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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“Skimping on employee training is as much a recipe for disaster as ordering fatigued employees to report for duty.”
— UTU International Assistant President Rick Marceau

Negotiations update

The first negotiating session between the UTU and the National Carriers' Conference Committee (NCCC) will be held Feb. 14.

Among major railroads represented by the NCCC in this round of national handling are Burlington Northern Santa Fe, CSX, Kansas City Southern, Norfolk Southern and Union Pacific.

UTU International President Paul Thompson will serve as the UTU's chief negotiator. Members of the UTU National Negotiating Committee will be: Assistant President Rick Marceau, vice presidents John Babler, J.R. Cumby, Mike Futhy and David Hakey; and general chairpersons Richard Karstetter, Robert Kerley, John Lesniewski, Dave Snyder, Delbert Strunk and Dale Welch.

To keep current on the status of national negotiations, go to www.utu.org and click on "Rail Contract Negotiations" in the lower right-hand corner of the page.

Nine dead following NS wreck; FRA issues safety advisory

GRANITEVILLE, S.C. — The locomotive engineer was killed and conductor severely injured in the Jan. 6 crash of a 42-car Norfolk Southern (NS) freight into an unmanned train parked in a siding here.

The locomotive engineer, Christopher G. Seeling, died in the collision. The conductor, William Wright, 42, a member of UTU Local 793 who had been railroading about seven years, remains hospitalized after inhaling chlorine gas.

Wright is recovering and is expected to be in the hospital for a few more weeks, according to Local 793 Local Chairperson James D. Suggs.

The train, pulled by two locomotives, was enroute from Macon, Ga., to Columbia, S.C. Graniteville is just north of the Georgia state line.

In addition to the locomotive engineer, eight others were killed and hundreds injured following the crash and release of hazardous chlorine fumes.

Fourteen of the moving freight's cars, including three tank cars containing chlorine, derailed. The chlorine fumes quickly spread to an adjacent factory and homes, leading to the

deaths of six in and near the factory, plus the deaths of a truck driver and homeowner. More than 200 were treated at area hospitals and about 5,400 were evacuated.

UTU's Transportation Safety Team traveled to the scene of the accident to assist a National Transportation Safety Board (NTSB) team led by NTSB member Debbie Hersman.

The moving train entered a siding where it crashed into an unoccupied train that had been parked hours earlier. Investigators are

looking at whether the switch leading into the siding was misaligned. The NTSB said the switch showed no sign of tampering. "We're looking at whether there were any indications of distraction," Hersman said.

whether or not there were rest issues," Hersman said.

The accident prompted the Federal Railroad Administration (FRA) two days later to issue a safety advisory to all of the nation's railroads to strengthen procedures for monitoring track switching operations.

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Crash, hazmat spill kill engineer, injure hundreds

News & Notes

O'Connell elected to BOA

New Jersey State Legislative Director Daniel J. O'Connell has been elected to the UTU International Board of Appeals in the wake of the retirement of long-time Chairperson W.J. "Jim" Shelton.



O'Connell

The union's International Board of Directors elected O'Connell to the engine service position on the board, the post formerly held by Shelton.

Glenn "Dale" Welch, formerly secretary of the board, was elected new chairperson.

In addition to serving as state director, O'Connell is the alternate delegate for

Local 800 at Jersey City.

Shelton hired on the Missouri Pacific in 1973. He was elected Local 933 (Jefferson City, Mo.) local chairperson in 1977 and served twice as a delegate. He was elected to the Board of Appeals at the 1983 convention and served six consecutive terms through August 2004.

GC Maloof passes away

Michael G. Maloof, general chairperson of the New England Lines, passed away Dec. 27 after a long illness. He was 61 years old.

Maloof served his fellow employees as general chairperson for 25 years. He began railroading as a brakeman for the Penn Central in Boston in 1969. He held a variety of local positions and was a member of Local 1473 in Boston.

"Mike Maloof was a fighter in the mold of old-time trade-union leaders," said UTU International President Paul Thompson. "Mike was prepared to fight anyone, anywhere on behalf of his members. He will be missed."

UTU, TCU prevail in saving rail jobs

WASHINGTON, D.C. — The Federal Railroad Administration (FRA) has agreed with the UTU and the Transportation Communications Union (TCU) that the Union Pacific Railroad should not be permitted to export safety-sensitive jobs to Mexico.

UP had asked the FRA for a waiver that would permit the railroad to have crucial train-safety inspections on northbound cross-border rail traffic performed in Mexico by employees of Transportacion Ferroviaria Mexicana (TFM). In early October 2004, UTU and TCU expressed their strong objections to the plan. Two months later, in early December, other transportation unions belatedly echoed the UTU-TCU stance.

The tests UP wanted performed in Mexico would have affected locomotive and freight

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UTU fights NMB over new fees

WASHINGTON, D.C. — The National Mediation Board (NMB) seems hellbent on making changes in how arbitration hearings and decisions are financed — a move that could choke off rail workers' access to equitable grievance resolution.

The UTU, which was the first of the rail unions to oppose the NMB initiative, is equally energized to prevent the agency from pushing such an anti-worker agenda.

If the NMB proposals become effective, general committees that prepare and argue grievances before various neutral boards would be severely hobbled in their ability to pursue justice on behalf of UTU members.

The NMB proposals opposed by the UTU include a new fee schedule that could limit rail workers' access to impartial hearings on work-

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Around the UTU

News from around the U.S. and Canada

Local 167, Albany, N.Y.

Members of this Albany International Airport employees' local offer best wishes to **Joe Vecchio**, who recently retired after serving as local chairperson for many years, said New York State Legislative Director **Sam Nasca**. Pending results of an election, **Harry Moreash** is serving as interim local chairperson.

Local 286, North Platte, Neb.

This Union Pacific local recently paid for the first year of membership in the *UTU For Life* program for **Leonard Buhrman**, **Richard Harvey**, **Chris Hayes**, **Richard Lamoree** and **Donald McBride**, said Secretary & Treasurer **John Hasenauer**.

Local 298, Garrett, Ind.

About 200 active and retired members attended this CSXT local's recent holiday party, said Secretary **R. L. Mitchener**. The event included food and drink, as well as door prizes from local merchants and a visit from Santa, who gave gifts to the children.

Local 313, Grand Rapids, Mich.

Efforts by members of this CSXT and Norfolk Southern local, spearheaded by **Dale Gauwitz** to raise funds for the Michigan Hospice, seemed to fall apart when CSXT declined to donate a round-trip movement of the Pere Marquette steam engine between Ann Pere and Grand Rapids, said **George P. Micka IV**. Citing various reasons for backing out of the *Polar Express* effort, CSXT ultimately did the right thing and donated \$20,000 to the cause.

Local 343, Hamilton, Ont.

Members of this CN Rail local continue to support the UTU's efforts to negotiate a contract and look forward to a settlement without a strike, said Local President and Legislative Rep. **Scott Montani**. Meanwhile, discipline hearings have been set for Montani and Local Chairperson **Jerry Coffey**. "Thank goodness for the union's Discipline Income Protection Program (DIPP)," Montani said. "Every member should consider this protection."

Local 650, Minneapolis, Minn.

Union Pacific employees in this local joined those in **Local 1614** (St. Paul, Minn.) and raised \$1,000 in donations from the nearly 100 active and retired members who attended their joint holiday party, said Local Chairperson **Dave Riehle**. The money will aid Utah coal miners who have been fired and endured hardships for trying to form a union. Messages protesting the firings and demanding reinstatement can be sent to the Mine Safety and Health Administration at 215 E. Main St., Price, UT 84501; or to the National Labor Relations Board, Region 27 Director B. Allan Benson, 600 17th St., 7th floor, North Tower, Denver, CO 80202-5433. Copies of those letters can be sent to the Co-Op Miners, UMW District 22, 525 East 100 South, Price, UT 84501.

Local 773, Galveston, Texas

Members of this BNSF local are reminded the meeting location has been changed until further notice to 6100 Countryside Drive in League City, Texas. Meetings will be held on the second Friday of the month at 4 p.m., said Local Chairperson **J. L. Stubbs**. A typographical error in the preceeding issue of *UTU News* attributed the information to another local.



UTU International President **Paul C. Thompson** (left) joins **Alan Schoo**, president of Local 1433 in Elmwood Park, Ill., and a member of the Tri-State Rail Conference Executive Board, at a question-and-answer session.

Tri-State conference hosts Q&A sessions

DOWNERS GROVE, Ill. — UTU International President **Paul C. Thompson** was among the union officers and members who spoke and fielded questions when members of Local 171 hosted the third Tri-State Rail Conference, held here on Saturday, Jan. 8.

"About 100 UTU members from Wisconsin, Illinois and Indiana took advantage of this opportunity to engage in a question-and-answer session with some of the top officers of the UTU and to exchange information with each other," said Local Chairperson **Chris Taus**, a member of Local 171 in Aurora, Ill., which hosted the event and represents BNSF employees.

In addition to President Thompson, who answered questions for more than 90 minutes, participants included International vice presidents **John Babler**, **Pat Drennan** and **David Hakey**; Wisconsin State Legislative Director **Tom Dwyer**; BNSF General Chairperson **Randy Knutson** (GO-245) and Norfolk Southern General Committee of Adjustment (GO-687) Secretary **Richard Ross**, who also serves as local chairperson for Local 1895 in Chicago.

