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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"I would rather be explaining to our members why we have the (remote control) work than why we don't." – International President Byron A. Boyd Jr.

News & Notes

Amendment deadline set

CLEVELAND, Ohio – As provided for in Article 13 of the UTU Constitution, proposed amendments to the Constitution may be submitted by any subordinate body or International officer prior to 120 days before the convention begins. The cut-off date for accepting proposed amendments is March 31, 2003. All proposed amendments shall be submitted in writing to the General Secretary and Treasurer to be referred to the Constitution Committee. Each proposal shall be submitted separately, type-written on standard paper, be properly identified, with a clear and concise explanation given of the article to be amended.

Schwartz nominated to RRB

WASHINGTON, D.C. – President Bush announced he will nominate Michael Schwartz to be the neutral member and chairman of the three-member Railroad Retirement Board (RRB), headquartered in Chicago, succeeding Cherryl Thomas, whose term has expired. Schwartz retired last September from his post as director of the Illinois Department of Central Management Services. The nomination requires Senate confirmation. RRB members also include Labor Member V.M. "Butch" Speakman and Management Member Jerome F. Kever.

New benefits provider

CLEVELAND, Ohio – Effective March 1, 2003, ValueOptions will be administering mental health and substance abuse benefits for all persons covered under the National Railway Carriers and United Transportation Union (NRC/UTU) Health and Welfare Plan. These benefits were previously administered by Magellan Behavioral Health for members and their families who selected Regence Life and Health (Blue Cross/Blue Shield) as their medical benefit administrator. Procedures are being set up to allow for a smooth transition of care of individuals who are being treated by Magellan providers. If you have problems with claim handling during this transition, contact either Magellan or ValueOptions. If problems persist, contact the UTU International. All other provisions of the mental health and substance abuse benefit under the NRC/UTU plan remain unchanged.

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Arbitrator rules remote control belongs to UTU

CLEVELAND, Ohio – An arbitrator has ruled that railroads properly assigned to employees represented by the United Transportation Union the operation of remote control devices in and around terminals.

The award by arbitrator Gil Vernon was issued Friday, January 10, 2003.

After receiving the award, UTU International President Byron A. Boyd Jr. said, "Now that we have a definitive award that supports our agreement, UTU will continue to look to the future and take the necessary actions needed to protect our members who are operating employees on the nation's railroads.

"This victory only confirms what we have been saying for some time: the work of the operating employees has been changing and will continue to change because of advancements in technology.

"From the outset, it was not the desire of UTU to see remote control technology implemented

in the United States," Boyd said. "We watched what happened in Canada more than 10 years ago. We watched as the UTU and the Brotherhood of Locomotive Engineers in Canada began to cooperate together to negotiate a common agreement, and we saw what happened when that unity disintegrated.

"UTU learned two valuable lessons from the Canadian experience," Boyd said. "One was that technology cannot be stopped. Two was that operating employees gain more by standing together as one organization. We had believed others had learned that lesson also, but apparently they had not.

"UTU did not seek to negotiate on remote control separately and UTU did not ask for this arbitration," Boyd said. "UTU asked the other organization to be a full partner before any negotiations were started.

"UTU has done everything in its power to con-

Ruling supports drive for single rail labor union

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Members save kids from death

SALT LAKE CITY, Utah – Two UTU members are being hailed for their heroism in their efforts to save three persons, including two young children, from drowning.

The incident happened early in the morning of December 19, 2002, as Greg Ledger and Bill Peck, both members of Union Pacific Local 1366 at Salt Lake City, were riding with BLE member Norm Day in a crew bus to pick up their train.

It had snowed the night before and the road was icy and slippery, Peck said.

The driver of the pickup truck they were following west on Interstate 80 suddenly hit an icy patch on an overpass and lost control of the vehicle. It plunged off the highway and down an embankment, slamming to a halt in waist-deep, frigid waters with the driver's side of the vehicle

Continued on page 10

GTW yardmasters ratify contract

CLEVELAND, Ohio – Members of UTU's Yardmaster Department on Grand Trunk Western Railroad have ratified an innovative new agreement by a better than a two-to-one margin.

The pact provides yardmasters with pay increases of 9% over three years.

The ratified agreement also eliminates entry-level pay rates, provides for a 401(k) retirement savings plan that includes a company cash contribution and provides payment for unused personal leave days.

"This was the second occasion we used an interest-based bargaining process to reach a positive negotiating result," said Donald R. Carver, assistant to the president of the UTU and director of the union's Yardmaster's Department. Interest-based bargaining involves each party

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Around the UTU

News from around the U.S. and Canada

Local 84, Los Angeles, Cal.

The local's new website is making progress and now open for viewing, said Secretary & Treasurer **Richard Albitre** and Legislative Representative **Rick Reyes**. UTU members can view it at <http://www.angelfire.com/theforce/utulocal84>.

Local 161, Seattle, Wash.

Special thanks go out to **Rich Waring**, who helped create the Fellowship and Bereavement Fund, and **Kiki Garrison**, the fund's unofficial coordinator and collector, said Secretary & Treasurer **Wayne Ingersoll**, who also expressed gratitude to those who have contributed. The fund buys cards, letters, remembrances, or flowers for bed-ridden or recently deceased members of the local.

Local 168, Chicago, Ill.

Local President **Tim Harrigan**, Chaplain **Tom Guingrich** and Local Chairperson **Doug Silkowski** recently led the local in remembrance of the late **James Dargon Jr.** of Local 1409 (Kansas City, Kan.), said Local Secretary & Treasurer and Peer Counselor **Lee T.G. Channing**. (See *Dargon's obituary on Page 8*.)

Local 257, Morrill, Neb.

Members are mourning the sudden passing of Local Chairperson (E) **Ron Ash**, 45, who died of a massive stroke on the way to work on Dec. 21, 2002, said Secretary & Treasurer **Dave Martin**.

Local 340, Connellsville, Pa.

Members are seeking financial assistance for 30-year CSXT conductor **Jim Means**, whose cancer-stricken wife, **Gaya**, is undergoing an experimental course of chemotherapy not covered by insurance, said **R.C. "Randy" Matthias**. Send donations to the Means family at 626 Breakneck Rd., Connellsville, PA 15425.

Local 453, Clinton, Ill.

The local's members, along with those of **Local 768** (Decatur, Ill.), have expressed their gratitude to Designated Legal Counsel **Edward F. Brennan** for supporting the 11th annual Christmas party, which drew nearly 300 employees and their spouses from the CN/IC, NS, CSXT and I&M railroads, said Local Chairperson **Lloyd R. Holman** (L-453) and Local President **Randy Thaxton** (L-768). Guests included Illinois State Legislative Director **Joe Szabo**, Assistant State Director **John Burner** and Railroad Retirement Regional Director **Jim McFadden**.

Local 469, Madison, Ill.

The annual Christmas party was a great success, said Secretary & Treasurer **John Payer**, thanks to the support of the Midwest Railroaders and Designated Legal Counsel **John Papa**. Prizes included such items as a 25-inch television, hams and fishing supplies, and in attendance were members of **Locals 1405** and **1388** (St. Louis, Mo.), **Local 1929** (E. St. Louis, Ill.) and **Local 1517** (Cincinnati, Ohio).

L-1043, Sparks, Nev.

Late last year, working jointly with the Transportation Communications Union, the City of Winnemucca, the Humboldt County Commission and the Nevada Public Utilities Commission, this Union Pacific local reached an unprecedented agreement that addresses the safety concerns that arose with the elimination of a clerical position at the local rail yard, said Local Chairperson **Rod Nelms**. The agreement provides for training and the implementation of operating and enforcement contingencies involving hazardous materials.



Individuals representing three generations of the Davis family who served as local chairpersons include (from left) Cecil G. "Crash" Davis of Local 1168 in Clovis, N.M.; Drake K. Davis of Local 1687 in Belen, N.M., and BNSF General Chairperson C.D. "Bud" Davis (GO-020) of Local 1674 in Los Angeles, Calif.

Local chairperson upholds tradition

There are railroad traditions, and there are family traditions, and in the Davis family, the two come together to form a union tradition.

With the start of the new year, **Drake K. Davis** of Local 1687 in Belen, N.M., took the reins as local chairperson for yardmen, representing the third generation of his family to serve as a local chairperson. If he needs it, the 24-year-old, who has been railroading on BNSF for four years, will have no trouble getting advice.

Drake's grandfather, **Cecil G. "Crash" Davis**, is a retired conductor who served as local chairperson for conductors belonging to Local 1168 in Clovis, N.M. He began his career in Clovis in 1940 as a brakeman, two years later was promoted to conductor, and joined the Order of Railway Conductors and Brakemen (ORC&B), a UTU predecessor union. He was serving as local chairperson when the ORC&B merged with three other unions to create the UTU. The 84-year-old retired in 1985, when he was 68, but three of his four sons carried on the railroading tradition.

"Actually, Drake is a fourth-generation railroader," the elder Davis said. "My father was a land surveyor for the Santa Fe, and my wife's father was a conductor on a work train that built a lot of these lines around 1900."

"Crash" Davis' son, **Joe D.**, is Drake's father, an engineer and, like "Crash," a member of Local 1168. Another son, **John F.**, also works as an engineer and belongs to Local 811 in San Bernardino, Calif., and a third son, **C.D. "Bud" Davis**, a member of Local 1674 in Los Angeles, Calif., and a former local chairperson for the local's engineers, now serves as a BNSF general chairperson (GO-020).

"I'm very proud of my sons and my grandson," said the elder Davis, "but I like to tell them that none of them are smart enough to be a conductor!"

Local 1074, Freeport, Pa.

