



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“(With regard to availability policies and fatigue)...We continue to tell the carriers that we are but one serious accident away from a third-party imposed solution.”

— International President Byron A. Boyd Jr.

News & Notes

H&W benefits available

CLEVELAND, Ohio – Active and retired UTU members employed or formerly employed by the Bethlehem Steel railroads (Philadelphia, Bethlehem & New England, Conemaugh & Black Lick, Lake Michigan & Indiana, Patapsco & Back Rivers and Steelton & Highspire), who are losing health and welfare coverage as a result of layoff or job loss or termination of retiree benefits, are eligible to enroll for coverage under Group Policy GA-23111, administered by United HealthCare. GA-23111 provides for an initial four-month enrollment period beginning in the month coverage ends, and extending for the next three months. A second four-month period is available when you or any individual dependent first becomes eligible for Medicare. If you do not enroll for coverage during the initial four-month periods mentioned above, you may not enroll for coverage again until May of any even-numbered calendar year (2004, 2006, etc.) For additional information about eligibility, enrollment and available benefit plans, contact United HealthCare toll-free at (800) 842-5252.

Convention rooms limited

CLEVELAND, Ohio – UTU members wishing to attend the union’s quadrennial convention July 28-Aug. 1, 2003, and stay at the host hotel, the Hilton Anaheim, must make room reservations through the UTU. Reservation forms are available online at the UTU website (utu.org.) Deadline for reservations is June 23, 2003. Those wishing to be mailed or faxed a reservation form should call (216) 227-5417.

Stamps aid breast cancer

CLEVELAND, Ohio – The U.S. Postal Service has released its new “Fund the Cure” stamp to help fund breast cancer research. Instead of the normal \$.37 for a stamp, this one costs \$.40, with the additional \$.03 going to breast cancer research. A “normal” book costs \$7.40; this one is only \$8. “It is important that we take a stand against this disease that kills and maims so many of our mothers, sisters and friends,” UTU Assistant President Paul Thompson said. “It takes a few minutes in line at the Post Office and means so much.”

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UTU steps up battle to aid sleep-deprived workers

CLEVELAND, Ohio – Information from military scientists studying battlefield effects on soldiers is providing your UTU with crucial new information to help solve the problem of sleep deprivation affecting transportation workers.

“Our heroic soldiers on the battlefield suffered a problem familiar to many railroaders: sleep deprivation,” said UTU International President Byron A. Boyd Jr. “In fact, military scientists are warning of serious consequences from sleep deprivation. This information will increase our own understanding of the problem for use in negotiations with carriers and will also help us in fact-based presentations before the Federal Railroad Administration, National Transportation Safety Board and Congress,” Boyd said.

The *Los Angeles Times* reported front-line troops in Iraq averaged fewer than four hours of sleep daily. The result was some soldiers in convoys were “nodding off at the controls of their trucks and tanks – falling asleep, in some cases, standing up.”

How familiar this sounds to railroaders. “Too many operating crews have no idea when they

will go to work,” Boyd said. “When they go to work, they have no reasonable expectation of how long they will work or when they will return home. When home, they do not know how long they will be there until the telephone rings ordering them back to work.”

Col. Gregory Belenky, the Army’s chief scientist at the Walter Reed Army Institute of Research said, “There is simply no substitute for sleep. If you’re deprived of sleep, you’re not going to make good decisions.” Col. Belenky spoke on fatigue problems at UTU regional meetings in 2001 and is a good friend of the UTU. He finds considerable similarity between railroad and military operations, including physiological consequences of work and rest scheduling irregularities.

Sleep-deprived soldiers have been so tired that “they could not understand words even if an order was clearly expressed,” said one Army captain. Lt. Col. Jim Chartier, commander of the Marine 1st Tank Battalion, called sleep deprivation “our biggest enemy. It makes easy tasks

**“If you are
deprived of sleep,
you are not
going to make
good decisions.”**

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Carriers create NAFTA railroad

KANSAS CITY, Mo. – Kansas City Southern (KCS) Railway announced last month it will buy control of the Texas-Mexican Railway (Tex-Mex) as well as Mexico’s most important railroad, TFM.