Also on the bill were Local Chairperson **Jeremy Ferguson** (CSX; Local 313, Grand Rapids, Mich.) and Local President **Jerry Kalbfell** (Union Pacific; Local 528, Chicago, Ill.).

"I'm proud of the way members of Local 171 made this happen," said Taus. "Assistant Local Chairperson **Bobby Mitchell** acted as facilitator and worked like a horse setting up the room. **Dan Mielke** played a huge organizational role, and **Ben Flores'** family provided enough food to feed 300!"

The idea behind the event, like the two tri-state rail conferences that preceded it, "is to create an opportunity for the average member to discuss the issues that affect rail employees," Taus said. "Money for meeting expenses comes from donations from members and from the locals organizing the event. Everyone volunteers his time, and no one takes payments of any kind. We hope more members will join us at future events."

For information about the group and upcoming events, contact **Alan Schoo**, president of Local 1433 in Elmwood Park, Ill., at (815) 222-6159 or send e-mail to schoofly@tbcnet.com.

Local 1261, Atlanta, Ga.

Donald R. Dysart, this Norfolk Southern local's chairperson, secretary, treasurer and delegate, was appointed a full-time UTUIA assistant field supervisor, effective Feb. 1. His areas of responsibility include Arizona, New Mexico

and Texas in Territory 46 under Field Supervisor **Terry E. Condran** of Local 1313 (Amarillo, Tex.), and Alabama, Louisiana, Mississippi and Texas in Territory 47 under Field Supervisor **Larry E. Chappell** of Local 1291 (Birmingham, Ala.).

Local 1470, Edmonston, Md.

Members of this Amtrak local collected 1,005 toys and more than \$4,700 for Toys for Tots. Instrumental in the effort were conductor **Arthur Tram**, Legislative Rep. **Larry Tkachenko**, MARC conductor **Joe Meyers** and Amtrak yard conductor **Bruce Rowland** of Local 1522 (Washington, D.C.), said Tram. The annual effort began in 1997 and has been more successful each year, he said.

Local 1526, Michigan City, Ind.

The conductors, engineers and brakemen employed in freight service on the Chicago Southshore & South Bend Railroad voted 10 to one in favor of a new contract in December, said International Vice President **Tony Iannone**. The pact improves wages, pensions and health and welfare benefits.

Local 1626, Anchorage, Alaska

Members of this Alaska Railroad and Pacific & Arctic Railway local recently donated \$1,500 to the National Transplant Assistance Fund (NTAF) to aid 23-year-old Alaska Railroad baggage handler **Matthew Baxter**, who needs a heart, and challenged other unions to do the same. Meanwhile, the Alaska Railroad is allowing participants to redirect their United Way contributions to the NTAF, said Secretary & Treasurer **Mark Bear**.

Local 1778, N. Vancouver, B.C.

The winter issue of this former BC Rail (now CN Rail) local's newsletter, *The Meeting Point*, is now available on the website shared with **Local 1923** (Prince George, B.C.), said Secretary & Treasurer **David Moorhouse**. Take a look at www.utubc.com.

Local 1813, West Colton, Calif.

This Union Pacific local is holding a retirement party April 6 at the Doubletree Hotel in Ontario, Calif., at 6 p.m., said Local Chairperson **Rick Renna**. Among those to be honored will be long-time union officers **Doug Devasher** and **Larry Schweigert**. Also, a two-man scramble golf tournament will be held April 27. For information, call Renna at (909) 946-8984, or send e-mail to Renna5@aol.com.

Local 1823, St. Louis, Mo.

On behalf of the local's Union Pacific employees, Local Chairperson **Ray Birch** presented a plaque to **Michael E. Shelton** honoring him for his many years of service. During his 41-year career, Brother Shelton served the local as president, vice president and local chairperson. He now spends time with his mother and father (former UTU General Chairperson **Charles Shelton**) his wife (retired engineer **Joanna Shelton**) and his children and grandchildren, Birch said.

Local 1846, West Colton, Calif.

This Union Pacific switchmen's local held a holiday party in December, and is planning a spring barbecue, said Local President **Richard Escamilla**. Newer members are urged to come and meet the rest of their union "family."

New officer fires up members of Local 1741

Lead, follow or get out of the way.

That is the credo of Ange Beloy, newly elected president of Local 1741, which represents drivers, staff members and yard workers employed by First Student in San Rafael, Calif.; Laidlaw Transit in San Francisco, Calif.; A&E in Daly City, Calif., and the Durham and San Mateo, Calif., school districts.

Activism in all areas, from grievance handling to elections to fraternalism, is the fire that drives Beloy.

The local has been representing drivers and other transit workers in the area for more than 30 years. "Over that time, our membership had become dormant. Well, all this is changing and we are in the process of doing a major overhaul, internally as well as externally," Beloy said.

"I would like to encourage other locals who may be in the same situation by telling our story of 'reorganization' and the things we are doing.

"For example, mechanics on the property belong to the machinists' union, and they had been in negotiations for the last 18 months," Beloy said. "The company kept threatening to take away their cost-of-living adjustments, bumping rights and to make them pay more for their health care. We sent a letter to Laidlaw supporting the mechanics, saying we would not cross picket lines and they should negotiate in good faith.

"On Dec. 6 we took to the streets with informational picketing to let the public know what was going on. Two weeks later the company gave the mechanics pretty much everything they wanted.

"It showed solidarity among the employees and it was a good education for a lot of our newer drivers," Beloy said.

UTU members also walked the picket lines with members of Local 2 of the Hotel Employees & Restaurant Employees Union; they also held a food drive for the striking Local 2 members, which generated more than 1,000 pounds of food for their Thanksgiving.

"We also held a drive to raise donations to UTU PAC. Assistant California State Legislative Director Mike Anderson came down to San Francisco and got more pledges than at any other time in the history of our local," Beloy said.

"Local member Barry Prager entered a photo of one of our school buses parked under the Golden Gate Bridge in the *UTU News* photo of the month contest and was the winner last November," Beloy said.

Members of the local also campaigned vigorously for candidates in the presidential election, the San Francisco school board race and for Geraldo Sandoval and Tom Ammiano for the San Francisco Board of Supervisors.



The members of Local 1741 in San Francisco, under the leadership of President Ange Beloy, have increased their political activism, heightened their union awareness and are working together for the betterment of all.

"All our candidates won," Beloy said.

"We also are working to educate our new local officers on how to best represent drivers and other workers. We also had many new members who needed to be taught to be good union members," Beloy said. "This local sent 12 representatives to the Reno regional meeting last year. When you are around unionism you feel unionism and then you project unionism.

"We also have been filing and winning numerous grievances up to and including mediations. We have one arbitration result pending, and that is raising morale and teaching the members how labor laws apply."

Four local members accompanied Bus Department Vice President Roy Arnold to the Million Worker March in Washington, D.C., in October, Beloy said.

"Telling our story will definitely be a morale booster to the members of Local 1741 and educational to other UTU members," Beloy said.

UTU wins pay, benefit hikes for engineer trainees

Locomotive engineer trainees on the Norfolk Southern are benefiting from a new agreement just negotiated on their behalf by the UTU and overwhelmingly ratified.

The agreement greatly increases the pay of engineer trainees, and improves benefits available to them as well.

The pact was hammered out by General Chairpersons Paul Emert, L.P. "Pate" King and Bruce Daniels. General Chairperson Jim Houk also was involved in the negotiations.

Under the new agreement, engineer trainees

will receive a guaranteed weekly training rate of pay of \$823.57 per week or \$1,647.14 biweekly while in classroom training, and \$200 per training trip, including deadheading.

Trainees also are entitled to personal leave days in accordance with their years of service.

Also, engineer trainees temporarily called back on a day-to-day basis to train service will receive their trainee pay in addition to their train service pay.

Under the former agreement, trainees received about \$1,599 biweekly, \$130 per training trip, and

no personal leave days.

The agreement applies to members of the UTU and BLET.

The UTU officers negotiated the deal so that train service employees moving into locomotive engineer training positions did not have to take a cut in pay.

"I was getting complaints from men being promoted to locomotive engineer and having to take a pay cut of about \$100 a day," Emert said. "This is a major pay increase for most trainees and it will benefit about 35 members a month."

FRA rules aim to increase train visibility

WASHINGTON, D.C. – Reflective materials will be installed on the sides of locomotives and freight rail cars as a safety measure to make trains more visible to motorists at railroad crossings under a rule published by the Federal Railroad Administration (FRA).

Nearly one quarter of all highway/rail grade crossing collisions involve motor vehicles running into trains occupying grade crossings, according to the FRA.

The large size and dark colorization of trains in combination with poor lighting or limited visibility may contribute to motorists having difficulty detecting the train in their path.

The reflective material will help reduce the number and severity of these types of accidents by giving motorists an additional visual warning of the presence of a train, FRA said.

Reflectorization has become an indispensable tool for enhancing visibility and safety in virtually all modes of transportation.

Extending the benefits of reflective materials to railroads will improve highway/rail grade crossing safety and prevent many avoidable accidents, FRA said.

The Final Rule on Reflectorization of Rail Freight Rolling Stock requires railroads to install yellow or white reflective materials on locomotives over a five-year timeframe and on freight rail cars over a 10-year period.

The reflective materials will be installed on all newly constructed locomotives and freight rail cars and on existing ones during periodic maintenance or repair, unless alternate implementation plans have been developed that meet the requisite timetables.