Members of this McKeesport Connecting Railroad (MKC) local join with Union Railroad General Chairperson **J. J. Tierney** of Local 1628 (Pittsburgh, Pa.) in sending best wishes to **Kenneth M. Weidaw**, who retired Dec. 31, 2002, after 31 years as MKC general chairperson. The trainmen and enginemen of the MKC joined Brother Weidaw at a New Year's Eve retirement dinner to express their gratitude for a job well done. Brother Tierney will take on the duties of general chairperson on the MKC.

Local 1161, Englehart, Ont.

Members employed by the Ontario Northland Transportation Commission recently ratified a three-year contract, retroactive to January 2002, that includes wage increases of 2% for 2002, 3% in 2003 and 4% next year, as well as improved benefits and contract language. Bargaining began in April 2001, said General Chairperson **Phil Koning**.

Local 1386, Parkersburg, W. Va.

Nearly 300 associated with this CSXT local attended the annual Christmas party, said Delegate **Buster Adkins**, who expressed gratitude for the door prizes and support contributed by local sponsors, **Operation RedBlock** and Designated Legal Counsel **Willard J. Moody Sr.**; **Willard J. Moody Jr.**; **George A. Thornton**; **Cortney S. LeNeave**; **Ronald J. Barczak**; **Robert N. Peirce Jr.** and **Joseph A. Coffey**.

Local 1570, Roseville, Cal.

Local members, along with **Local 492** (Sacramento, Cal.), have set March 8 as the tentative date of the biggest retirement party ever sponsored by these Union Pacific locals, said Secretary & Treasurer **Ken Schaffer**. Arrangements were begun by recently retired former S&T **Walter Wilson**, who continues to plan with Local President **Jim Feickert** (L-1570), along with Local President **Barry Elkin** (L-492) and S&T **Daryl Stinchfield** (L-492). Assistant State Legislative Director **Mike Anderson** (L-1570) will emcee the roasting of about 15 new retirees.

Local 1741, San Francisco, Cal.

Members working as bus operators for the San Mateo School District recently approved a motion by **Diane Johnson** to send \$50 checks to fellow members who are sick or injured, according to Local Vice Chairpersons **A. J. Buchter** and **Ange A. Beloy**.

Local 1760, Detroit, Mich.

More than 85 attended the annual Christmas party, said Secretary & Treasurer **Jerry D'Ortenzio**, who expressed gratitude to Designated Legal Counsel **Robert E. Harrington Jr.** for supporting the event. Meanwhile, members were saddened by the passing of recently retired conductor **Jerry Good**, 62, who lost his battle with cancer on Dec. 28, 2002.

Local 1813, West Colton, Cal.

Union Pacific switchmen in this local are making plans for their 25th annual two-man scramble golf tournament, to be held at El Rancho Verde Golf Course, said Local Chairperson **Rick Renna**. All UTU members are invited to the event, which usually draws a full field of 144 golfers. For more information, contact Brother Renna at (909) 946-8984.

Local 1957, Silsbee, Tex.

Members of this BNSF local send best wishes to recently retired conductor **R.D. Medlock**, who spent many good years with the local, as well as with **Local 733** (Galveston, Tex.), said Local Chairperson **Mark Albright**.

GO-681 (Norfolk Southern)

A plaque was recently presented to General Chairperson (E) **Dave Benson** of Local 706, Roanoke, Va., who recently retired after a 43-year career that began on the Nickel Plate Railroad, said Virginia State Legislative Director **Richard E. Jeskey**. The plaque proclaims the deepest appreciation of members from **Locals 48, 440, 496, 655, 706, 971, and 1869**.

State Watch

News from UTU State Legislative Boards

Indiana

UTU Local 1526 President and Legislative Representative **Dennis A. Burke** has been appointed by Gov. Frank O'Bannon to the board of trustees of the Northern Indiana Commuter Transportation District (NICTD), which oversees the operation of the commuter line between South Bend and Chicago.

State lawmakers passed legislation, introduced by State Representatives Dan Stevenson (D), that added one passenger member and one employee member to the board.

"I would like to thank the governor for this opportunity to serve," said Burke. "This bill was fought by the railroad all the way, but with the help of State Legislative Director **James Carrico**, and State Representatives Scott Pelath and Stevenson, we were successful."

Burke said he was looking forward to opening up the lines of communication between the district and the employees, adding that "we have a common goal, so we need to be working together."

The NICTD was created in 1977 to preserve commuter rail service in the area.

Michigan

Francis Ray, retired assistant state legislative director of the UTU's Michigan State Legislative Board, passed away December 23, 2002, at Covenant Medical Center Cooper in Saginaw, Mich., reported Michigan Legislative Director **David Brickey**. He was 66.

Ray, a member of UTU Local 320 at Saginaw, died after a long battle with cancer. He was employed as a conductor on the CSX Railroad for over 40 years and was a loyal member of the United Transportation Union.

He had served UTU Local 1761 for many years as local chairperson, legislative representative and delegate, Brickey said. He was elected secretary of the Michigan Legislative Board in 1984, elected assistant state director in 1988 and re-elected to that position again in 1992 and 1996.

"Brother Ray was an outstanding and dedicated officer who served his union faithfully until his retirement on May 2, 1998. He was also a dear, personal friend and I will miss him greatly," Brickey said.

Tennessee



Members of the UTU Tennessee Legislative Board recently presented a plaque to retiring Board Secretary and Legislative Representative J. Larry Jones of Local 459 at Chattanooga for his years of service to the UTU and his local. Jones, who has been battling cancer for the last year, has served as legislative representative for the past 15 years. He has been a member of the UTU and its predecessors for 38 years and has held a number of other local offices. Pictured, from left, are Local 974 Legislative Representative Randy Elliott; Jones; Board Chairperson Robert M. Davis (L-1345) and Assistant State Director Don Fenrick (L-1557).

Massachusetts/Rhode Island

The Massachusetts Legislative Board has refiled for the 2003 session of the state legislature several bills that cover critical incident relief, heating and ventilation of locomotive cabs, provisions for crew-reporting facilities, and locomotive cab safety devices, including cab signal and automatic train-stop controls.

The bills are sponsored by both co-chairmen of the legislature's Joint Committee on Transportation, State Sen. Robert Havern (D) and State Representative Joseph Sullivan (D), said State Legislative Director **George Casey**.

The critical incident bill is modeled after a Rhode Island law that requires railroads to provide counseling or other critical incident stress debriefing services to every member of an operating crew involved in an accident on its right-of-way that results in death or serious bodily injury.

Watch for updates about these legislative efforts in future editions of the *UTU News*, Casey said.

Missouri

Due to the efforts of the UTU's Missouri State Legislative Board, the Union Pacific Railroad's Kansas City Terminal has implemented new procedures and installed new equipment to reduce the inaccurate train consist placement of hazardous materials.

Legislative Director **W. Larry Foster** said that the board requested a hearing with the Federal Railroad Administration and UP officials on July 10, 2002, after receiving numerous reports from Local 1216 Legislative Representative **Kenny Backes** that the placement of hazardous materials on trains was being reported inaccurately repeatedly in train consists.

"If there were hazardous-material cars in a train and there was a derailment, one can only imagine what horrible things could have happened if the conductors' list was not correct," Foster said.

As a result of the meeting, new AEI readers were installed in the Kansas City area, yard managers now drive the track and double-check the consists for errors, and a hotline for crews to report bad consists has been established.

UP General Superintendent Mike McCarty told Foster and other UTU members present that "without the help of each of you, we would not be where we are today on this critical safety issue."



Missouri State Legislative Director W. Larry Foster, right, presents a UTU Brass Lantern to Local 1216 Legislative Representative Kenny Backes for his assistance in correcting inaccurate train consist placement of hazardous materials on Union Pacific trains at the railroad's Kansas City Terminal.

Bus Department

By Percy Palmer

Be aware of new driving offenses

There are now additional, stringent penalties for offenses committed while driving any class of motor vehicle that will result in mandatory disqualification of your commercial driver's license, sometimes for life.

For example, if a driver operates any class of motor vehicle and is convicted of being under the influence of alcohol or a controlled substance, for a first offense it would be disqualification for one year. A second conviction would be disqualification for life.

A combination of any two offenses from a Federal Motor Carrier Safety Administration (FMCSA) list within a three-year period, even if they are committed separately and in a non-commercial motor vehicle, will result in disqualification from 60 to 120 days. Suppose a driver is convicted of speeding 15 miles above the speed limit, then two years and 11 months later is convicted for following too closely or making an improper lane change. That person would lose his or her commercial license for a period of 60 days. And, a third offense in three years would result in disqualification for 120 days. Then there are disqualifications for railroad/highway grade crossing offenses and out-of-service orders.

Any period of disqualification means you are out of a job.

Our legal department, along with other unions, has filed petitions with the Department of Transportation under whose jurisdiction the FMCSA falls, requesting a reconsideration of the final rule.

Stay alert while we try to correct this unreasonable and undue pressure placed on commercial drivers.



Yardmasters

By Don Carver

NJ Transit contract out for ratification

Grand Trunk yardmasters have ratified a new three-year contract. New rates and benefits will be effective with the beginning of the first payroll period in February. Retroactive pay is due within 45 days following notice of ratification. The first general wage increase was effective January 1, 2002.

General Chairperson Lenny Forchione and Committeeman Jack Blaylock are to be commended for their hard work and dedication during the negotiations that led to the securing of these enhanced benefits for the Grand Trunk yardmasters.

Meanwhile, General Chairperson John Eschmann has presented a proposed new contract to the New Jersey Transit yardmasters for ratification. The proposed three-year pact provides general wage increases without work rules changes or employee health care contributions. Ratification ballots will be counted the last week of the month. We are expecting an overwhelming vote supporting the proposal. Determination and persistence yields benefits for the membership.

Negotiations are being scheduled for the Shared Assets Area (former Conrail) mechanical supervisors. Mechanical supervisors are represented by Yardmaster Department General Chairperson Ron Kratz. This will be the supervisors' first contract since joining forces with the UTU. We have given the carrier dates in March for continuing negotiations and are awaiting a reply.