Reflecting the international character of the deal, KCS said it will change its name to NAFTA Rail. NAFTA is the acronym for North American Free Trade Agreement.

KCS said it will pay \$412 million in cash and equity to Grupo TMM of Mexico for its majority stake in the Tex-Mex and TFM. KCS Chief Executive Officer Mike Haverty did not reveal the source of the cash, but said “the door is open” to participation by other unnamed railroads, but said he preferred non-rail partners.

KCS already owns a minority share of TFM

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Member killed when railcar tips

POCATELLO, Idaho – A long-time UTU member was killed last month in a switching accident on the Union Pacific.

UTU member Archie L. “Leroy” Chandler, a member of Local 265 in Pocatello, lost his life when the grain car on which he was riding hit a derail device and overturned, pinning him underneath.

Chandler, 54, a husband and a father of seven children, joined the UTU in October 1979, and came from a railroad family. His brother, Randy, is a past local chairperson of Local 265, and his brother-in-law is also a conductor.

Union Pacific spokesman John Bromley told reporters that he believes Brother Chandler was clinging to a ladder on the side of a grain car at the rear of the train to help workers exchange

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Around the UTU

News from around the U.S. and Canada

Local 240, Los Angeles, Calif.

Members of this Union Pacific local send condolences to the families of three retired union members who passed away in April, including **Carl G. Vertoch**, **Orville F. Shuck** and **J. P. Nelson**. Also passing was **Nancy Olson**, beloved wife of **Ole Olson**.

Local 656, N. Little Rock, Ark.

This Union Pacific local will have its annual retirement fish fry at noon on June 14 at Sherwood Forest, 1111 W. Maryland Ave., Sherwood, Ark. All active and retired members and their families are invited. For information, contact Secretary-Treasurer **David Lovelace** at (501) 758-0260.

Local 773, Galveston, Tex.

A barbeque for members will be held at The Knights of Columbus Hall in La Marque on May 31, from 10 a.m. until 7:30 p.m. The event is open to all associated with the BNSF and other railroads in the Houston and Galveston areas. There will be door prizes, Astros and Texans tickets will be raffled off and a Moon Walk and other activities will be available for the kids. For information, contact Local Chairperson **Joey Stubbs** at 318 Brookdale Dr., League City, TX 77573, or call him at (281) 332-8679.

Local 1006, Brownsville, Pa.

This Norfolk Southern (NS) local recently approved creation of a special IQ (Improving Quality of life) Committee to address issues affecting the members since NS took over from Conrail, said member **Robert H. Terry**.

Local 1122, Edmonton, Alberta

Brother **David Markiewicz** has come upon some very hard times, said Local Chairperson **Wade Franco**. "He and his wife **Rosalind** have a baby daughter (**Ryland**) who has Angelman Syndrome, similar to cerebral palsy. The family has an opportunity to take part in a study at Harvard Medical in Boston. Accommodations and medical treatment are covered, but airfare is not, which will top \$10,000." A trust fund for **Ryland** has been established at the Scotia Bank so deposits can be made to any branch. Checks or money orders "In Trust of **Ryland Markiewicz**" can be mailed to the Scotia Bank, 8509 Wagner Rd., Edmonton, AB T6E 5A7. For more information, call (780) 448-7881.

Local 1518, Indianapolis, Ind.

A fund has been established to assist member **John B. Lawson**, a lifelong diabetic who has been placed on a waiting list to undergo a pancreas transplant operation, said CSX General Chairperson **Terry Reed**. Donations can be sent to the J. B. Lawson Transplant Fund, Riddell National Bank, P.O. Box 340, Brazil, IN 47834. The account number is 866-642. Best wishes can be sent **Lawson** at gossamer1964@hotmail.com.

Local 1549, Springfield, Ohio

All active and retired union members and their families are invited to participate in the 15th annual Railroad Unions Golf Classic to be held May 30 at the Locust Hills Golf Course near Springfield, Ohio. Cost per person is \$30, and includes 18 holes of golf, cart, steak dinner and awards. Tee-off time will be 11:30 a.m. Reserva-



Retired member **W. J. "Jim" Hudson** (left) joined active member **Harold Gjerman**, both of Local 1637 in Wishram, Wash., in a project that ended up spreading word to pensioners of their potential eligibility to collect unclaimed death benefits.