The effective date of the rule is March 4, 2005.

The final rule published Jan. 3 is the most recent effort by FRA to increase the visibility of trains at grade crossings.

Previously, FRA issued a regulation requiring locomotives to have headlamps and auxiliary lights to help motorists better judge the distance and speed of approaching trains.

These and many other initiatives of the FRA, the rail industry, states, and local communities, have dramatically improved highway/rail grade crossing safety, FRA said.

Since 1994, the number of vehicle-train collisions at highway/rail grade crossings has decreased by 41 percent and the number of fatalities has been reduced by 47 percent, according to the FRA.

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Make carrier officials accountable for safety

How do you get a mule's attention? Whack it with a 2x4.

When it comes to safety, carriers too often behave as mules.

Bus companies refuse to erect protective barriers to keep the crazed from attacking employees. There is no effective screening of baggage and passengers boarding trains. A majority of tank cars operated by freight railroads may be rolling time bombs owing to deferred maintenance.

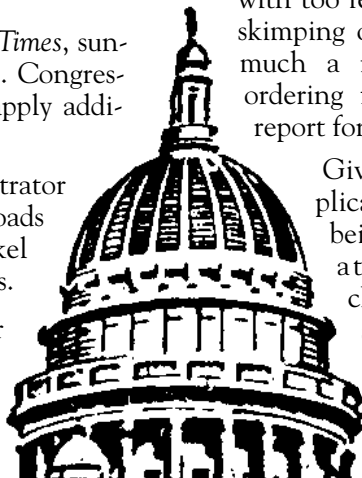
Meanwhile, senior railroad officials continue to pin Harriman safety medals on each other in an orgy of self-congratulation while lower-level supervisors harass and intimidate workers who attempt to report and seek treatment for on-the-job injuries.

Now, as Assistant President Rick Marceau explains elsewhere on this page, railroads are handing rule books to new hires without meaningful efforts to ensure they know how to apply safety rules.

Thanks to gutsy investigative journalism by *The New York Times*, sunlight is being shined on the railroads' tarnished safety record. Congressional hearings, forcing CEOs to confront the truth, could apply additional disinfectant to the railroads' festering safety problem.

Senate confirmation of a new federal railroad administrator should focus on his or her commitment to use a 2x4 on railroads rather than the wimpy meter-maid approach of leveling nickel and dime fines that carriers wave off as a cost of doing business.

It's time for carrier CEOs to be held fully accountable for employee safety.



WASHINGTON WATCH

By James M. Brunkenhoefer

The value of your union dues? Priceless

I have been railroading for almost 39 years. Shortly after my first day on the job, somebody came in the locker room and started complaining about the union – something like, “What do I pay union dues for? The union doesn't do anything for me. It gives away parts of my contract. All the union officers draw big salaries from my dues and do nothing.” I also heard how every union was stronger, tougher and smarter than the union we were in.



Brunkenhoefer

Since I had never been in a union before, I had nothing against which to gauge this dissatisfied opinion.

I am sure that every new hire has either heard the same thing or will hear it soon. And I have some advice. If you don't believe your union does a good job for the dues that you pay, talk to the employees of a non-union shortline.

The first thing they will tell you is that they are not treated with dignity, they have no discipline process, their supervisors fire who they want, when they want. They will also tell you how their supervisors appoint friends to the best jobs with the best hours and the best off days. That's right, they are appointed. They don't bid on jobs by seniority.

4

Training is lacking

By Rick Marceau
Assistant President

Working on the railroad, unlike other industries, involves dealing with a multitude of dissimilar physical plants, topographical variables and differing climatic conditions.

There are no uniform design characteristics for yard facilities. Each rail yard is different; and, in road territory, every line segment is unique when compared with another track section.

Carriers used to hold rules classes, led by competent rules examiners. Train and engine service employees could ask questions as to how certain rules apply to the territory over which they operate.

That is no longer the case.

Now, when employees take their rules examinations, they are told to study the rules book before taking an exam in front of a computer screen.

The employee may be able to recite a rule from memory, but too often is not prepared to apply the rule to specific circumstances – and that can lead to a deadly incident in the unforgiving railroad environment.

As railroads struggle to operate with too few employees, they are skimping on training. That is as much a recipe for disaster as ordering fatigued employees to report for duty.

Given that new and complicated technology is being used, and operating processes are changing, employees should have the opportunity to ask questions

about a rule in a classroom setting, and have the instructor clarify how the rule applies to specific circumstances.

For example, the correct response to a question regarding a red signal is to stop. But what else is involved? The red signal could mean a rock has fallen on the tracks ahead, there may be a broken rail, a switch open, the track ahead is occupied, the signal system is defective or a bridge is washed out.



Marceau

Train and engine service employees are entitled to know exactly “what is expected” with regard to rules compliance.

A procedure that meets the requirements of a signal rule in a warm, relatively flat desert environment is probably not appropriate to use during winter operations when a heavy train is descending a mountain grade.

The best means to convey this information is a classroom environment where unambiguous clarifications are made in direct response to questions from the participants.

Carrier officials praise the UTU-designed, -controlled and -implemented 14-week minimum peer-training program conducted on Union Pacific's Chicago Service Unit.

But, so far, that program has not been expanded on the UP or initiated on other railroads.

It is time for Congress and/or the Federal Railroad Administration to ensure each train and engine service employee possesses the knowledge and skills to do the job in the safest manner possible.

Also ask these non-union shortline employees what they pay for health insurance compared to what you pay. Ask these railroaders what they make in wages. You will find that their benefits and wages don't begin to compare to the package negotiated by the UTU.

If you still don't believe the union is worth your dues, take a look at your employer's Section 6 notice. They want to make your railroad more like a non-union shortline. The railroads believe they pay you way too much money and your wages need to be reduced. They believe that you are not paying enough for health care. The railroad that you work for believes you ought to be doing your job plus somebody else's job and that there should be no craft distinctions.

So what is it that keeps them from working you more, paying you less and costing you more?

It's your union – the United Transportation Union.

So when someone walks into the locker room and expresses their opinion, think about what would happen if they got their way. Think about how much you would suffer, how much your family would suffer if there was no UTU. You have a union that has worked hard and the proof is in your wages, benefits and working conditions. Just ask any non-union shortline employee.

State Watch *News from UTU State Legislative Boards*

North Dakota



The UTU recently presented the Bismarck Comfort Inn with a plaque designating the hotel as "UTU Lodging of the Year in North Dakota." The hotel has long been the lodging facility for BNSF crew members from the Fargo/Dilworth terminal. The Comfort Inn received the award in recognition of the consistent quality of its accommodations and services for railroad workers including comfortable, quiet, and clean rooms; an excellent complimentary breakfast buffet, and prompt van service between the hotel and the BNSF yard office in Mandan. Shown at the presentation were (left to right) Darwin Wilson and Mike Mikkelsen from UTU Local 1137, Fargo; Robert Balkowitsch, Tammy Churchill and Bernie Feland of the Bismarck Comfort Inn, and State Legislative Director John Risch.

Oklahoma

Oklahoma State Legislative Director **Kenneth W. Minard** is hanging up his lantern and handing his switch keys to Assistant Director **D.C. Scholle**.

"Ken will no longer be walking the halls and visiting the offices of his many friends in the State Capitol Building on a daily basis as he has for the last 13 years," Scholle said. "Ken has often been sought out by legislators on both sides of the aisle for his knowledge and insight on rail and labor issues. He promises to stop by on occasion for a visit and plans to keep busy as an active retiree."

Minard started his career 36 years ago on the St. Louis-San Francisco Railway (Frisco) in Oklahoma City as a switchman. He holds conductor and yardmaster seniority but has always been a switchman at heart, Scholle said. He is

the son of Alan Minard, a conductor on the Frisco who was an active member of the UTU and its predecessor unions. Ken has been a continuous member of Local 1042 and has held local offices of trustee, vice president, president and legislative representative.

"National Legislative Director James Brunkenhoefer has called upon Ken on those occasions when his interpersonal skills were an asset in Washington, D.C., at such times as the fight for passage of Railroad Retirement reform where he, along with many others, tirelessly worked the halls for its passage," Scholle said.

"The sisters and brothers of the UTU and the State of Oklahoma wish to thank Ken for his devotion and dedication to us and wish him luck and happiness in his retirement," Scholle said. "He is a great guy and a good union man."

Oregon

State Director **Delmer Hanson** is informing members in the state that, as of Jan. 1, 2005, the Tier II tax portion of Railroad Retirement for employees decreased from 4.9% to 4.4%.

"This means that if you have a monthly income of \$5,000, you will have \$25 more in your pocket," Hanson said.

This decrease came about because of the passage of the Railroad Retirement and Survivors' Improvement Act of 2001, Hanson said. "Your UTU Legislative Department worked very hard to make this change in your retirement and we could not have accomplished it without many of our members voluntarily contributing to UTU PAC. I am asking all of you who do not contribute to UTU PAC to consider it.

"In Oregon, if you are married, you can receive a \$100 tax credit for a political contribution. If you are single, you can receive a \$50 tax credit. That's a heck of a deal! It costs you nothing and helps your union protect your jobs and improve your working conditions," Hanson said.

Members with questions can call Hanson at (541) 963-3171.