Byron A. Boyd Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:
via telephone at (216) 228-9400
via fax at (216) 228-5755
via e-mail at utunews@utu.org
via the Internet at <http://www.utu.org>

Your finances linked to future of Amtrak

There is bad news about some pension plans. A Teamsters plan is said to be almost insolvent. If the federal Pension Benefit Guaranty Corp. (PBGC) must bail it out, retired truck drivers could face significant reductions in retirement pay.

At bankrupt US Airways, the PBGC is preparing to bail out that troubled pension plan, which *The Washington Post* said would result in "significantly smaller" retirement pay checks for pilots "than what they were promised." A similar fate may befall United Airlines' retirees.

For retired and active railroaders, the message is, "not to worry." Railroad Retirement reform ensured the plan's solvency.

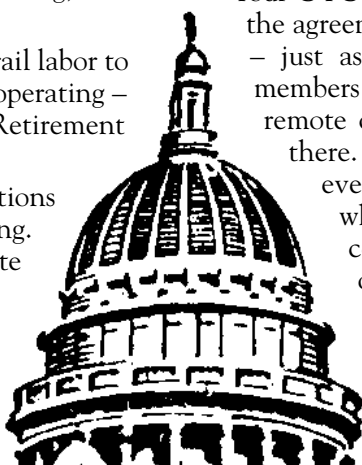
The only cloud on the horizon is Amtrak. Should it cease operating, Railroad Retirement could face a severe bump in the road.

That is why your UTU has taken a leadership position among rail labor to convince Congress to provide Amtrak the funds needed to keep operating – just as the UTU led the fight to ensure passage of Railroad Retirement reform.

Here is what you can do: Regularly visit www.utu.org for instructions on when to call your lawmakers to urge adequate Amtrak funding. Thousands of UTU phone calls and e-mails resulted in the Senate adding \$400 million to Amtrak funding this year!

Your generous contributions to the Transportation Political Education League (TPEL) also help get our message to Congress.

It's all about jobs and retirement – ours!



WASHINGTON WATCH

By James Brunkenhoefer

Be careful of well-meaning efforts

Two of the most difficult problems we are trying to solve are to save Amtrak and eliminate fatigue. Your UTU always approaches problems mindful that preserving employment is the first order of business.

That is not the first order of business for lawmakers such as Sen. John McCain, an Arizona Republican who chairs the Senate committee with principal responsibility for Amtrak and freight railroads. During his failed presidential campaign, Sen. McCain became known for his "straight talk" – and that straight talk often quoted railroad employees about how bad Amtrak is run.



Sen. McCain said his office was "flooded" with e-mails, faxes, phone calls and letters containing factual evidence of Amtrak's faults. So, heeding information from people employed by Amtrak, Sen. McCain and others crafted legislation to solve the problems. Their "fix" was not what the complaining UTU members had in mind. The fix engineered by Sen. McCain and others was to take Amtrak employees out of Railroad Retirement and use the savings to fund Amtrak. They also wanted to give an Amtrak oversight board authority to cancel labor agreements. Furthermore, Sen. McCain and others would have privatized Amtrak routes and sold the Northeast Corridor to a private operator, allowing non-union carriers to run passenger trains.

Now, we hear some UTU members are complaining to

In union there is strength

By Paul Thompson
Assistant President

What matters most from the arbitrator's decision on remote control is UTU members have the work and the job protection. As President Boyd said from the start of this unprovoked battle with the other organization, "I would rather be explaining to our members why we have the work than why we don't."

How important is the agreement guaranteeing remote control assignments to ground service employees represented by the UTU? Some twenty years ago, major railroads employed more than 109,000 train and engine service employees. Today, that number has dropped to fewer than 62,000 – a more than 40% loss of jobs.



Thompson

No matter what rail labor has done in the past to stop technology, it did not work. Look back to the introduction of diesel locomotives, radios and end-of-train devices. Technology we unsuccessfully fought was introduced anyway and without adequate job protection.

Your UTU exists to protect and improve members' paychecks, benefits and working conditions. Your UTU did precisely that with the agreement on remote control – just as your UTU protected members in Canada when remote control was introduced there. This latest agreement even protected engineers where we don't hold the contract. In fact, had the other organization agreed to be a full partner at the negotiating table as we requested, we could have

negotiated a common agreement with even stronger protections.

The reason the other organization sought this arbitration was to win the remote control work for its own members. In fact, if the other organization had made the agreement with the carriers rather than your UTU, the other organization most likely would have duplicated its previous agreement with Montana Rail Link. And UTU-represented jobs would have been lost.

As for safety, we negotiated to have your UTU representatives at the table to participate in decision making to ensure there is adequate training and safety precautions. It is important to recognize the other organization started this arbitration proceeding not over safety, but over which job classification gets the remote control assignment. It is the UTU that won the safety provisions from the carriers.

One of the clearest lessons of history is that operating employees gain more by standing together as one organization for the betterment and protection of train and engine service employees. President Boyd made it perfectly clear that the UTU cannot and will not stand by and merely watch change take place. The UTU will participate and manage that change to ensure the best outcome possible for every operating employee, regardless of craft.

The door remains open for renewed talks on bringing these great organizations together. In union there is strength and the union of all operating crafts into a single organization is the most effective way to protect and improve paychecks, benefits and working conditions.

Sen. McCain and other lawmakers about fatigue on freight railroads. They are not satisfied with the efforts of their union. Sadly, they could be repeating events on Amtrak and Sen. McCain and others are only too willing to help.

Sen. McCain is a good friend of the railroads. You can bet there are "solutions" sought by railroads that would not be good for UTU members. Railroads would welcome a law gutting our contracts of provisions railroads say could eliminate fatigue – and their friends including Sen. McCain could say they are acting at the request of union members!

Please remember your UTU has friends in both political parties, but we have a lot more friends on the Democratic side while the carriers have a lot more friends on the Republican side – the side that currently controls the House, the Senate and the White House and every federal agency, including the Federal Railroad Administration.

Our efforts on Capitol Hill and before state legislatures do not always move as quickly as members would like. The frustration is understandable. But, the solution is not signing petitions or writing letters crafted by the unelected and unappointed to members of Congress demanding solutions without understanding the price that may have to be paid. Such well-meaning efforts may be helping our enemies.

We must and will solve the problems of our members, but never at the cost of eliminating your job or reducing your standard of living.

SOFA group combats yard accidents

Switching operations create one of the most dangerous exposures to injuries and death for railroad workers. Following nearly a decade during which there was almost one switching fatality per month, the Federal Railroad Administration, Association of American Railroads, American Short Line Rail Road Association, the UTU and the Brotherhood of Locomotive Engineers established the Switching Operations Fatality Analysis (SOFA) working group to combat the problem.



Smullen

SOFA began by dissecting 76 fatal switching accidents in an attempt to find common threads and identify ways to halt these tragedies. Important to the effort is recognition that those performing switching operations cannot become complacent – they cannot start thinking they have seen it all. In fact, almost as many long-time railroaders have been injured and killed in switching accidents as new employees, according to statistics.

A significant accomplishment of SOFA in its early days was the agreement of all the SOFA working group members that accidents are not always the result of human error. The SOFA group is committed to working together to determine the real cause and possible contributing factors, including equipment, operating procedures, and conditions beyond the control of the individual.

SOFA has paid dividends. During its year of creation in 1998, there were 13 employee fatalities in switching operations. SOFA research led to lifesaving tips that began paying results in terms of lives and limbs saved. By 2001, SOFA

related fatalities dropped by 38% and in 2002, switching fatalities fell to just six, which was another 25% reduction in such tragedies. “Those six fatalities represent the smallest number of switching fatalities in a single year since such statistics began to be recorded in 1975,” said John P. Smullen, Minnesota state legislative director, who represents UTU on the SOFA working group.

Other UTU members of the group include Danny Boyles Jr., Georgia state legislative director, and David H. Brickey, Michigan legislative director.

“Each switching fatality avoided represents a member who makes it home in one piece to his or her family,” Smullen said. “But, I know we can do better if we all make a renewed effort to continue to live the safety and operating rules that mirror SOFA’s five lifesaving tips.”

The five lifesaving tips are:

- Secure equipment before action is taken;
- Protect against moving equipment;
- Discuss safety at the beginning of the job and when the work changes;
- Communicate before action is taken;
- Coach less-experienced employees to perform service safely.

Smullen, Boyles and Brickey praised all members of the SOFA working group for “putting personal agendas aside and working together toward the common goal of eliminating switching operation fatalities. Not a single member of the SOFA working group will rest until the goal of zero switching fatalities is achieved,” Smullen said.

Pact gives Canadian members greater protections

SAULT STE. MARIE, Ont. – A simple document of 211 words represents a new tactic in Canadian labor’s arsenal, and leading the way with that tactic now securely in hand is the United Transportation Union (UTU).

That tactic gives UTU members in Canada greater job security and protection from management harassment.

UTU General Chairperson Rex A. Beatty says the document’s language evolved in response to an all-too-common predicament for labor in Canada – “management knowingly and repeatedly violating a contract.”

So, what the UTU did was gain from the Canadian National Railway (CN) a written declaration that it will live up to the integrity of an agreement it freely and willingly negotiated with labor, and provide for an escalating remedy if it does not. The value of the letter – known in legal lingo as a “collective agreement compliance clause” or a “remedy provision” – was made clear in Arbitration Case 3310, heard in Montreal in December.

The case began after CN served notice it would abolish two positions, followed by another notice it would cease operations at Turcot Yard in Montreal. The company ran afoul of the collective bargaining agreement on a number of counts, but, for the most part, the problems were related to the company unilaterally and repeatedly implementing changes without addressing their adverse affects in accordance with an agreement it had with the UTU.

