pilots on the streets who were laid-off from the big airlines,” Sand said, because of decreased air travel and staff cutbacks. But movement to larger airlines has more or less stopped since the terrorist attacks.

Although Big Sky has experienced a slight decrease in passengers since September 11, none of its pilots or dispatchers has been furloughed.

Sand explained that due to the remote location of some of the cities that Big Sky serves, the company receives a federal government subsidy to maintain what the industry terms “essential

air service.”

When the Airline Deregulation Act was enacted in 1978, Congress feared that communities with relatively lower traffic levels would be abandoned by carriers shifting their operations to larger, more lucrative markets. To ensure a minimum level of service to communities that might be adversely affected, Congress established the “essential air service” program. As a result, the federal government, along with the affected communities, provide a subsidy to airline companies to continue air travel service.

Sand said that about 50% of Big Sky’s service falls under the EAS program, while the other fifty percent is the company’s own business.

“We bring people in early in the morning to Billings and then they leave on the majors to other destinations,” Sand said.

The terrorist attacks of September have raised concerns with Sand and his fellow pilots and they are hopeful the aviation industry and the federal government will act accordingly.

“We believe security screeners (at airports) should become federal employees. That would do more than anything to improve security,” he said. “I personally support the plan offered by the Democrats to make those screeners federal government employees.”

Sand said that increased security at his home terminal in Billings has obviously been stepped up and he and the other pilots there welcome

their presence.

“Even the employee parking lot has a security guard now,” he said.

As for sealed cockpit doors, which many of the larger airlines have been installing, Sand said it wasn’t likely to happen on their planes.

“We have a curtain separating us from the passengers,” he said.

Big Sky’s fleet is made up mostly of Fairchild/Dornier SA227 Metro 3 and Metro 23 series aircraft. Both aircraft are essentially the same. They are 19-seat, all-weather, pressurized, turbo-prop aircraft. They typically operate at an altitude of 15,000 to 24,000 feet and a speed of approximately 280 mph.

While security may be the priority for Big Sky pilots right now, it is not their only concern.

“We could lose up to \$10 million in the current Bush budget,” Sand said, referring to cuts in “essential air service” funding. That would likely translate into route closures and job losses.

Sand, who received his flight training in the U.S. Air Force flying A-10 Thunderbolts, said it is almost time for the local to begin negotiations on a new contract. They will also be holding local elections soon as former Local Chairperson Tom Witten was recently promoted to the position of director of flight operations for Big Sky. “Tom is a great guy and he is still supportive of the union,” Sand said.

“Shootout” Scrapbook

UTU members in the Indianapolis and Chicago areas recently were invited to meet with UTU officers to be informed about the status of contract negotiations, Railroad Retirement legislation,

the UTU/BLE merger and other issues. The rank and file membership had the opportunity to ask questions and receive answers on any subject that affected them and their families.

Indianapolis



International President Byron A. Boyd, Jr., at podium, takes a question from the floor.



International President Byron A. Boyd, Jr., talks on the state of union affairs to those attending the “shootout” in Indianapolis.



Designated Legal Counsel Dillon Hoey, at podium, welcomes members to the event.



Members listen to International President Byron A. Boyd, Jr., answer a question.

Chicago



Left to right: Herman Boruta (L-313); NS General Chairperson Delbert Strunk; Designated Legal Counsel Dan Downes; Richard Ross (L-1895), and Jeremy Ferguson (L-313).



Left to right: Mike Spencer (L-1494); Designated Legal Counsel Dan Downes, and Wal-ly Sattler (L-620).



Illinois State Legislative Director Joe Szabo, at podium, introduces International President Byron A. Boyd, Jr., and Assistant President Paul C. Thompson.



UTU members gathered at the Chicago “shootout” learn about union activities.

Best Wishes for a Happy Holiday Season



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



Paul C. Thompson
Paul C. Thompson
Assistant President



Dan E. Johnson
Dan E. Johnson
General Secretary/Treasurer

On Behalf of the Officers and Employees
of the United Transportation Union,
We Wish You and Your Family the Most Joyous of Holiday Seasons.



DECEMBER 2001

ISSN 0098-5937

Published monthly by the
UNITED TRANSPORTATION
UNION, 14600 DETROIT AVE.,
CLEVELAND, OH 44107-4250 •
Periodicals postage paid at
Cleveland, Ohio, and additional
mailing offices • Byron A. Boyd,
Jr., International President;
Daniel E. Johnson, General
Secretary/Treasurer • This pub-
lication available on microfilm
from UMI, 300 N. Zeeb Road,
Ann Arbor, MI 48106 • **POST-
MASTER: Send address
changes to UTU News, 14600
Detroit Ave., Cleveland, OH
44107-4250.**



Periodicals Postage
PAID at Cleveland, Ohio,
and additional
mailing offices



Please recycle

12/01

PARENTS...GRANDPARENTS...

This Christmas, Give a Gift that Will Last a Lifetime

Have you ever stopped to think about what you *could* have done with the money you spent on Christmas gifts in the past? If you're like most parents and grandparents, you go overboard. But what usually happens to those gifts? Do they end up in the corner, rarely played with — or worse yet, broken? Why not give your little ones a lasting gift this Christmas?

"The best thing I gave each of them was a paid-up \$25,000 life insurance policy."

— Willis G. Croonquist
Local 1177, Willmar, Minn.



Retired UTU member Willis G. Croonquist and his wife, Rita, pose for their annual Christmas photograph with their seven grandchildren. The Croonquists gave each of their grandchildren a gift that will last a lifetime: a paid-up, \$25,000 life insurance policy from the United Transportation Union Insurance Association.

Permanent life insurance is a wonderful way to provide a lifetime benefit for your youngsters. What better way to show them you care? Permanent life insurance is very inexpensive at young ages, and premium-paying choices are endless, since premiums can be paid in one easy payment or over just about any period of time you select. Give a gift that *keeps on giving* by returning the coupon below, or by calling toll-free, 1-800-558-8842, for assistance from your UTUIA representative.

Information, Please

I would like more information on UTUIA's ULTIMATE PAR policy. **Please Print.**



Full Name of Member	Sex	Date of birth	
Address		City	State ZIP
Telephone Number with Area Code		UTU Local Number	

Please provide full name, sex, date of birth, and relationship of the child for whom the information is requested on the line below.

Full Name	Sex	Date of Birth	Relationship
-----------	-----	---------------	--------------

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

12/01