District of Columbia



The District of Columbia legislative board recently hosted a "holiday schmoozefest" at Union Station. More than 100 UTU members from six locals enjoyed the opportunity to meet and greet their UTU officers, including General Chairperson Al Suozzo, vice presidents David Hakey and Tony Iannone, and representatives from the Railroad Retirement Board. "This informational event provided the setting for members and officers to exchange ideas, ask important questions and get the 'real scoop' from those in the know," District Legislative Director Steve Fritter said. "With so many UTU members working into and out of the district, the legislative board plans to hold this type of event three times a year." The spring schmoozefest will be held in April, he said. Above, left to right, are Larry Tkachenko (legislative rep., L-1470); Fritter; Rodney Alexander (legislative rep., L-1522) and Odis Bledsoe (legislative rep., L-1933).

Virginia

Assistant State Director **Walter W. Yeatts**, president and legislative representative of Local 971 at Crewe, has been appointed to the Commonwealth Transportation Safety Board.

"Brother Yeatts will be an asset to our members and the railroad industry's performance in Virginia," State Director **Richard Jeskey** said. "Because of our UTU PAC and UTU's exposure in Virginia politics, we've been able to provide input and, in turn, Brother Yeatts' request to attain this board position was accepted. His term ends in 2008."

Bus Department

By Roy Arnold, vice president-director

Union membership is all about giving

Albert Schweitzer said, "You must give some time to your fellow man. Even if it's a little thing, do something for others – something for which you get no pay, but the privilege of doing it."

This is what brotherhood and sisterhood is about. UTU members have big hearts and this is seen within each of our locals. Giving of yourself as co-worker, friend and union member can be a blessing.

Often, we forget there are people having a hard time; we get caught up in our day-to-day tasks and believe we are the only one having a crummy day.

The Asian tsunami reminded us it is our duty as Americans to give to the charities of our choice to help those you cannot help themselves.

We also have the opportunity to help at home. One place to help others is through our local – by attending meetings on a regular basis and striving to help our brothers and sisters, whether it be a member in poor health or a member who has fallen on hard times.

We can offer money, meals or other deeds helpful to those with needs.

Let me know what your local does to help others and it will be noted in the next newsletter.

My local, 1697, has garage sales or drawings to raise money to help members in need. I would like each local to have similar goals in 2005. Let's make 2005 a year of giving.

Giving also extends to family. If you spend too much time at work and not enough at home, then it is time to remember that giving of yourself to your family should be your number-one priority.



Yardmasters

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

Interest-based bargaining works

Interest-based bargaining (IBB) is a process where the parties outline problems to be solved and then develop solutions by brainstorming options that serve the interests of both sides.

IBB has served yardmasters well.

With CSXT, IBB allowed us to gain a matched 401(k) plan, additional personal days and paid training, plus enhanced the scope and programming rules, changed other existing rules and created what I consider the best yardmaster agreement on the freight side.

We also used IBB on Grand Trunk Western, where we achieved notable rate progression – which has since been adopted by other carriers. We also achieved an assigned day off for the extra board without loss of compensation and we tightened the discipline rule.

IBB on CSXT and Grand Trunk allowed us to cut down the number of claims and grievances on both properties.

When my predecessor, Don Carver, introduced me to IBB, I thought he had lost his mind. Now I see how addressing the interests of both parties at the bargaining table leads to a better agreement.

I am hopeful IBB can be used during this round of bargaining. IBB permits productive discussions and mutually acceptable solutions because IBB is about issues important to both sides.

We all benefit when carriers come to the bargaining table to discuss our issues as well as theirs.



UTU introduces new line of logo merchandise

Outerwear



Embossed Denim Jacket

Heavy rugged denim jacket with the UTU logo proudly embossed into the back. Perfect alone or for layering with a UTU hoody. Customize this item with your local number or name for only an additional \$5.00! (Embroider up to 26 characters.)

Price: \$60.00 **Code: UTU-0001**

For 2X sizes please add \$5.00. For 3X sizes please add \$10.00.

Monroe King Louie Jacket

Tastefully show your union pride in this fashion-forward jacket. Taslan cape style jacket with 100% nylon lining. Contrasting color on collar with full zip front. UTU logo embroidered on the left chest.

Price: \$45.00 **Code: UTU-0002**

For 2X sizes please add \$2.00. For 3X sizes please add \$4.00.



Hooded Sweatshirt

All aboard for this latest fashion trend, "the hoody"! Eighty/twenty blend, nine-oz. fleece pullover with hood and embroidered logo on left chest.

Price: \$25.00 **Code: UTU-0014**

For 2X sizes please add \$2.00. For 3X sizes please add \$4.00.

Caps



Rally Cap

Price: \$8.00
Code: UTU-0010

Cleveland Cap

Price: \$11.00
Code: UTU-0012



Knit Cuff Hat

Price: \$4.00
Code: UTU-0005

Racing Hat

Price: \$14.00
Code: UTU-0011



Specialty Items



Fleece Blanket
Price: \$14.00
Code: UTU-0007



Pocket Knife
Price: \$19.00
Code: UTU-0006



UTU Lantern
Price: \$95.00
Code: UTU-0023

In conjunction with American Products, the United Transportation Union is offering a new line of clothing and merchandise bearing the union's "new millennium" logo.

All of the UTU items being sold through American Products are either union-made or are made in America.

The new products, featuring the UTU's shooting-star logo, include jackets, shirts, sweatshirts, hats, watches, clocks and other items.

To view the new line of merchandise, visit the UTU website at www.utu.org and click on the "UTU Gear" tile in the blue menu bar on the left-hand side of the page.

All items carry a 100 percent quality guarantee against defects in materials and workmanship and volume discounts on customized orders are available to UTU locals. Watches and clocks carry a two-year manufacturer's warranty against defects.

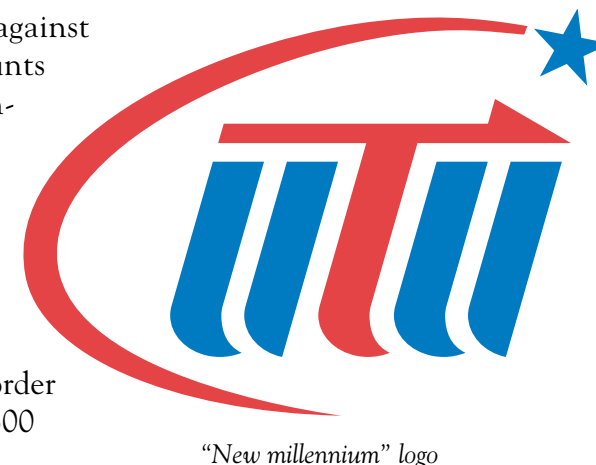
All of the featured items can be ordered by credit card directly through the company's secure website, or by calling the company's toll-free telephone number: (800) 272-5120.

UTU members may also download and print a custom order form that can be mailed to UTU Merchandise.com, 1600 North Clinton Avenue, Rochester, NY 14621.

All orders will be processed within days of receipt.

All prices are shown in U.S. dollars. Canadian members should make payment by check in U.S. funds. When using credit cards, transactions will automatically be billed in U.S. funds.

In maintaining the UTU's commitment to unionism, all of the warehouse staff employed by American Products are proud members of International Association of Machinists Local 1868.



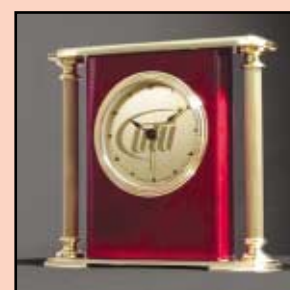
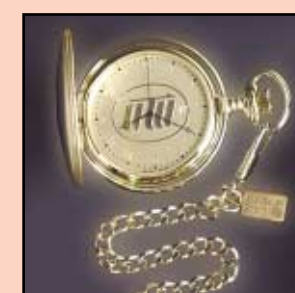
"New millennium" logo

Watches and Clocks



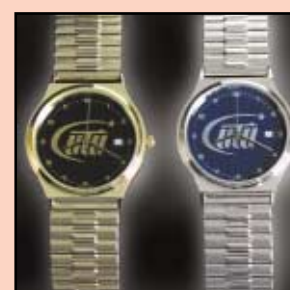
35th Anniversary Medallion Watch
Price: \$125.00
Code: UTU-0021

Pocket Watch
Price: \$82.50
Code: UTU-0020



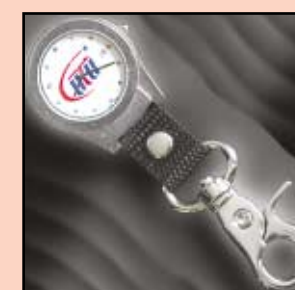
Clock
Price: \$129.00
Code: UTU-0022

Medallion Watch
Price: \$100.00
Code: UTU-0019



Pad Print Watch
Price: \$75.00
Code: UTU-0017

Clipper Watch
Price: \$75.00
Code: UTU-0018



Custom engraving is available for a charge of \$10.00 on the back side of the Pad Print, Clipper, Medallion and Pocket watches, as well as on a face plate on the front of the UTU Clock.

Up to three lines of text (for example, name, retirement date and local number) can be engraved on the aforementioned watches and on the UTU Clock.

The 35th Anniversary Medallion Watches are sequentially numbered on the back from 1 to 1,000 (men's) and 1 to 500 (ladies').