The arbitrator directed CN “to resume material change negotiations with the union, as contemplated under the collective agreement.” The arbitrator also directed “the parties to meet and negotiate an appropriate remedy in the form of a lump sum payment to the union....” The sum includes a portion to be distributed to the affected employees, but also covers the union’s legal costs in pursuing the matter.

“Frequently, the gains the company gets from violating an agreement far outweigh any penalty an arbitrator can impose,” said Beatty, who heads UTU General Committee of Adjustment (GCA) GO-105 (Central Region). “So the company will knowingly and repeatedly violate an agreement.” Not this time. “I believe this is the first time legal costs have ever been awarded in such a case,” Beatty said. And if the CN violates the agreement again, an even larger dollar cost will result.

The outcome certainly represented a victory for the workers involved. But beneath that victory is an even greater triumph for the UTU and organized labor in Canada, and it lies in the process that led to the outcome. And the lynchpin of that process? A simple document of 211 words.

“Case 3310 was about a specific situation, but the clause itself isn’t about wages or work rules,” Beatty said. “It’s about the integrity of living up to a contract. And that’s where this arbitration was a victory far larger than the ‘win’ we gained in pursuing the case.”

Beatty said typically it can take as long as six months to a year for a grievance to work its way through the system. “And under civil law, an arbitrator can only determine what’s right or wrong, and address the grievance according to the agreement,” Beatty said. “In the meantime, the company is benefiting from its violation, which means it will likely abuse the agreement again.”

What’s worse, Beatty said, the cycle of abuse interferes with the proper

functioning of the union and has a negative effect upon the membership. As the arbitrator recognized in the award favoring the UTU, “rank-and-file members increasingly express the view that their collective agreement is meaningless and their bargaining agent is powerless to enforce it.”

Beatty worked with UTU International Vice President Guy Scarrow, Vice General Chairpersons Gary Anderson and Jim Robbins, GCA Secretary Guy Ethier and the other members of the committee.

Beatty said the problem of blatant and repeated contract violations weighed heavily on the group. They focused on the question, “How can we protect the integrity of the agreement?”

The answer they came up with: build a disincentive into the agreement to make the company accountable.

“That’s the beauty of this clause and its process,” Beatty said. “It says that if the company violates the agreement, there will be a remedy imposed. If they violate it again, there will be a greater remedy imposed.”

The key to the process, Beatty said, is the distinction between the application of civil law and common law remedies in Canada. Without the clause, arbitrators are constrained by civil law to address a grievance according to the remedies found in the agreement. Inclusion of the clause gives the arbitrator the authority to apply common law remedy. That distinction makes the difference.

For example, if a violation costs the company \$25,000, but it isn’t enough to deter another violation, “the arbitrator can then hit them with \$50,000, or

whatever it takes to serve as a disincentive,” Beatty said. “This is a common law concept known as putting the remedy ‘in motion.’”

CN may not be happy with the result, but as Beatty pointed out, “it’s problematic for the company to get it removed. If they say ‘no’ to such a provision, it doesn’t look too good.”

Likewise, a company negotiating a new contract would find it awkward to refuse to insert a provision requiring it to live up to its word, which is why including a similar clause in other labor contracts remains a promising possibility for the UTU and other labor organizations in Canada. In fact, “steel workers in Hamilton, Ont., and others in organized labor in Canada have asked for copies of this,” Beatty said.

The clause also serves as a tool of the general chairperson’s office. “Every member has the right to file a grievance under the grievance procedures,” Beatty said. “But if something violates the integrity of the agreement, then I, acting as general chairperson, can immediately file.”

The provision is especially important in today’s political climate. “You can’t count on the government to protect you in the workplace,” Beatty said. “You need to be protected by an agreement, and this gives an agreement teeth.”

Although the Brotherhood of Locomotive Engineers – under the banner of the Canadian Council of Railway Operating Unions (CCROU) – initially was part of the negotiations, it “backed out of the CCROU” before the document was negotiated and signed,” Beatty said. Only the UTU moved forward to prove the value of the document, he said.

“If you want to be a leader, then lead,” Beatty said. “That’s what the UTU is doing.”

As a UTU member, you are entitled to many benefits

The basic facts about the United Transportation Union

Power in Numbers

The United Transportation Union represents more than 125,000 active and retired members in the United States and Canada. This includes more than 80,000 active, dues-paying members and more than 8,500 members in Canada. These individuals work in a wide variety of transportation occupations, from airline pilots to bus mechanics to railroad engineers to mass transit operators. A union's strength lies in the fact that, together,

members are stronger united than as individuals. Together, they can speak with one voice. Only in this way can maximum gains – in wages, pensions and working conditions – be achieved.

We Are Ruled by Law

The UTU is governed by a Constitution that details the laws of the union and how they are applied. It spells out the obligations and rights of officers and members. Labor experts have

cited the UTU Constitution as a model for a democratic, local-based labor organization.

Historical Craft Autonomy

The UTU was founded in 1969 with the promise that historical craft autonomy would be maintained, and that has not changed. Each historical craft within the UTU is guaranteed, by the Constitution, the right of self-determination on all matters affecting working conditions. It is UTU national agree-

ments that allow trainmen to go into engine service and keep their ground service seniority, and it is the UTU that protects that seniority, and the work opportunities that seniority allows.

The Union Purpose

The union's purpose is to represent transportation service and other employees and to promote their general welfare, social, moral, intellectual, economic and political interests.

Responsibilities include the handling of claims, grievances, discipline cases and disputes with management. UTU education initiatives help ensure that your local chairperson has received instruction in matters relating to his or her duties.

Local Board of Trustees

Each local has three trustees, who are elected every three years. Trustees are responsible for supervising the financial affairs of the local, in addition to overseeing bonding, handling rent, lease or purchases of property and equipment, and performing an annual audit of the local's finances.

Delegate

A local delegate is elected every four years. It is the responsibility of the delegate to attend the International convention for the purposes of electing all International and national officers and boards, and considering and voting upon matters pertaining to the modification of the Constitution.

director is elected by members of the state legislative board, which is comprised of all local legislative representatives in the state. The election to fill this post takes place every four years. State and provincial legislative directors keep in close contact with local lawmakers and attend sessions of state or provincial legislative bodies to promote the political and legislative interests of UTU members.

Locals

The UTU has 540 locals in the U.S. and 74 locals in Canada. The locals are generally headquartered at terminals or division points.

Local President

Members elect presidents of their locals every three years. It is his or her responsibility to preside at meetings, supervise the local's affairs, decide disputes, appoint committees, countersign checks and documents and file necessary reports.

Local Secretary

The local secretary is elected by members every three years. This officer records the minutes of the local meetings, handles correspondence, signs documents, handles election and assessment notices, and files reports.

Local Treasurer

This officer is elected by local members every three years. The treasurer is charged with the responsibility of ensuring the proper collection of dues, disbursement of funds, keeping accurate financial records and filing reports as required by law.

Local Legislative Representative

The legislative representative is elected every four years by members. He or she attends state legislative board meetings and promotes legislation to remedy unacceptable working conditions.

Local Chairperson

The local chairperson is elected to office every four years. The local chairperson is the chair of the local committee of adjustment, which is made up of the chairperson, vice chairperson and secretary.

UTU departments are ready to serve and protect you

Legislative Department

The UTU has one of the most extensive and active legislative departments among labor. National legislative directors and their staffs maintain offices in Washington, D.C., and Ottawa, Ont. In the U.S., 49 of 50 states, plus the District of Columbia, have legislative boards made up of local legislative representatives and headed by a director. This efficient and energetic legislative organization, backed by members' donations to the union's Transportation Political Education League (TPEL) political action committee, gives UTU members a voice at the federal, state and provincial levels. Among laws passed or amended because of UTU action are the Railroad Retirement and Survivors' Improvement Act, the Railway Labor Act, the Federal Employers' Liability Act, the Federal Hours of Service Act and the Mass Transportation Act.

Yardmasters Dept.

In 1985, members of the Railroad Yardmasters of America voted over-

whelmingly to affiliate with the UTU. The union's Yardmaster Department handles such matters as yardmasters' grievances, insurance claims and other duties.

Bus Department

The UTU represents a wide variety of transportation employees, from airline pilots to bus mechanics to mass-transit operators. Many of these members belong to locals under the direction of the UTU Bus Department. UTU represents about 8,500 such members in 25 locals. Representatives of the UTU, and especially the Bus Department, continue to work to provide union protections to all transportation employees.

Legal Department

The UTU maintains an extensive staff of lawyers trained in a wide variety of transportation and employment law. These attorneys assist and advise officers and members on legal issues and others matters. They also guide the union concerning proposed federal and

state legislation dealing with a wide variety of matters, including labor relations and job safety.

Research, Schedule Department

Work performed by this department enables the union to serve members' interests by securing and enforcing collective bargaining agreements. This department compiles and maintains data on rates of pay, work rules, working conditions, legal decisions and other awards in contract disputes.

Public Relations Dept.

A diversified and active public relations effort is very important to any organization interested in presenting an accurate and favorable image of its achievements and members. The UTU Public Relations Department staff works hard to tell the UTU story to people outside the union as well as to union members through publications, the UTU website, educational and retiree programs, and numerous special projects.

Membership Services

The department provides answers to members' questions regarding health and welfare plans, dental programs, vision-care benefits, Board of Appeals and Board of Directors decisions, and interpretations of the UTU Constitution. This department also handles Railroad Retirement Board questions.

Association of General Chairpersons

For rail members, this association, comprised of three districts, provides advice and cooperation to the International president in carrying out the mandates of the delegates to quadrennial conventions.

Association of State Legislative Directors

This group coordinates efforts to secure the enactment of laws and regulations at the state and federal level, to ensure the protection and welfare of union members.

UTU membership gives you a voice in the workplace

The International

The International Union meets in convention once every four years. The convention is made up of one delegate from each local plus all elected International officers and board members. At conventions, delegates amend the Constitution and elect International officers and board members. Canadian delegates elect the Canadian officers.