Members publicize unclaimed benefits

When active member **Harold Gjerman** contacted retired member **Wilfred J. "Jim" Hudson** about a book detailing the history of the former Spokane, Portland & Seattle Railway (SP&S), the inadvertent result was that some 300 pensioners learned about their potential eligibility to collect \$2,000 each in unclaimed death benefits.

Gjerman, 65, of Local 1637 in Wishram, Wash., began his career as a brakeman in May 1959 on the SP&S, which merged with the Burlington Northern in 1970. He recently discovered retired member and former head of the BN Veterans Club **Kent Dahlgren** of Local 1238 in Vancouver, Wash., also owned a copy of a limited edition book, *Spokane, Portland & Seattle Railway*, by **Dorothy** and **Ed Wood**.

The two decided to get former SP&S employees to sign the books, with the idea of donating one to the SP&S Museum and the other to SP&S Historical Society, both in Vancouver.

Gjerman contacted retired Local 1637 member **Wilfred J. "Jim" Hudson**, who began as a brakeman on the SP&S in 1955 and retired as a conductor from BNSF in September 1990 when he lost his hearing.

Hudson had recently received a letter from Local 1637 retiree **Elwin Howard** that carried details about the death benefit. **Hudson** decided to join **Gjerman** in his search for former SP&S employees, and to pass the word about the death benefit.

"Out of about 300 people we contacted, only seven were aware of the benefit," **Hudson** said. "I think well over \$100,000 has been collected since we began spreading the word."

The death benefit is included as a group policy under contracts between railroads and various labor unions. Those who may be eligible retired from rail service on or after April 1, 1967. Benefits are administered by MetLife for retirees from railroads participating in the National Railway Conference/UTU Health & Welfare Plan and the Railroad Employees National Health and Welfare Plan (formerly GA-23000).

To file a claim or obtain a change-of-beneficiary card, call MetLife at (800) 310-7770, or write to them at P.O. Box 6122, Utica, NY 13504. When filing a claim, it is helpful to know the date the employee last worked, the name of the employing railroad, the employee's Social Security number and the employee's final address.

tions must be received by May 16 for golf outing and cart. Play will be scramble. For information, contact Legislative Representative **Glenn Newsum** at 3464 Springfield-Xenia Rd., Springfield, OH 45506, telephone him at (937) 323-9427, or send e-mail to lgnutu1549@aol.com.

Local 1558, Bergenfield, N.J.

Coach USA recently held a luncheon to honor bus operators who had completed 10 or more consecutive years of driving without a chargeable or preventable accident. Rockland Coaches operators awarded certificates of merit and laser-inscribed walnut plaques by the company included **Ronald Drolshagen** (25 years), **Kevin Grant** (25), **Charles Sweeney** (23), **John Gunning** (21), **Richard Deiser** (19), **James Darcy** (17), **Nicholas Pavliski** (17), **Gary Everett** (14), **Brian Kenny** (14), **Henton Morton** (12), **Calvin Martin** (11), **Lewis McLendon** (11) and **Isaac Riveron** (10). Together these drivers represent 220 years of safe driving. Also, with the overwhelming consent and support of the membership, the contract has been extended to June, 30, 2003. All provisions of the current agreement are binding and will remain in effect until then. Negotiations will continue in the interim, according to General Chairperson **Rich Deiser**. Check the local's website at <http://www.utu1558.com/> for updates.

Local 1626, Anchorage, Alaska

Only 700 tickets are being made available for the local's Summer Fun 2003 Raffle, to be held June 25 at the UTU Hall, 555 W. Northern Lights #203 in Anchorage, according to raffle chairperson **Wes Rogers**. Tickets are \$20 each. Those who buy five get one free. Grand prize is a 2003 Arctic Cat 400 4X4 Manual. Participants need not be present to win. For information, contact **Rogers** at (800) 770-7117 or (907) 279-7117, or send e-mail to utu1626@gci.net.