For more information, or to order UTU watches or clocks, call (800) 272-5120, or visit the UTU website at www.utu.org and click on the "UTU Gear" tile in the blue menu bar on the left-hand side of the website. You can also download an order form for the UTU clock and watches or any of the other products featured on this page by visiting the website listed above.

Show your union pride by ordering UTU logo merchandise today.

Shirts



Long-Sleeve Denim Shirt

100% cotton garment, washed denim with embroidered UTU logo on the left chest. You won't want to be without this one.

Price: \$26.00 **Code: UTU-0013**

For 2X sizes please add \$2.00. For 3X sizes please add \$3.00.



Crewneck Sweatshirt

Eighty/twenty blend 9-oz. heavyweight fleece pullover with embroidered logo on left chest.

Price: \$20.00 **Code: UTU-0015**

For 2X sizes please add \$2.00. For 3X sizes please add \$3.00.



Patriot Golf Shirt

From union meetings to golf outings, this soft 100% cotton interlock polo shirt features contrasting knit collar and sleeve welt. This shirt features the millennium logo embroidered on the left chest.

Price: \$26.00 **Code: UTU-0003**

For 2X sizes please add \$2.00. For 3X sizes please add \$3.00.



"Pride" T-shirt

One hundred percent cotton 5.9-oz. ash gray T-shirt with screen-printed logo on left chest in navy and full-color screen-printed UTU logo "Proud to be Union" on back.

Price: \$8.00 **Code: UTU-0008**

For 2X sizes please add \$1.00. For 3X sizes please add \$2.00.



Long-Sleeve Henley

6.25-oz. preshrunk cotton jersey fabric, three-button long-sleeve, navy blue henley shirt with logo on left chest.

Price: \$17.00 **Code: UTU-0016**

For 2X sizes please add \$2.00. For 3X sizes please add \$3.00.



"Rally" T-shirt

One hundred percent cotton 5.9 oz navy T-shirt with left chest two color screen print of the millennium logo. This shirt also offers customization on back for your local, rally or getting any message out to the public. Minimum of 48 shirts for customized orders; please call for a quote.

Price: \$8.00 **Code: UTU-0009**

For 2X sizes please add \$1.00. For 3X sizes please add \$2.00.



The Tradition Golf Shirt

This 60/40 blend golf shirt is the perfect addition to your union wardrobe. Sport your logo proudly in this everyday durable polo shirt.

Price: \$19.00 **Code: UTU-0004**

For 2X sizes please add \$2.00. For 3X sizes please add \$3.00.

UTU for Life

Retired bus operator made safety job #1

When retired bus operator Bill Novak talks, it's tempting to conclude an employee can do his job well when he likes the job he's doing.

The Southeastern Pennsylvania Transportation Authority (SEPTA), Brother Novak's employer until he retired in December 2004, certainly agrees Novak did a fine job. At the 14th Annual Safety Awards Banquet held in October 2004, Novak was among only three employees honored for achieving a distinguished safety record over the course of at least 35 years.



Bill Novak

A member of Local 1594 in Upper Darby, Pa., Novak began his career in 1963 as a bus operator for SEPTA predecessor Red Arrow. He was never disciplined, never involved in a chargeable accident and "only missed work when I was really sick, and I mean hospitalized," he said.

"I was 21 years old and just came out of the military service," Novak said. "When I started my career, I picked buses, and stayed with buses because I liked the people. Not just the other employees, but the passengers, too. I took a lot of pride in what I did."

Novak said he avoided stress by taking control of his attitude. "Most members of the public are really nice," he said. "I found that the way you treat people is the way they treat you. You can make the job rough or easy. I elected to make it easy."

That's not to say Novak didn't face challenges. "I had many years of split shifts and strange hours," he said. "When my five kids were little, we celebrated Christmas on my day off and told the kids that's when Christmas was."

Though retired, Novak will pay attention to events affecting SEPTA. "My son Joe works for SEPTA as a trolley, bus and heavy rail operator," he said. "And he's a proud member of Local 1594!"



Public service pensions reduce some rail benefits

By V.M. "Butch" Speakman Jr.

Railroad Retirement Act spouse and widow(er)s' annuities, in addition to being reduced for Social Security entitlement, may also be reduced if a spouse or widow(er) is entitled to a public service pension.

A public service pension is any periodic benefit payment, or a lump-sum payment made instead of periodic pension payments, based on an individual's own employment with a federal, state or local government unit.

Under current law, the public service pension reduction applicable to spouse and widow(er)s' annuities equals 2/3 of the amount of the public pension.

Most military service pensions and payments from the Department of Veterans Affairs, or pensions paid by a foreign government or an interstate instrumentality, however, will not cause a reduction to a Railroad Retirement spouse or widow(er)'s annuity.

A public service pension reduction will also not apply if certain exemption requirements are met. In past years, a reduction generally did not apply to Social Security or Railroad Retirement spouse or widow(er)s' benefits if the government job that the public pension was based on was covered under the Social Security Act on the last day of public employment.

These requirements were recently tightened by the enactment of the Social Security Protection Act of 2004. Under the law, state and local government workers must be covered by Social Security throughout their last 60 months of employment with the pension-paying government entity in order to be exempt from a reduction.

The new law does not affect persons currently receiving Social Security or Railroad Retirement spouse or widow(er)s' benefits that have not been reduced because of the prior law's last-day-of-covered-employment exemption.



V.M. Speakman

Also, any state or local government worker whose last day of government employment was before July 1, 2004, and whose last day of employment was covered both by Social Security and the pension system would also not have the reduction applied to future claims for a Railroad Retirement spouse or widow(er)'s annuity.

In addition, any state or local government worker whose last day of government employment occurs after June 30, 2004, and before March 2, 2009, could have the requirement for 60 consecutive months of Social Security-covered government employment reduced.

For more information about the public service pension reductions applied to Railroad Retirement annuities and the exemption requirements that may apply, contact the nearest field office of the Railroad Retirement Board. Find the address and phone number by calling the RRB Help Line at (800) 808-0772 or by checking the board's website at www.rrb.gov.

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

Arrangements set for St. Pete picnic

All retired railroaders, their spouses, companions and friends are invited to join the fun in St. Petersburg, Fla., at the annual picnic begun in 1991 by Indianapolis-based New York Central and Conrail retirees, said *UTU For Life* member Joe Alenduff of Local 1963, Louisville, Ky.

This year's event will be held on Sat., Mar. 19, from 11 a.m. to 3 p.m., in shelter #15 in Ft. DeSoto Park in St. Petersburg, Fla. Coffee and iced tea will be furnished. Participants are urged to bring two covered dishes and their own place settings and cups.

For information and directions to the picnic site, call Alenduff at (727) 522-6808, or send him e-mail at joe.pat@knology.net.

THE FINAL CALL

Following are the names of recently deceased retirees who maintained annual membership in the *UTU For Life* program (formerly known as the *UTU Retiree Program*), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow *UTU for Life* members.

Local	Name	City/State
1	Ramsey, Arthur R.	Wesleyville, Pa.
2	Bickelhaupt, Charles R.	Waverly, Ohio
5	Wells, John E.	Springfield, Mo.
195	Smith, Harold L.	Bloomfield, Iowa
225	Rose, James E.	Huntsville, Ohio
239	McDonald, Harold A.	Santa Rosa, Calif.
256	Creller, Vincent	Alburt, Vt.
293	Buehring, Fred	Weimar, Texas
293	Pinkley, Andrew O.	Porter, Texas
300	Mitchell, Charles F.	Drexel Hill, Pa.
300	Smith, Herbert V.	Springfield, Pa.
324	Carlson, Evan J.	Snohomish, Wash.
331	Woods, Joe B.	Temple, Texas
385	Longo, C.C.	New Fairfield, Conn.
439	King, Bernice	Greenville, Texas
498	Christ, Roy E.	Whitehall, Pa.
500	Crouse, Mike J.	Loma, Col.
525	Horken, Harley E.	Fargo, N.D.

Local	Name	City/State
525	Smith, Vern R.	Stanton, N.D.
610	Benz Jr., Charles	Baltimore, Md.
610	Holter, Joseph G.	White Marsh, Md.
643	Stauffer, William H.	Marceline, Mo.
650	Clark, T.D.	Albert Lea, Minn.
674	Golomb, William	Decatur, Ga.
707	Schultz, Melvin A.	Hanover, Kan.
734	Carothers, Frank E.	Kissimmee, Fla.
783	Paul, William J.	Greensboro, N.C.
816	Sheckard, Lamar M.	New Cumberland, Pa.
847	Deavers, A.D.	Tarrant, Ala.
847	Ridley, Earl	Fultondale, Ala.
911	Diepenbrock, Donald L.	Lake City, Minn.
977	Hatzenbeler, Peter P.	Yakima, Wash.
1011	Moss, George M.	Charlotte, N.C.
1129	Horne Jr., Edward B.	Lookout Mountain, Ga.
1137	Sather, Oscar	Staples, Minn.
1139	Roy, J. Gaston	Rimouski, Que.