International President

The International president is elected to office every four years at the convention. He/she heads all union affairs and activities, presides at conventions, supervises officers and employees, interprets union laws and the Constitution, decides all disputes and exercises general executive and administrative control of daily activities of the union.

Assistant President

The assistant president is elected to office every four years at the convention. He/she assists the International president in carrying out all policies and programs of the union and in any other matter assigned by the president.

General Secretary and Treasurer

The General Secretary and Treasurer is elected every four years at the convention. He/she is the chief financial officer of the union.

National Legislative Director

(U.S. and Canada)
The national legislative director is the chief legislative and political officer of the union. He/she coordinates the activities of the state and provincial legislative directors. He/she furnishes recommendations regarding political activities to the International president. The national legislative director is responsible for the resolution of transportation safety issues and the passage of legislation protecting the interests of the membership.

Vice Presidents

Vice presidents act as field agents, carrying out grievance resolution or other assignments as directed by

the International president.

Vice President, Bus Department

This vice president directs the affairs of the Bus Department, including overseeing negotiations on wages and working conditions for UTU-represented bus operators, mechanics, and related occupations.

Vice President, Commuter Rail

This position was created by delegates in 1999. This officer works to serve the union's expanding rail commuter membership, which now totals more than 10,000 individuals.

Assistant to the President-Yardmasters

This officer handles the affairs of the UTU Yardmaster Department, including contracts, insurance matters and major grievances.

Alternate Vice Presidents

These officers are called upon to replace vice presidents in the event of resignation, retirement or death. They also may be assigned to help in contract negotiations or other disputes.

General Committees

General committees deal directly with collective agreements. A general committee typically handles grievances originating from between one and 40 locals representing members working for a specific carrier. General chairpersons head general committees of adjustment. Each is elected by the members of the committee, which is made up of all the local chairpersons. The election to fill this post takes place every four years. The general chairperson handles all claims, grievances and discipline matters on a regional basis, with authority to make and interpret contracts on work rules and pay rates, and negotiate agreements with carrier officials on a system and regional level.

State/Provincial Legislative Boards

Each state or provincial legislative

**Contract
benefits
have been
negotiated
and
agreed upon.**

**You have
earned
them!**

**Do not
be afraid
to use them.**



UTU members suspended from service on account of discipline also can receive financial benefits by enrolling in the union's Discipline Income Protection Program.

UTU members and their families also can take advantage of the many fine insurance and investment programs offered by the United Transportation Union Insurance Association (UTUIA).

Also, the UTU and UTUIA members are eligible to participate in the UTUIA Scholarship Program, which each year awards 50 continuing \$500 scholarships to UTU or UTUIA-insured members, their children or grandchildren, or the child of a deceased UTU or UTUIA-insured member.

Retired UTU members and their spouses also can enjoy the benefits of membership in the UTU Retiree Program. Program benefits include continued receipt of the UTU News, a colorful calendar, discounts on car rentals, a discount travel program, a free medical-emergency card, financial- and health-record booklets, and an important-documents folder.

Injured on the job? Protect your rights!

If you sustain a reportable injury on the job, you should follow this checklist:

✓ Tell a union officer. Report the injury immediately to a local union officer, such as local chairperson or local president, and get their help. He or she will help you collect all benefits available under union agreements and the law.

✓ See a doctor of your choice.

✓ See your own lawyer. UTU Designated Legal Counsel are always available to offer advice and assistance. Protect yourself and family.

✓ Do not give a statement to a company claim agent unless required by rule or union contract. Your local union official will help you.

✓ Do not participate in a company investigation without union representation.

✓ Learn your rights ahead of time. Do not accept the company's advice or decision as to how much compensation you are entitled to receive without the advice of Designated Legal Counsel.

✓ Show this checklist to your family in the event you cannot assist them.

A current list of Designated Legal Counsel can be viewed on the UTU website:

www.utu.org

Retiree Program News

B&O historian writes volumes

Rail fans interested in the history of the Baltimore & Ohio Railroad (B&O) can visit the B&O Railroad Museum in Baltimore, Md., or they can save themselves a trip by visiting UTU Retiree Program member **Carl T. Winegardner's** website at <http://www.ctwbooks.com/>.



C.T. Winegardner

Brother Winegardner, a member of Local 404 in Newark, Ohio, didn't just write the book on the B&O's history – he wrote 15 volumes, starting with the railroad's beginnings as the first horse-drawn railway in the U.S.

It's no surprise Winegardner is a B&O veteran. He hired out in Newark in December 1944 and worked as a brakeman and a fireman for his first six months. He decided he liked being a trainman and joined Brotherhood of Railroad Trainmen Lodge 169. He was the last promoted passenger train conductor on B&O's North Division, worked through the years the line was known as the Chessie System, and retired in August 1989 at the top of the seniority roster as a CSX conductor.

The first of his 15 volumes wasn't printed until 1989, but his work on the series began decades earlier. "I've been writing the B&O history since 1946," Winegardner said. "I carried a camera with me all the time I was on the road, and when I got home, I would copy notes into a big book. Eventually, I had better than 2,500 pages of history, with pictures of all the places I worked."

Winegardner also began collecting memorabilia. "I've got a bit of everything," he said. "I've got blueprints, movies, and even a mammoth model train set. My garage is a virtual museum."

Besides being a member of the B&O Historical Society, Winegardner meets at 8 a.m. on the second Tuesday of each month with The B&O Steamers at TJ's Restaurant in Newark. "We get close to 30 of us who worked around steam engines," he said.

But Volume 15 may be his last on the B&O Railroad. "I'm working on a history of the Erie Lackawanna," he said.

GAO: Social Security reform would require difficult choices

WASHINGTON, D.C. – A General Accounting Office (GAO) study released last month indicates that adding personal investment accounts to the Social Security system as proposed by a presidential study commission would require benefit cuts, tax increases or raising the retirement age.

The proposals offered by President Bush's Social Security Commission in 2001 also would require general revenue funds from the federal government for at least three decades, even if all Americans participated, the GAO report said.

The year-long study of the proposal found that adding personal accounts eventually would secure the system's long-term funding, but trade-offs would be required.

Social Security is expected to start paying out more in benefits than it collects in taxes by 2017 because the large Baby Boom generation will be retiring and the work force that keeps the system afloat through payroll taxes will be declining.

Reforms undertaken now "will ultimately determine not just how much income retirees will have but also how long they will be expected to continue working and how long their retirements will be," said David Walker, the GAO's comptroller. "Reforms will determine how much con-

sumption workers will give up during their working years to provide for more consumption during retirement."

Walker said the "window of opportunity" to make changes is closing, and that those hard choices will become even more difficult the longer Congress waits.

Reform is needed now "before the approaching demographic tidal wave makes the imbalances more difficult, dramatic, and disruptive," he said.

Investing in the stock market is one way to increase revenue, which "could improve the rates of return, but potentially expose individuals to investment risk and losses," Walker said.

While a Senate committee analyzed the report and the various proposals to shore up future funding for Social Security by creating personal accounts, observers believe the cost, at a time when deficits are soaring again, makes it unlikely that reform will occur soon.

Meanwhile, as this issue of the *UTU News* reached deadline, President Bush was expected to propose long-term changes in Medicare, including a provision for a prescription drug benefit. Though details were sketchy, the White House wants to foster competition between Medicare and private health plans.

James Dargon Jr., 79, passes away; wrote first Rule G Bypass agreement

MERRIAM, Kan. – James Dargon Jr., 79, who wrote and progressed the industry's first Rule G Bypass agreement in 1979 and was one of the creators of Operation RedBlock, passed away January 12, 2003, at Providence Medical Center.

A member of Local 1409 in Kansas City, Kan., Brother Dargon retired in 1986 from the Union Pacific Railroad (UP) as a brakeman after 40 years of service, including many as a local officer.

He is survived by his wife of 57 years, Rose Marie; four daughters; three sons; a sister; eight

grandchildren and three great-grandchildren.

Dargon received an award from the UP in recognition of his involvement with Operation RedBlock, a program promoting drug- and alcohol-abuse prevention on the railroad and in other transportation industries.

In April 2001, he received the prestigious UTU Brass Lantern Award from International President Byron A. Boyd Jr. in recognition of his support of Operation RedBlock throughout his retirement.