Local 1741, San Francisco, Calif.

Two long-time San Mateo School District bus operators from this local, **Al Tyson** and **Parker Waterson**, recently retired, said Local Vice Chairperson **Ange Beloy**. "We thank them for their many years of service as transportation supervisors," **Beloy** said. "All of us will greatly miss them," she said.

Local 1778, N. Vancouver, B.C.

The British Columbia Liberal government is reneging on an election promise and is proposing to sell BC Rail, said Secretary-Treasurer **David Moorhouse**. A petition has been created, calling for public consultation and a moratorium on the sale. UTU members are urged to sign the petition at <http://www.petitiononline.com/BCRAIL/petition.html>. Find out more about the proposed sale at <http://www.utubc.com>.

Local 1813, West Colton, Calif.

Union Pacific switchmen in this local again are reminding all UTU members that plans are being made for the 25th annual two-man scramble golf tournament, tentatively set to be held at El Rancho Verde Golf Course, said Local Chairperson **Rick Renna**. All UTU members are invited to the event. For information, contact Brother **Renna** at (909) 946-8984.

State Watch

News from UTU State Legislative Boards

New York

Legislative Director **Sam Nasca** has written letters to Gov. George Pataki and all Staten Island legislators requesting that the Staten Island Rapid Transit be placed in the railroad division, not the subway division, when the Metropolitan Transportation Authority's restructuring is implemented.

Employees of the Staten Island Rapid Transit are represented by the UTU.

"Placing the Staten Island Rapid Transit under the railroad division will allow for a better and more consistent funding stream than under the subway division," Nasca said. "The Rapid Transit's equipment, operational mode, financing and structure all mirror the railroad division's operation and would be diminished under the subway division."

Nasca also acknowledged the efforts of UTU Local 1440 Legislative Representative **Dee Vandenburg**, who has led a vigorous campaign among legislators there to have the Staten Island Rapid Transit classified under the proposed railroad division.

Wyoming

UTU members in Wyoming congratulate fellow member and Legislative Representative **P. Wayne Reese** of Local 28 at Cheyenne on his new position as minority floor leader in the state's House of Representatives.

"Wayne is an excellent example of the accomplishments our members can achieve when they get involved. He became involved in politics here seven years ago and is now the third-highest elected Democrat in the state," said Legislative Director **Terry Ungricht**. "Our thanks go out to Wayne and his family for the work he does for the membership and the citizens of Wyoming."

Indiana

A bill that would penalize railroads for failure to provide assistance programs for traumatized employees and establish hours of service regulations for drivers who transport railroad employ-

ees has been passed by the House of Representatives and will be sent to the governor for his signature.

Once signed, H.B. 1683 will establish monetary penalties for railroads that fail to provide counseling or other services for employees involved in accidents resulting in death or serious bodily injury. It also gives the state's motor carrier services division the authority to regulate the number of hours that railroad van drivers can work.

The only member of the House to vote against the legislation was Rep. Dennis Kruse (R-Dist. 51).

"A lot of hard work and many hours went into this bill. It did not look very promising early in the session and had it not been for the efforts of our executive board and the many calls UTU members made to their senators and representatives, the bill would have died," said Assistant Legislative Director **Tom Hensler**. "I thank everyone for helping."

Maryland

Legislative Director **Larry Kasecamp** announced that the Maryland Legislative Board is accepting applications for its annual James E. Major Jr. Memorial Scholarship.

The scholarship provides \$500 a year over four years to a Maryland-local UTU member or the spouse, child, stepchild or grandchild of a Maryland-local UTU member accepted for admittance or already enrolled at a recognized accredited university, college or junior college.

Applications must be received by the Maryland State Legislative Board prior to August 1, 2003.

To receive an application, contact your local legislative representative or telephone Kasecamp at (301) 689-1936.

It is the responsibility of the student to provide the scholarship committee with verification of eligibility.

The scholarship program is dedicated to the memory of James E. Major Jr., a UTU member who died in a head-on collision between a

MARC commuter train and an Amtrak passenger train in 1996.