Local	Name	City/State
1290	Meehan, Bernard	Oak Lawn, Ill.
1292	Walker, Milton J.	Trussville, Ala.
1348	Misner, David J.	Aurora, Ore.
1365	Boryszewski, Vincent F.	Green Valley, Ariz.
1388	Brockmeier, Raymond F.	Manchester, Mo.
1389	Brown, Darrell	Raceland, Ky.
1405	Flynn, Frances E.	St. Louis, Mo.
1418	Zevada, Stanley A.	Alliance, Ohio
1420	Zoccola, Fred	Bartlett, Tenn.
1473	Maloof, Michael G.	Framingham, Mass.
1491	Werner, Charles W.	Milford, Pa.
1544	Webster Jr., Lloyd E.	Temecula, Calif.
1549	Taylor, John A.	Toledo, Ohio
1614	Shafer, Chester W.	Invergrove Hts., Minn.
1626	Hunsberger, Michael L.	Edgewood, Wash.
1765	Niswonger, Robert Lee	White Cloud, Mich.
1780	Nelson, Harold E.	Lenexa, Kan.
1831	Price, John F.	Massapequa, N.Y.
1962	Brown, Burnice E.	Hurricane, W. Va.
1974	Bradford Jr., Hugh M.	Fredericksburg, Texas

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Telephone number with area code UTU local number

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02/05



UTU PAC HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			Manuele, Anthony J.	196	Beardstown, Ill.	*DuBose, G. Thomas	535	Macon, Ga.	Martinson, Mark S.	891	Whitefish, Mont.
Papa, John T.	1388	St. Louis, Mo.	Lage, Ronald L.	200	North Platte, Neb.	Frisinger, David L.	544	Havre, Mont.	Daniel, Stephen R.	904	Evansville, Ind.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			*Shaver, Jack V.	202	Denver, Colo.	Becker, Russell S.	577	Northlake, Ill.	*Sturgill Jr., Harold D.	924	Richmond, Va.
Odom, William J.	942	Florence, S.C.	*Daniels, Walter A.	212	Albany, N.Y.	Beltz, Michael R.	577	Northlake, Ill.	*Garrett, John B.	933	Jefferson City, Mo.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			*Schild, Roy H.	212	Albany, N.Y.	Gray, Dale R.	577	Northlake, Ill.	*Shavers Jr., James W.	941	Columbus, Ga.
Myran, Larry D.	486	Glendive, Mont.	*Estep, David C.	225	Bellevue, Ohio	Hash, Jon D.	577	Northlake, Ill.	Tatum, Charles E.	976	Shreveport, La.
Blackburn, Jerry T.	490	Princeton, Ind.	Mohr, Jim A.	257	Morrill, Neb.	Mendez Jr., Francisco	577	Northlake, Ill.	Wawers, Dale L.	980	Enderlin, N.D.
Sexton, David W.	490	Princeton, Ind.	*Pearson, Warren A.	259	St. Joseph, Mo.	Slusarski, David J.	583	Fond du Lac, Wis.	Fletcher, Franklin D.	1031	Savannah, Ga.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			*Jacobs, Wayne W.	281	Milwaukee, Wis.	Bell, Johnny L.	622	Birmingham, Ala.	*Miller, H.E.	1074	Freeport, Pa.
Pavlopoulos, Alexander T.	84	Los Angeles, Calif.	Fogel, John W.	283	Portland, Ore.	Sullivan, Faron K.	622	Birmingham, Ala.	Leon, Michael S.	1083	Villa Grove, Ill.
Friel, Philip J.	195	Galesburg, Ill.	Valian, Stefan E.	283	Portland, Ore.	Cooper, Leann L.	744	Frankfort, Ind.	Waldrop, George D.	1188	Oklahoma City, Okla.
Fitzpatrick, James D.	312	Madison, Wis.	Willard, Roger	283	Portland, Ore.	Ford, Roy E.	744	Frankfort, Ind.	Busch, Louis F.	1299	Chicago, Ill.
Siggeman, Michael J.	577	Northlake, Ill.	Casteel, Jac A.	305	Lincoln, Neb.	Sheldon, Dennis C.	744	Frankfort, Ind.	Cisneros, Saul	1299	Chicago, Ill.
Finley Jr., James K.	1261	Arlanta, Ga.	Grell, Adam R.	305	Lincoln, Neb.	Smith, Leland P.	744	Frankfort, Ind.	Johnson, Phillip A.	1299	Chicago, Ill.
Hardlannert, William J.	1299	Chicago, Ill.	Harsh, Billy	305	Lincoln, Neb.	Sparger, Kyle R.	744	Frankfort, Ind.	Jones, Walter E.	1299	Chicago, Ill.
*Huye, David	1337	New Orleans, La.	Lloyd, Mark A.	305	Lincoln, Neb.	Stuller, Steven D.	744	Frankfort, Ind.	Titus, Marc A.	1299	Chicago, Ill.
Craig, Thomas L.	1423	Galesburg, Ill.	Pommerville, Rebecca A.	305	Lincoln, Neb.	Bernard Jr., James E.	753	Memphis, Tenn.	Rice, Susan C.	1310	Loyall, Ky.
Norton, Goldy	1608	Chatsworth, Calif.	Rung, Jeffrey P.	305	Lincoln, Neb.	Cobb, Walter I.	753	Memphis, Tenn.	*Chesser, Al H.	1313	Amarillo, Tex.
Stephens Jr., James E.	1722	York, Pa.	Stuhr, Bryan M.	305	Lincoln, Neb.	Moore, Michael W.	753	Memphis, Tenn.	*Merritt, Earl M.	1313	Amarillo, Tex.
DIAMOND CLUB (\$300 OR MORE PER YEAR)			Talbott, Ben	305	Lincoln, Neb.	Shipley, Joshua E.	753	Memphis, Tenn.	*Langbehn, Wayne W.	1348	Centralia, Wash.
Smith, Richard C.	6	Indianapolis, Ind.	Ybarra, Frank R.	305	Lincoln, Neb.	Vaughters, Howard P.	753	Memphis, Tenn.	*Trickey, Clyde V.	1388	St. Louis, Mo.
Larson, Gerald W.	195	Galesburg, Ill.	Anderson, William D.	311	La Crosse, Wis.	Bazzell, Glenn S.	762	Montgomery, Ala.	Shiller, Steven M.	1397	Columbus, Ohio
Hamilton, Mark K.	305	Lincoln, Neb.	McBain, Joan M.	311	La Crosse, Wis.	Beasley, Willard R.	762	Montgomery, Ala.	*Bennington, Harry G.	1399	Terre Haute, Ind.
Fisher, Stanley R.	445	Niota, Ill.	Witzke Sr., Thomas H.	311	La Crosse, Wis.	Davis, Christopher G.	762	Montgomery, Ala.	Stevens, David W.	1423	Galesburg, Ill.
Montbriand, Michael R.	445	Niota, Ill.	Jahnke, Alan R.	322	Milwaukee, Wis.	Derico, Reginald O.	762	Montgomery, Ala.	*Isbell, Osey E.	1458	DeQuincy, La.
Brady, Richard J.	495	Salina, Kans.	Lee, Larry T.	376	Louisville, Ky.	Easterling, Morgan K.	762	Montgomery, Ala.	Spinazzola, David M.	1462	Boston, Mass.
Campbell, Eric L.	528	Chicago, Ill.	Moran, Keith A.	376	Louisville, Ky.	Flanagan, James H.	762	Montgomery, Ala.	Ostrosky, Charles	1470	Edmonston, Md.
Rice, Jeffery F.	934	Alliance, Neb.	Trinkle, Roger L.	432	Champaign-Urban, Ill.	Harris, Wesley P.	762	Montgomery, Ala.	*Lewis, William L.	1477	Dearborn, Mich.
Palaganas, Ignacio M.	1741	San Francisco, Calif.	Mitok, Richard P.	445	Niota, Ill.	Hicks, Timothy W.	762	Montgomery, Ala.	Moffitt, James L.	1524	Houston, Tex.
Boltze II, Keith A.	1883	Riverdale, Ill.	Worrick, Benny L.	445	Niota, Ill.	Johnson, Richard H.	762	Montgomery, Ala.	Button II, Harold R.	1620	Elkhart, Ind.
GOLD CLUB (\$100 OR MORE PER YEAR)			Hale, Gregory E.	469	Madison, Ill.	Littlefield, Richard A.	762	Montgomery, Ala.	Chitwood, Jerry Mack	1620	Elkhart, Ind.
Harlow, Peter J.	6	Indianapolis, Ind.	*Spellmire, Philip R.	471	Eugene, Ore.	Rutland, Casey Lee	762	Montgomery, Ala.	Cripe, Thomas F.	1620	Elkhart, Ind.
*Moore, Ralph O.	9	Slaton, Tex.	Frye, Terry D.	471	Eugene, Ore.	Strength, John J.	762	Montgomery, Ala.	Kenna, Jerry A.	1620	Elkhart, Ind.
*Lavender, Gordon L.	17	Marshalltown, Iowa	Boydston, Arden	473	La Grande, Ore.	Strickland III, Oscar M.	762	Montgomery, Ala.	*Wardleigh, Nathan K.	1629	Phoenix, Ariz.
*Rubeling, Claude	28	Cheyenne, Wyo.	Cooper, Dennis Lee	473	La Grande, Ore.	Tucker, Kevin J.	762	Montgomery, Ala.	*Wilson, Theodore E.	1736	Flint, Mich.
*Baker, Cornelius J.	72	Battle Creek, Mich.	Riordan, James F.	473	La Grande, Ore.	Weeks, Jeremy R.	762	Montgomery, Ala.	Acosta, Marina	1741	San Francisco, Calif.
*Orr, Olen F.	94	Kansas City, Kans.	Flory, David E.	477	Newton, Kans.	Wolfe, Terry L.	794	Wellington, Kans.	Cahn, Laurie	1741	San Francisco, Calif.
Cook, John R.	113	Winslow, Ariz.	Pauls, Ronald K.	477	Newton, Kans.	Cochran, Michael K.	762	Montgomery, Ala.	Ellison, Philip M.	1741	San Francisco, Calif.
*Curtis, Mark D.	194	Elkhart, Ind.	*Davis, Wayne J.	489	San Antonio, Tex.	Goldade, Michael A.	845	Seattle, Wash.	Fong, Jerome C.	1741	San Francisco, Calif.
*Johnson, Andrew	194	Elkhart, Ind.	*Broshears, Rodney V.	490	Princeton, Ind.	Baker, James F.	847	Birmingham, Ala.	Jondall, Marc	1741	San Francisco, Calif.
Anderson, Del R.	195	Galesburg, Ill.	Creek, Gerald O.	490	Princeton, Ind.	Brooks, Paul D.	847	Birmingham, Ala.	Kurvez, Susan C.	1741	San Francisco, Calif.
*Cox, Walker M.	195	Galesburg, Ill.	Nurtenbern, Thomas R.	490	Princeton, Ind.	Buckelew, Rex N.	847	Birmingham, Ala.	Newcomer, Robert J.	1741	San Francisco, Calif.
Buckalew, Richard D.	195	Galesburg, Ill.	Roberts, Brandon	490	Princeton, Ind.	Carver, Jackie D.	847	Birmingham, Ala.	Reardon, John C.	1741	San Francisco, Calif.
Sammons, Danny R.	195	Galesburg, Ill.	*Russell, Ronald W.	490	Princeton, Ind.	*Flanagan, Noah H.	847	Birmingham, Ala.	*Cobean, William J.	1977	Seattle, Wash.
Tierney, John M.	195	Galesburg, Ill.	Smith, George A.	490	Princeton, Ind.	Grey, Jeffrey H.	847	Birmingham, Ala.	Bortner, Sarah H.	R	Harrisburg, Pa.
Williams, Josh P.	195	Galesburg, Ill.	*Swope, James L.	490	Princeton, Ind.	Hice, Richard S.	847	Birmingham, Ala.	Luker, Lucy M.	R	Lytle, Tex.
Blakeman, Jason H.	196	Beardstown, Ill.	Lambert Jr., Ralph E.	495	Salina, Kans.	Nelson, Jerry F.	847	Birmingham, Ala.	N.A.V.R.E.	N/A	Niles, Mich.
			Derby, Lorri A.	508	Smithville, Tex.	Pope, Robert B.	847	Birmingham, Ala.			
			Jones, Daniel L.	508	Smithville, Tex.	Stephenson Jr., Lloyd W.	847	Birmingham, Ala.			
			Dorman, William P.	528	Chicago, Ill.	Thomas, Kelly Ann	847	Birmingham, Ala.			
			Patterson, Vincent E.	528	Chicago, Ill.	Weaver, Robert C.	847	Birmingham, Ala.			
			Sandoval, Raul	528	Chicago, Ill.	Whitsey Jr., George	847	Birmingham, Ala.			