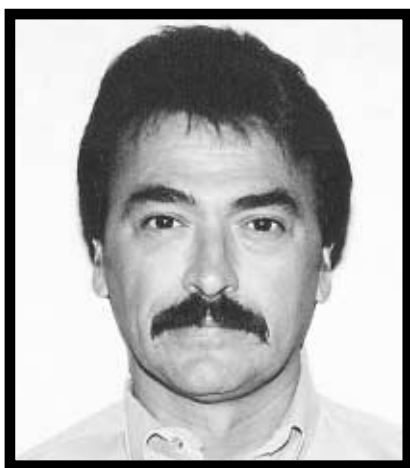
THE FINAL CALL

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
1	Siegrist, George R.	Holiday, Fla.	414	Dwyer, John R.	Brampton, Ont.	1216	Gillispie Jr., Ralph L.	Kansas City, Mo.
2	Cress, Oras H.	Grand Rapids, Ohio	445	Nielsen, Armin A.	Columbia, Mo.	1308	Maxey, Robert N.	Memphis, Tenn.
6	Murphy, William F.	Richmond, Ind.	477	Richardson, Elmer D.	Newton, Kans.	1315	Thompson, Howard N.	Berry, Ky.
60	Aretz, Henry L.	Shohola, Pa.	525	Looker, Robert J.	Grand Forks, N.D.	1365	Sankey, John R.	Hermitage, Pa.
60	Keogh, William M.	Brooksville, Fla.	693	Wenger, Frank W.	Dover, Ohio	1376	Long, Dale W.	Westerville, Ohio
60	Sielski, Edward J.	North Cape May, N.J.	734	Hilton, Harold F.	Kalamazoo, Mich.	1390	Lodge, Richard C.	Toms River, N.J.
94	Kirk, Richard L.	Scottsdale, Ariz.	750	Graves, Jesse	Jellico, Tenn.	1390	Tanzillo, Pasquale R.	Morissville, Pa.
113	Collinsworth, Fred T.	Fall City, Wash.	772	Thompson, Marion F.	Tuscumbia, Ala.	1409	Dargon Jr., James	Merriam, Kans.
196	Menge, Charles A.	Arenzville, Ill.	781	Lindsay, Arthur I.	Shreveport, La.	1445	Millin, Edwin A.	New Brunswick, N.J.
195	Willson, Jack B.	Burlington, Iowa	785	Sulver, Howard D.	Paducah, Ky.	1445	O'Donnell, Michael F.	Middletown, N.J.
199	Claiser, Calvin G.	Creston, Iowa	847	McNutt, T.C.	Carbon Hill, Ala.	1503	Singleton, Donald H.	Fairbury, Neb.
212	Taylor, Stanley S.	Coxsackie, N.Y.	886	Swanson Jr., George	Marquette, Mich.	1544	Vana, William H.	Lakeside, Cal.
225	Mezinger, Steve L.	Fremont, Ohio	911	LaFavor, Paul G.	Winona, Minn.	1574	Davidson, Ralph J.	Boring, Ore.
256	Moshier, Albert B.	Albany, N.Y.	931	Surratt, J.D.	Spencer, N.C.	1628	Kiser, Emanuel	Verona, Pa.
262	Rumsis, Stephan A.	South Boston, Mass.	998	Mobley, Theron E.	Waycross, Ga.	1628	Stein, William V.	Tucson, Ariz.
300	Kline, Carson L.	Pottstown, Pa.	1006	Toth, E.M.	Uniontown, Pa.	1713	Hoyle Sr., Billy D.	Everett, Wash.
300	O'Neill, Hugh P.	Cape May, N.J.	1007	Radley, Ralph S.	East Syracuse, N.Y.	1816	Vancamp Sr., Timothy D.	Toledo, Ohio
316	Dally, Gerald W.	Ankeny, Iowa	1058	Shira, Paul A.	Nampa, Idaho	1831	Accordino, Carmine A.	Ocala, Fla.
378	Lord, Charles E.	Erie, Pa.	1186	Gunter, George L.	Mountain Home, Ark.	1929	Crain, Thomas J.	Freeburg, Ill.
386	Sisk, Carl H.	Newark, Del.				1948	West, Herbert D.	Grove City, Ohio
386	Smith, Edward F.	Elkins, W. Va.				1963	Schmidt, Leroy F.	Oklahoma City, Okla.

Voices:

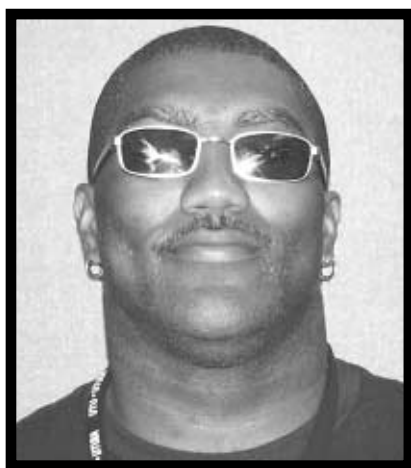
How do you deal with stress?



Paul Tibbit

L-331, Temple, Tex.

"I'm a general chairperson and a conductor with BNSF. I've been railroading since March 1971. There's lots of stress these days. We were on the old Santa Fe prior to the merger, and the stresses placed on the railroad officers flow downhill. I deal with combining rosters, with equity issues, re-routing trains – the phone rings all the time! But it's a job I wanted, it's very rewarding. You can't bring it home with you and take it out on your family or yourself. I had to tell myself, 'I'm going to keep going and make the most of it.'"



Waverly Harris

L-1594, Upper Darby, Pa.

"I'm a vice local chairperson, and a train and trolley operator for SEPTA for nine years. It's a good job, but it can be very stressful dealing with the public. I think I'm under more stress than the average American, but I take things in stride. If I feel hostile or testy, I think of my wife and children and what kind of day they're having. I also work out every other day, so if things get harder to handle, I'll punch the heavy bag, do some more lifting or run on the treadmill. I guess the trick is to take the quiet moments and run with them."



Greg Williams

L-1011, Hamlet, N.C.

"I'm a CSX conductor, a vice local chairperson, and I've been in the industry for 23 years. I've worked a coal pusher in Bostic Yard for about a year and don't have as much stress as I did before. But I put up with a lot of stress to get here. Being on call 24 hours a day, carrying a phone or pager and trying to catch up on rest would put anybody under stress. I find that a good home life helps a lot. I'm a fisherman, and I also build hotrods, so I go out in my shop and do my thing. That's a good way to relieve stress for me."



Tom Garvin

L-2, Toledo, Ohio

"I'm a Norfolk Southern conductor, a local chairperson, a legislative representative and delegate. I've been a railroader for 32 years. There's always stress working as a freight conductor, but it's nothing I can't handle. I try to keep it in perspective by not worrying about the things I can't control. I recently got into an assigned job with a much more predictable work schedule. I think that removes a layer of stress. I take time to eat, relax and keep a sense of humor, and if I need to blow off some steam, I jump on my motorcycle and go for a ride."

Mark your 2003 calendar with these meeting dates

Here is preliminary information for the 2003 UTU/UTUIA Regional Meetings and the UTU Quadrennial Convention. Additional details will be announced as they become available. Check the UTU and UTUIA websites for the latest information:

WESTERN REGIONAL MEETING

Mon., June 9, to Wed., June 11, 2003

DoubleTree Hotel, Seattle Airport

18740 Pacific Highway South, Seattle, WA 98188

Reservation code: UTU

Reservation telephone numbers: (800) 222-8733 toll free;

(206) 246-8600 hotel direct

Room rate: \$129/night single/double; \$139/night triple;

\$149/night quad

Parking: \$12/day self parking

Reservation deadline: May 6, 2003

UTU QUADRENNIAL CONVENTION

Mon., July 28, to Fri., August 1, 2003

Hilton Anaheim, 777 Convention Way, Anaheim, CA 92802

Reservation procedures will be announced in the near future

EASTERN REGIONAL MEETING

Mon., August 25, to Wed., August 27, 2003

Wyndham Philadelphia at Franklin Plaza

17th and Race Streets, Philadelphia, PA 19103

Reservation code: UTU

Reservation telephone numbers: (800) WYNDHAM

or (215) 448-2000 hotel direct

Room rate: \$99/night single, double, triple, quad

Parking: \$13/day self parking

Reservation deadline: 5 p.m. EST Tue., July 29, 2003

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Beyl, Ryan Richard	465	Gillette, Wyo.
Tello, Michael F.	1882	Minneapolis, Minn.	Bork, Robert L.	473	La Grande, Ore.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Clark, Ricky L.	473	La Grande, Ore.
Jensen, Craig M.	168	Chicago, Ill.	Collins, Michael Ray	473	La Grande, Ore.
Baird Sr., Thomas L.	318	Hornell, N.Y.	Diacetis, Paul M.	473	La Grande, Ore.
Holmes, Jeremy S.	768	Decatur, Ill.	Edmunds, Jeffrey A.	473	La Grande, Ore.
Smith, Edward G.	807	Tucson, Ariz.	Feik, Joseph R.	473	La Grande, Ore.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Griffin, Max L.	473	La Grande, Ore.
Noble, Jason D.	9	Slaton, Tex.	Larsen, R. J.	473	La Grande, Ore.
Grass, Robert L.	281	Milwaukee, Wis.	Moody, Kenneth W.	473	La Grande, Ore.
Stuebner, Mark A.	281	Milwaukee, Wis.	Rossi, Frank M.	473	La Grande, Ore.
Bradley, Michael E.	313	Grand Rapids, Mich.	*Luker, Carl S.	489	San Antonio, Tex.
Silseth, Donald A.	313	Grand Rapids, Mich.	Stuckey, Alan H.	490	Princeton, Ind.
Stimpson, David	445	Niota, Ill.	*Schuster, Gerald A.	525	Grand Forks, N.D.
Miracle, David L.	573	Danville, Ky.	*Dubose, G. Thomas	535	Macon, Ga.
Herlong, Vincent M.	622	Birmingham, Ala.	*Archley, Jim	564	Cleburne, Tex.
Gillerlaim Jr., William J.	1066	New Orleans, La.	Hilko, Kevin M.	577	Northlake, Ill.
Roberts, Don L.	1129	Raleigh, N.C.	Johnson, Brian F.	581	Green Bay, Wis.
Kasubski, Stanley P.	1538	Chicago, Ill.	Halvorsen, Mark J.	582	Stevens Point, Wis.
Harford, James T.	1741	San Francisco, Calif.	Schumacher, Randall J.	583	Fond du Lac, Wis.
DIAMOND CLUB (\$300 OR MORE PER YEAR)			*Hanson, Raymond C.	643	Ft. Madison, Iowa
Reser, Joe F.	145	Columbus, Ohio	Wilson, William F.	730	Great Falls, Mont.
Kiesgen Jr., Donald K.	281	Milwaukee, Wis.	Calhoun, Daniel C.	768	Decatur, Ill.
Pratt, Lon W.	281	Milwaukee, Wis.	Kinsler, Cory D.	768	Decatur, Ill.
Conklin, Wayne M.	313	Grand Rapids, Mich.	Snively, Roger W.	768	Decatur, Ill.
Orlandini, Michael J.	445	Niota, Ill.	*Bortner, Lawrence W.	830	Harrisburg, Pa.
*Ewy, Harold L.	477	Newton, Kans.	*Arnold Sr., John E.	838	Philadelphia, Pa.
Lowe Jr., John H.	1402	Dupo, Ill.	Hobbs, Ronnie R.	854	Portsmouth, Va.
Stanley, Foster O.	1458	DeQuincy, La.	*Adams, Robert L.	856	Houlton, Maine
*Bennett, Jay C.	1629	Phoenix, Ariz.	*Paul, William J.	891	Whitefish, Mont.
*O'Donohoe, Timothy D.	1770	Los Angeles, Calif.	Montgomery, Don A.	891	Whitefish, Mont.
Gault, Richard K.	1840	Glasgow, Mont.	Stolte, Donald L.	891	Whitefish, Mont.
GOLD CLUB (\$100 OR MORE PER YEAR)			Weyh, William H.	891	Whitefish, Mont.
*Kane, Harold A.	5	Kansas City, Mo.	*Sturgill Jr., Harold D.	924	Richmond, Va.
*Doan, Hubert W.	6	Indianapolis, Ind.	*Garrett, John B.	933	Jefferson City, Mo.
*Moore, Ralph O.	9	Slaton, Tex.	*Scott, Daniel H.	1000	Minneapolis, Minn.
Lockaby, Jeff	9	Slaton, Tex.	Chapman, Rick L.	1062	Huntington, W. Va.
Nichols, Floyd T.	9	Slaton, Tex.	*DeVaun Jr., Luther L.	1129	Raleigh, N.C.
Orr, Jason H.	9	Slaton, Tex.	Gavina Jr., Daniel G.	1258	Elgin, Ill.
Rice III, Walter L.	9	Slaton, Tex.	*Pillow, Stanley E.	1308	Bruceton/Hollow, Tenn.
*Lavender, Gordon L.	17	Marshalltown, Iowa	York, John Andrew	1315	Covington, Ky.
Boor, Bradley A.	168	Chicago, Ill.	*Chicklo, Michael R.	1378	Wilmington, Del.
Harrigan, Timothy J.	168	Chicago, Ill.	Lafferty, Lewis D.	1378	Wilmington, Del.
Jones, Charles M.	168	Chicago, Ill.	Wildt, Dominic G.	1386	Parkersburg, W. Va.
Khaghani, Jeri	168	Chicago, Ill.	*Bennington, Harry G.	1399	Terre Haute, Ind.
*McKenna, Michael C.	168	Chicago, Ill.	*Allen, James V.	1400	S. Portland, Maine
*Erickson Jr., Arvid E.	202	Denver, Col.	Blackmore, David E.	1403	Kansas City, Mo.
*Schild, Roy H.	212	Albany, N.Y.	Redhage, Shawn P.	1403	Kansas City, Mo.
*Able, Edward W.	215	Harrisburg, Pa.	Dyer, Benny L.	1458	DeQuincy, La.
*Estep, David C.	225	Bellevue, Ohio	Gillis, Garland L.	1458	DeQuincy, La.
*Thornton, James L.	238	Ogden, Utah	*Robinson, James	1477	Dearborn, Mich.
Bartels, Terry D.	281	Ogden, Utah	*Barnes Sr., Alvin R.	1518	Indianapolis, Ind.
Smak, John W.	281	Milwaukee, Wis.	*McManus, James R.	1545	Monroe, La.
Gallacher, Alan	313	Grand Rapids, Mich.	*Willis, Milton W.	1570	Roseville, Calif.
Janney, Joel C.	313	Grand Rapids, Mich.	Ordway, Russell E.	1574	Portland, Ore.
Speier, Mike A.	313	Grand Rapids, Mich.	*Williams, Walter	1722	York, Pa.
Ficht, Raymond L.	445	Niota, Ill.	*Pyritz, William D.	1800	Tucson, Ariz.
			*Hawthorne, Stanley A.	1929	St. Louis, Ill.

* = Retired Member

UTU helps write pro-Amtrak language

CHICAGO, Ill. – Long journeys begin with a single step.

United Transportation Union Illinois Legislative Director Joe Szabo has been assisting with small steps toward Amtrak's long-term survival by working with passenger rail advocates, transportation officials from numerous states, passenger rail associations, freight railroads, the railroad supply industry and other Illinois opinion leaders and decision makers.

Illinois is an important state for Amtrak. Yorkville, Ill., is home to Republican Congressman Dennis Hastert, who is speaker of the House of Representatives; and Chicago-area Congressman William Lipinski, a Democrat, is a senior member of the House Transportation and Infrastructure Committee.

Through the Midwest Passenger Rail Commission and National Rail Summit, two activist groups in which he participates at the direction of UTU International President Byron A. Boyd Jr., Szabo helped to write language promoting the UTU objective of preserving and fully funding a national, interconnected rail passenger network.

The so-called "Chicago Agreement on Passenger Rail" is being sent to Congress to help guide discussion on Amtrak and could also be used by other activist groups in other states to help preserve and promote Amtrak.

Among those with whom Szabo worked on the

agreement were state transportation officials from Illinois, Wisconsin, Michigan and Minnesota; the National Association of Railroad Passengers; the National Corridors Initiative; the Association of American Railroads; former Deputy Federal Railroad Administrator Don Itzkoff; the Environmental Law and Policy Center; an aide to Illinois Gov. Rod Blagojevich; prominent Chicago attorney Jim Coston, who is a member of the Amtrak Reform Council; and Former Federal Railroad Administrator Gil Carmichael, chairperson of the Amtrak Reform Council.

Groups support passenger rail

"What is significant is that numerous groups representing a broad cross-section of society support passenger rail as evidenced by their cooperation in agreeing on the language," Szabo said. "The next step is to create a broad based rapid-response team that can articulate the same clear message across the nation as our broad-based coalition did for Railroad Retirement reform."

Following is the text of the Chicago Agreement on Passenger Rail:

"In order to ensure the safety, quality, reliability and efficiency of our country's vital transportation network and to preserve our national defense, America needs a balanced, integrated transportation system and the American people need diverse transportation choices.

"Passenger rail is a critical component of a

modern, multi-modal transportation system, and needs to have financial support, unified policy development and oversight similar to that afforded to our air, highway and mass transit modes.

"Therefore, we, the undersigned, do urge Congress and the President of the United States to fully institute the following passenger rail components, which are critical to the future of passenger rail in the United States, within the upcoming reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) and/or Amtrak re-authorization legislation:

- Establish a dedicated, multi-year federal capital-funding program for intercity passenger rail, patterned after the existing federal highway, airport and mass transit programs.

- Establish, as federal policy, a preserved and improved national passenger rail system – a nationwide, interconnected passenger rail system that stimulates higher levels of efficiency, innovation and responsiveness.

- Direct the Federal Railroad Administration, or another agency within the U. S. Department of Transportation, to – with state input – develop, fund and oversee this federal policy.

- Provide full federal funding of Amtrak during the period that the new federal plans and policies are being developed. Then, fully fund implementation of the national passenger rail system – with its new efficiencies, innovation and responsiveness – in subsequent years."

Remote control

Continued from page 1

vince and persuade the other organization we should be together. We also believe this decision supports our actions before the National Mediation Board in seeking a ruling or decision that would require single representation of the operating employees – not for the protection of either

organization, but for the betterment and protection of each and every operating employee," Boyd said.

"For those who want to continue down the road of artificially separating the railroad operating employees, I can only say the same as I did at the outset of remote control negotiations – that UTU will not stand by and watch change take place, but will participate in order to protect our membership," Boyd said.

"Unifying the operating employees into one union is so basic and is so needed."

President Boyd commended UTU General Counsel Clint Miller for his "exceptional leadership in crafting the briefs, giving oral argument and providing counsel to me, to Assistant President Paul Thompson and to General Secretary/Treasurer Dan Johnson." Boyd also extended his "gratitude to UTU Vice Presidents Rick Marceau and Carl Vahldick."

Yardmaster pact

Continued from page 1

attempting to address the other party's needs and concerns in a positive manner.

"This also was the second successful interest-based bargaining result involving yardmasters and National Mediation Board Senior Mediator Patricia Sims, who served as a facilitator," Carver said.

The first successful use of the interest-based bargaining process by yardmasters occurred last

September in an agreement with CSX that subsequently was ratified by the membership.

The yardmaster contract with GTW was open for renewal on January 1, 2002. It provides for 3% retroactive pay to that date, plus 3% annually effective January 1, 2003, and again on January 1, 2004, when the agreement again will be open for revision.

All currently employed yardmasters subject to entry-level pay will be brought to parity effective January 1, 2002, Carver said.

For yardmasters hired in the future, a lower entry-level rate will be paid the first year, but

there will be full recovery through a snap-back payment after completion of one year employment.

Under the 401(k) plan, the carrier will contribute 25 cents for every dollar invested by yardmaster employees on the first 4% of employee contributions. Unused personal leave days will be paid at 100% of the rate. The carrier also will provide direct electronic bank deposit of pay.

Carver praised the efforts of J.R. Cumby, alternate assistant to the president of the Yardmaster's Department, as well as yardmaster General Chairperson Lenny Forchione.

Members save

Continued from page 1

submerged.

"The truck hit the water and stopped, lying on the driver's side," Ledger told the *Salt Lake Tribune*.

The three railroaders quickly jumped into the water to try to help. Using pocketknives to cut the seatbelts, they managed to remove the driver's two young daughters, ages three and six, who had suffered only minor injuries, through the broken windshield.

Ledger could not see the driver, 23-year-old Tabitha Elliot, at first because she was completely submerged, but within a minute he had raised her head above the water and she began to breathe.

Ledger could not free her because her legs were pinned beneath the crumpled dashboard, he said.

"So, we kept her head up and waited for help to arrive," Ledger said.

"The firemen helped me get the (driver) out while Greg made sure the kids were okay," Peck said. "To tell you the truth, I never noticed the cold."

Despite their efforts, Elliot died from her

injuries after being airlifted to LDS Hospital in Salt Lake City.