Accident

Continued from page 1

The advisory was in response to a recent number of incidents involving trains that derailed because switches that divert them from one track to another were left in the wrong position, FRA said.

The safety advisory says railroads should document when a manually operated switch in non-signalized territory is changed from the main track to a siding and returned back to the normal position for main track movements.

Also, these actions should be communicated to all crewmembers and the train dispatcher.

The FRA said this increased attention and communication will better ensure switches are not inadvertently left misaligned.

Members are urged to contact UTU National Legislative Director James Brunkenhoefer if their railroad fails to carry out this advisory. Members should continue to carry out the railroad's instructions, but let the UTU know if the carrier is not in compliance. You may reach the UTU national legislative director at (202) 543-

7714, by fax at (202) 543-0015 or by e-mail at utunld@aol.com.

The FRA also said a misaligned switch similar to the one suspected as the cause of the chlorine tank disaster may have caused a derailment days later in California.

The second accident occurred in Bieber, Calif., on Jan. 8, two days after the wreck in

The accident prompted the Federal Railroad Administration two days later to issue a safety advisory to all of the nation's railroads to strengthen procedures for monitoring track switching operations.

Graniteville, S.C., the agency said.

Seven locomotives and 14 cars were derailed in the Bieber accident, two workers were injured, and damages exceeded \$970,000, the railroad agency said.

The agency said Union Pacific had an accident in October 2004 because of an improperly positioned switch.

During 2003, the most recent year for which data is available, of 1.7 million hazmat rail shipments, there were just 25 unintentional hazmat releases from rail cars, according to the FRA.

Industry data reveal that more than 99.9 percent of all hazmat shipments reach their destination without an incident, a safety rate far above that of truck transportation, FRA said.

Contact 'Brokenrail'

Members are urged to contact UTU National Legislative Director James "Brokenrail" Brunkenhoefer if their railroad fails to carry out this FRA advisory. Members should continue to carry out the railroad's instructions, but let the UTU know if the carrier is not in compliance. You may reach the UTU national legislative office at (202) 543-7714, by fax at (202) 543-0015 or by e-mail at utunld@aol.com.

NMB fees

Continued from page 1

place grievances involving wages, working conditions and safety.

After filing a written complaint and pushing for a public hearing on the matter, the UTU testified Tuesday, Jan. 11, in opposition to the NMB proposal. UTU Associate General Counsel Dan Elliott joined with representatives of other rail unions to state the legal reasons against the NMB proposal.

Previously, the UTU helped to persuade the senior Democrat on the House Transportation & Infrastructure Committee – Rep. Jim Oberstar of Minnesota – to seek a postponement of the Jan. 11 public hearing until at least February so that members of that committee might participate after the new Congress convenes in late January. The NMB declined to honor that request for a delay in the hearing.

The UTU, working with other rail labor unions, also persuaded 125 members of the House of Representative – both Democrats and Republicans – to sign a letter to the NMB opposing the NMB proposals. Numerous senators, at UTU's urging, signed a separate letter of opposition to the NMB proposals.

The NMB has three members nominated by the president and confirmed by the Senate. Two are Republicans, including the chairman, and one is a Democrat.

A recent New York Times article explored

whether a sister agency to the NMB – the National Labor Relations Board, which administers labor law affecting other industries – has, at the urging of the Bush Administration, adopted an anti-labor stance.

In addition to imposing fees for arbitration proceedings, the NMB proposes that neutral referees adhere to a time schedule in order to be paid with government funds, and that the NMB director of arbitration services be given new authority to consolidate cases.

More evidence of Bush Administration anti-union policies?

The impact of these NMB proposals would be to transfer to the UTU and other Railway Labor Act-covered unions the costs of arbitration proceedings. Profitable railroads, which have been paying large bonuses to their officers, and whose policies are the source of grievances before the NMB, would escape these fees.

Moreover, the proposed NMB rules could burden unions with inequitable costs when, in fact, carriers are the primary beneficiary of most arbitration actions as unions are not permitted to strike over so-called minor disputes, which include interpretation of contracts.

"The proposed rules could adversely affect

efficient administration of the National Railroad Adjustment Board, public law boards and special boards of adjustment – all of which are crucial to equitable grievance handling," the UTU said.

"The rules proposed by the NMB," said the UTU, "are beyond its statutory authority, would violate specific statutory commands and are just plain inequitable. Indeed, in 1934, rail labor gave up the right to strike over so-called minor disputes in exchange for government funding of arbitration.

"The NMB's sole functions in the mandatory arbitration process are the appointment of referees and the setting of compensation for referees at the National Railroad Adjustment Board," the UTU said. "The role of the NMB is not to impose fees upon unions for arbitration services.

"If the NMB persists in imposing these fees," the UTU said, "carriers should share with their unions the costs. Both parties should pay them.

"The carriers are the beneficiaries of the mandatory arbitration system under the Railway Labor Act," the UTU said. "Mandatory arbitration is the basis for enjoining unions from striking over minor disputes. Railroads are richer than unions and they should not benefit from a mandatory arbitration system that limits the right to strike without paying equally.

"As for time schedules and consolidation of cases, the NMB itself frequently orders a halt on work in certain cases," the UTU said. "Moreover, under the Railway Labor Act, authority to set procedural rules is vested with the National Railroad Adjustment Board and not the NMB."

UTU, TCU prevail

Continued from page 1

car safety appliances, including brake systems, initial terminal inspection, end of train device testing, pre-departure inspection and daily inspection.

Besides posing a safety risk, exporting the train-safety inspections would throw out of work dozens of skilled carmen who belong to the Brotherhood Railway Carmen Division of TCU.

Union Pacific said that by exporting these crucial safety inspections to Mexico, it could save five to seven hours in transit time on cross-

border rail traffic moving north through Laredo, Texas. As many as 16 UP northbound freight trains daily would be affected.

The UTU said train and community safety are far more important than alleged slightly faster train service by a railroad notorious in Texas for a high rate of safety-related incidents.

Had Union Pacific been permitted by the FRA to export these safety-sensitive jobs to Mexico, UP trains originating in Mexico would be traveling up to 1,000 miles into the U.S. before highly skilled, U.S.-trained inspectors had an opportunity to check crucial safety systems.

"At this time," the FRA said in a notice to UP, "the safety board has determined that the

requested waiver should be and is denied, without prejudice to the submission of a future request addressing the same subject matter." The FRA also noted that "...UP failed to demonstrate that granting the petition would be consistent with safety at this time."

In denying the waiver, FRA said UP and TFM "have not been able to provide documentation that TFM personnel are trained in accordance with standards equivalent to those required by FRA...It is important to have accountability regarding who is inspecting trains and on what basis their qualification was determined."

FRA also said "TFM documents represented as translations of U.S. standards were found to be incomplete and in some cases incorrect."



Briefly noted...

Dan Collins pens book

Rail passenger service in America almost went the way of the dodo bird.

The UTU played a crucial role in preserving that service through the creation of Amtrak. Indeed, former UTU President Charlie Luna – and largely in recognition of the UTU's efforts to preserve passenger service – was appointed to Amtrak's board of directors.



Collins

That was only the beginning of the struggle, which continues today.

Through the years, the UTU – with invaluable assistance of members through their UTU PAC contributions – remains in a leadership role fighting for adequate funding for Amtrak.

Former UTU Assistant General Secretary and Treasurer Dan Collins devoted many hours and personal energy in the fight to preserve Amtrak and coax the money from Congress for continued operations. Collins followed Luna as a member of the Amtrak

board of directors.

Now Collins has collected many of his position papers – not only his thoughts that helped keep Amtrak running, but also on Operation RedBlock and union solidarity – into a single book, entitled, *"Headlight: Lighting the Way to a Brighter Future."*

The 270-page softcover book may be purchased for \$25 (plus \$3 shipping) from Dan M. Collins, 401 Constitution Ave. N.E., Washington, D.C. 20002. Credit card users can call (202) 548-0935.

Rail retirement gains

CHICAGO – The National Railroad Retirement Investment Trust (NRRIT) posted a 13.3 percent return on investment for the most recent fiscal year ending Sept. 30, according to the Railroad Retirement Board.

The return is far beyond what the Railroad Retirement Trust Fund would have earned had the money been invested in U.S. Treasury bonds as was required before Congress passed the Railroad Retirement Survivors' and Improvement Act of 2001.

NRRIT investment decisions are made by investment advisers who report to a seven-member joint labor/management board of directors. UTU General Secretary & Treasurer Dan Johnson was an inaugural member of the NRRIT board of directors. He completed his two-year term Jan. 31, 2004.

TMM sold to KCS

MEXICO CITY – Mexican transportation concern Grupo TMM said last month that its shareholders approved the sale of railway unit Transportacion Ferroviaria Mexicana, or TFM, to Kansas City Southern (KCS).

KCS also has gained authority from the U.S. Surface Transportation Board to acquire 100 percent control of the Tex-Mex.

The agreement revives KCS's plan to fold the Mexican railway into its U.S. rail holdings under a new entity called Nafta Rail.

KCS recently hired former UP chief operating officer Art Shoener to be the president and CEO of the combined KCS, Tex-Mex and TFM, reporting to KCS chairman Mike Haverly.

Make plans now for 2005 Regional Meetings

The dates and locations for the 2005 UTU/UTUIA Regional Meetings have been finalized. Members who must soon decide their 2005 vacation schedule should note the following information:

Anchorage, Alaska, June 13-15, 2005

Anchorage Hilton, 500 W. Third Ave., Anchorage, AK 99501. Hotel reservations: (800) HILTONS; (907) 272-7411; www.hiltonanchorage.com. (The overflow hotel is the Howard Johnson Plaza, 239 W. Fourth Ave., Anchorage, AK 99501. Hotel reservations: (800) 545-7665; (907) 793-5500; www.hojo.com.) Reservation code: UTU. Room rate: \$145 plus tax per night (\$139 at Howard Johnson Plaza); rate good for three days before and after the meeting. Parking: self park: \$7 per night/\$14 valet. Reservation deadline: May 9, 2005.

Orlando, Fla., July 18-20, 2005

Disney's Coronado Springs Resort, 1000 W. Buena Vista Dr., Lake Buena Vista, FL 32830. Hotel reservations: (407) 939-1020, option 2. Reservation code: UTU. Room rate: \$93 per night plus tax for single/double; additional persons age 18 or older: \$15 per night. One- and two-bedroom suites are available from \$186 to \$465 per night. Room rates are good four days before and after the meeting. Reservation deadline: June 14, 2005. Parking: complimentary.

Discounts on airfares have been arranged with Northwest, Continental and Alaska/Horizon Airlines. For Northwest or Continental, call (800) 328-1111 and refer to WorldFile Ticket Designator "NM52A" for Anchorage or "NM52B" for Orlando. For Alaska/Horizon Airlines, call (800) 445-4435 and refer to code CMA0700.

Clip and save

Life-cycle planning is important

(One of a series to help you better understand the role of insurance and annuities in planning your future.)

Each of us is responsible for our own financial future, but many of us don't plan for our financial independence. In many families, one spouse or the other assumes responsibility for paying bills and handling finances and the other spouse is only remotely aware of family finance issues.

To gain financial independence, you must plan for the future. In doing so, both spouses should take an active role. This plan should start today, not tomorrow.

Creating a financial plan is called life-cycle planning. The first step is to plan and the second step is to determine if you will have enough money to follow through on your plan.

Write on a sheet of paper answers to these questions.

- How much money do I have to invest?
- What do I want this money to do for me? Is this for a new home, new furniture, or retirement?
- What is my time frame for accumulating funds to accomplish my goal?
- What is my risk tolerance? Am I uncomfortable with risk? Will I be overly anxious the first time my investments drop in value? Understanding personal risk tolerance will help create a plan that you can live with in

good times and bad.

There are many products in the marketplace today to help you achieve your financial plan. Some are riskier than others. Your risk tolerance will change as you advance in age and your investments should reflect your risk tolerance.

Non-IRA and Traditional and Roth IRA flexible premium annuities, which guarantee principal and offer tax advantages, are good options for individuals concerned with safety of funds.

Unfortunately, some of us will not live long enough to accomplish our financial plan. Our current obligations consume most of our income and leave very little discretionary cash. To ensure that your family will have enough money to continue its lifestyle, consider life insurance. For only pennies on the dollar, you can provide valuable protection for loved ones.

Also, during your working years, you need to protect your income with disability insurance. What would you do if you were unable to work for an extended period because of illness or injury? Would there be enough money to pay the mortgage or rent and other obligations and keep your financial plan on track?

To achieve financial independence, it is important to have a plan.

Clip and save

Clip and save

Clip and save

This month's winning photo:

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

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

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

High-resolution digital photographs should be in the JPEG format and e-mailed to "utunews@utu.org".

With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU.

Remember to review your employer's policies regarding use of cameras on the property or during work hours.



*This month's winning photograph was taken by member **Dale Gauwitz**, a CSX conductor and member of Local 313 in Grand Rapids, Mich. The photo of a passing Metra commuter train was taken in Cicero, Ill., along the BNSF main line.*



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Members reminded of safety in wake of three UTU deaths

Three UTU members were killed on the job recently. Dead are Mike J. Crouse, Cliff Green and Floyd T. Evans Jr.

Burlington Northern Santa Fe conductor Mike J. Crouse, a member of Local 500 in Grand Junction, Colo., was killed late Friday night, Dec. 17, when he was hit by a Union Pacific (UP) train at Radium, Colo.

Crouse was 44 years old and had been railroading since 1979. He was married and the father of a six-year old daughter and two stepsons.

Crouse was killed as he prepared to do a roll-by inspection of the UP train.

"It's pretty sad all the way around," said Colorado State Legislative Director Rick Johnson.

Canadian National Railway conductor Cliff Green, 64, a member of Local 1923 at Prince George, B.C., died in a switching accident at Taylor, B.C., on Dec. 30. Taylor is near Fort St. John and the Peace River in northeastern British Columbia.

Newspaper reports said Green's leg was caught in a rail when he was run over by a boxcar. The accident is being investigated by Transport Canada.

Union Pacific conductor Floyd T. Evans Jr., 52, lost his life Jan. 10 at a siding in Buena Vista, Ark., when he apparently was hit by a train, according to UTU Arkansas State Legislative Director J.T. Matthews.

Details of the incident remain sketchy, and an investigation is continuing.

Brother Evans was a member of Local 656 in North Little Rock, Ark. He joined the UTU in July 1972. He was working on a line running between Pine Bluff, Ark., and Longview, Texas, Matthews said.

In the wake of these tragic deaths, members are being reminded to be alert to special switching hazards that can save their lives and limbs.

Investigations into deadly accidents and amputations have identified specific switching hazards. "If we are aware of them – if we study them and think about them – we can reduce the odds of becoming the next victim," International President Paul Thompson said.

The special switching hazards are: Close clearances; shoving movements; unsecured cars; free-rolling rail cars; exposure to mainline trains; tripping, slipping or falling; unexpected movement of cars; adverse environmental conditions; equipment defects; motor vehicles or loading devices, and drugs and alcohol.

The Switching Operations Fatalities Analysis (SOFA) working group, with representatives from the Federal Railroad Administration (FRA), labor and management, has developed recommendations to help avoid these hazards.

They 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, and coach less experienced employees to perform service safely.



Inside this issue of the UTU News:



UTU officers field questions at conference. See page 2.



The members of Local 1741 are all fired up. See page 3.



The UTU has a new line of lids, hoodies and more. See pages 6 & 7.



Former UTU officer Dan Collins has written a book. See page 11.