Utah Highway Patrol Sgt. Robert Breck said the three men "did exactly the right thing. It was very impressive."

"There was nothing heroic about it," Ledger said. "We just did what anybody else would do."

Peck said the soaking-wet trio returned to the yard office after the accident and were given the day off by company officials. "The company has responded positively with letters of commendation," he said.

"Greg was the real hero. I just followed his lead," Peck said.

Help others during Join Hands Day, June 21

CLEVELAND – United Transportation Union Insurance Association is proud to join 78 other non-profit fraternal benefit societies comprising the National Fraternal Congress of America to sponsor “Join Hands Day,” a nationwide day of voluntary service.

Join Hands Day, set for Saturday, June 21, provides members and their families an opportunity to make life better for those less fortunate and to prove again that UTU/UTUIA members are the greatest volunteers in the world.

An objective of Join Hands Day is to develop relationships between young people and adults through neighborhood volunteering, as they work together on an equal basis to plan, organize and implement the day’s activities.

Participation can take any number of forms, from cleaning streets or helping seniors, to repairing playground equipment, painting over graffiti or removing trash from streams.

“I’m extremely pleased with the success and level of participation on the part of UTU/UTUIA members in the past,” said Sandra J. Kranick, who serves as the UTUIA’s fraternal coordinator. “I know we can accomplish even more this year.”

No project is too small and the possibilities are as unlimited as your imagination. Some ideas to consider include preparing and distributing sandwiches for the homeless or organizing a food drive for the poor; cleaning a park or volunteering at a recycling center; delivering meals to the homebound or visiting patients in a hospital or nursing home; holding a book drive for school libraries; painting a mural on a school wall; even walking dogs or cleaning cages at an animal shelter.

Whatever form your community service takes, the important thing is to do something. Your photos and stories about your projects could appear in a future edition of the *UTU News* to let others know about your participation, so please tell us about it.

Send your project ideas, on the Join Hands Day form, to: Sandra J. Kranick, Fraternal Coordinator, UTU/UTUIA, 14600 Detroit Ave., Cleveland, OH 44107. For more information, contact Kranick at (216) 228-9400, Ext. 203 or e-mail her at s_kranic@utu.org.

“The goal of Join Hands Day is not only to provide community service but to help change how young people and adults understand each other and get along,” Kranick said. “It is an opportunity to help change the way Americans think and act across generational lines. Young people love the opportunity to take on leadership roles, to learn how to operate power tools, to know they helped make a difference. And adults enjoy sharing the knowledge they have, especially when it helps benefit their community. It’s a win/win affair.”

Remember, no project is too large or too small, and you may wish to join with other UTU/UTUIA members in your area to accomplish much more.

For more information about Join Hands Day or for additional project ideas, visit www.joinhandsday.org.

Please plan on participating in Join Hands Day and don’t forget to send in the planning form printed on the right before April 15, 2003.

Tell Us What You Plan to Do

Name _____ Local _____

Address _____

City/State/ZIP _____

Daytime phone () _____

E-mail _____

Will another organization be involved? If so, provide name: _____

Number of adult volunteers expected: _____

Number of youth volunteers expected: _____

Are you seeking more volunteers? ☐ Yes ☐ No

New volunteers should contact you:

☐ By phone ☐ By mail ☐ By e-mail

Describe your project: _____

Type of project (*check one*):

- | | |
|---|---|
| ☐ Environment | ☐ Health |
| ☐ Education/schools | ☐ Neighborhood cleanup |
| ☐ Homelessness/poverty | ☐ Safety/protection |
| ☐ Help seniors | ☐ Help children |
| ☐ Other (explain) | |

Mail completed form to Sandra J. Kranick, Fraternal Coordinator, UTU/UTUIA, 14600 Detroit Ave., Cleveland, OH 44107, by April 15, 2003.

Directory of UTUIA Local Units

Seventeen UTUIA Local Units participate in fraternal activities which benefit both UTUIA members and the communities in which they live. Listed below are those Local Units, their meeting times and locations, and Local Unit presidents. All UTUIA members (those individuals having insurance with the UTUIA) are encouraged to participate in the activities of their Local Unit.

Local Unit 1: Cleveland, Ohio, 2nd Tues., 4:30 p.m., 14600 Detroit Ave.
Sullivan, J.P., 11768 Suncrest Dr., Walton, KY 41094

Local Unit 2: Greenville, Tex., 2nd Mon., 6 p.m., 4224 King St.
Condran, T.E., P.O. Box 1282, Terrell, TX 75160

Local Unit 3: Ft. Wright, Ky., 1st Tues., 7 p.m., Woods Brothers Restaurant, Dixie Hwy.
White, J.R., 694 Dudley Rd., Edgewood, KY 41017

Local Unit 4: Memphis, Tenn., 1st Mon., 7 p.m., 2700 S. Perkins
Cunningham, J.F., 2228 Cornwall, Germantown, TN 38138

Local Unit 5: Rowland Hts., Calif., 2nd Tues., 10:30 a.m., 18880 E. Gale Ave.
Decoste, S.J., 2352 Bowdoin St., La Verne, CA 91750

Local Unit 6: Kansas City, Mo., 1st Thur., 8 a.m., 1601 Universal Ave.
Morgan Jr., O.L., 8609 Crystal Ave., Kansas City, MO 64138

Local Unit 7: Monee, Ill., 4th Wed., 7:30 p.m., Brian’s Place
Hale, S.C., 22684 County Rd. 118, Goshen, IN 46528

Local Unit 8: Roseville, Calif., 1st Tues., 1:45 p.m., 110 Park Ave.
Lloyd, R.H., 9225 Ronan Ct., Elk Grove, CA 95624

Local Unit 9: Mandan, N.D., 3rd Tues., 11 a.m., Seven Seas Motor Inn
Tokach, R.M., 4904 Tokach Dr. S., Mandan, ND 58554

Local Unit 10: Jacksonville, Fla., 2nd Tues., 6 p.m., 5221 University Blvd. W.
Parker, C.L., P.O. Box 905, Adairsville, GA 30103

Local Unit 11: Battle Creek, Mich., 2nd Mon., 1 p.m., Eagles Lodge, 19757 Capital Ave. N.E.
Hiatt, D.E., 482 Capital Ave. N.E., Battle Creek, MI 49017

Local Unit 12: Baldwin, N.Y., 3rd Thurs., 11 a.m., Coral House
Robert, L.C., 831 Midwood Dr., N. Bellmore, NY 11710

Local Unit 13: Seattle, Wash., 2nd Tues., 9 a.m., 9125 15th Place South
Rookard, J.R., 8289 S.E. Culver St., Olalla, WA 98359

Local Unit 14: Mobile, Ala., 1st Fri., 6 p.m., 1708 Dauphin St.
Chappell, L.E., 3414 Rock Lane, Birmingham, AL 35210

Local Unit 15: Washington, D.C., time/date varies, 400 N. Capitol St., N.W.
Morrison II, M.T., 599 Old Cheraw Hwy., Rockingham, NC 28379

Local Unit 16: Grand Junction, Colo., 1st Thurs., 9 a.m., Rio Grande Federal Credit Union, 536 Ouray Ave.
McElley, E.D., 573-33 3/4 Rd., Clifton, CO 81520

Local Unit 17: Philadelphia, Pa., 2nd Tues., 8 p.m., Gladwyn VFW, 1 River Rd.
Anziano Jr., T.R., 1923 Oak Leaf Lane, Holmes, PA 19043

This month's winning photo:

This month's winning photograph was taken by **Joe Micheli Jr.**, a member of Local 49 at Pueblo, Col. Micheli's photo is of a Colorado & Wyoming coal train taken near the southern Colorado town of Weston. The Sangre de Cristo mountain range is in the background.

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.



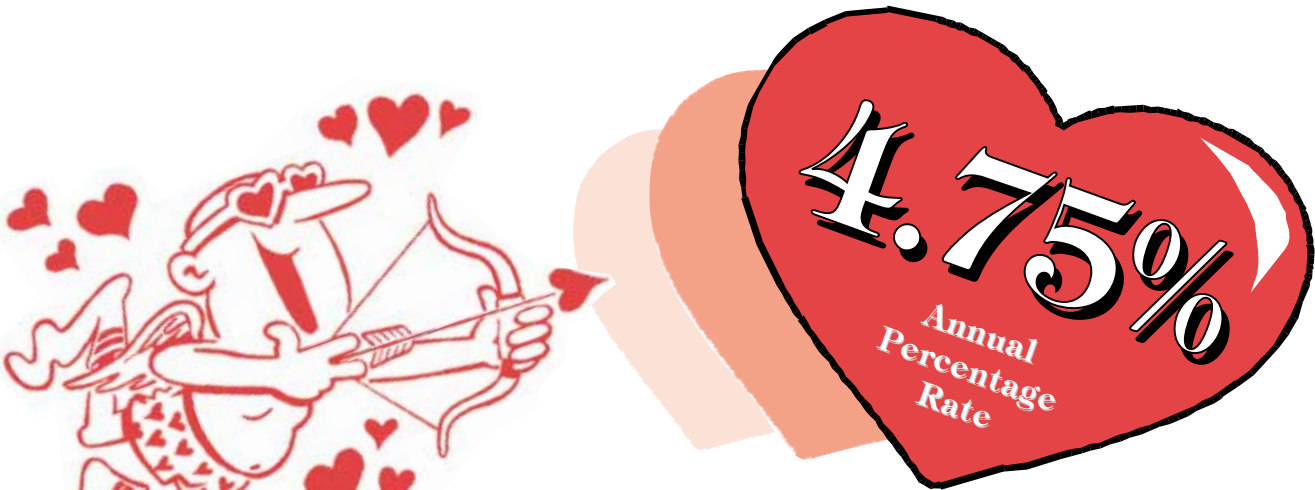
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