Montana

State Legislative Director **Fran Marceau** has received notification from the Federal Railroad Administration that the agency has recommended civil penalties against the Burlington Northern Santa Fe Railway for violations of the Hours of Service Act in Montana.

Marceau notified the administration of a March 21, 2002, incident in which a UTU-represented conductor was required to perform service for an additional one hour and 25 minutes after having reached the on-duty limit established by the Hours of Service Act.

In a letter to Marceau dated March 18, 2003, FRA Regional Administrator Dick Clairmont stated that "BNSF failed to exercise due diligence in conducting a timely reasonable-cause breath and urine test causing the crew to violate the Hours of Service Act."

The letter went on to state that the findings had been forwarded to the office of the FRA chief counsel with a recommendation for assessment of civil penalties.

South Dakota

An error in the photograph caption in the April 2003 *UTU News* indicated that UTU Local 64 at Huron held the state's "Brokenrail Award" from its creation in 1994 through 2001. The caption should have stated that the award was held by UTU Local 233 at Aberdeen during those years.

In related news, Legislative Director **Rick Davids** expressed his appreciation to the Designated Legal Counsel firm of Yaeger, Jungbauer, Barczak & Vucinovich for hosting an educational seminar in Pierre for members of the South Dakota Legislative Board.

"This two-day event, where our entire board was able to observe the legislative process in action and where the Brokenrail Award was presented, was very enlightening and very much appreciated," Davids said.

Bus Department

By **Percy Palmer**, vice president-director

Time to fight back draws ever closer

According to a recent report from the World Bank: "Having a large number of employees represented by labor unions tends to have a stabilizing and beneficial effect on a country's economy". One would then wonder why in this country the government seems to be so anti-union?

Recently, we see where the government is trying to put a lot of unnecessary pressure on unions. For instance, bills have been introduced to have unions account for their funds the same as big corporate business, although we are considered non-profit organizations. According to the Bureau of National Affairs, "Idaho Gov. Dirk Kempthorne (R) signed a bill on March 14 that prohibits public sector unions from using payroll deductions to collect funds to be used for political purposes". That means in order to make contributions to TPEL in that state we will possibly have to write a personal check.

Then, to compound the felony, they are now trying to take away overtime provisions that the unions have fought long and hard to achieve. They are claiming it would not apply to unions with negotiated bargaining agreements. On the surface it would seem advantageous to us since seemingly more workers would want to unionize so as to keep their overtime.

Don't be fooled; it is just a matter of time before it would boil down to us. We must fight back and the contributions we make to our TPEL fund are one way to do so. I urge you to join our TPEL program or to increase your voluntary TPEL contributions. You will be hearing more about this overtime issue and who to contact to file your protest.



Yardmasters

By **Don Carver**, asst. to president/director

Optimism is key in reaching goals

Optimism is a key ingredient in "goal reaching." If you are an unbeliever just talk with one of our own, Brother Ronald Young, whose son was a prisoner of war in Iraq and has been returned home safe and sound. A lack of optimism can be a self-fulfilling prophecy.

We have ongoing contract negotiations for our yardmasters and mechanical supervisors represented by yardmaster general committees on various properties across the country. These negotiations are buttressed with hard work and determination but, more importantly, with the optimism of our ability to achieve wage and benefit improvements for the membership.

The Jerry D. Martin Council of UTU Yardmaster General Chairpersons held its spring meeting in Cleveland April 25 and 26. This is a time when the yardmaster general chairpersons meet for the purpose of sharing common concerns and problems experienced on the various carriers and planning a common strategy to deal with them. Safety of those we supervise is our primary concern. On numerous carriers, remote control operations (RCL) have been instituted with insufficient training for the yardmasters, which has a possible impact on safety. Requiring yardmasters to protect the point for movements of RCL crews when not in a zoned operation, in this writer's opinion, possibly can compromise safety and be in violation of agreements reached with our brothers and sisters in ground service.

We will keep you advised of the contract negotiations involving our yardmaster general committees.



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>

Regional meetings help educate tomorrow's leaders

We have heard people referred to as "born leaders," but the truth is that leadership skills are learned.

Woe be those who must depend upon the "born" brakeman, conductor, engineer, bus driver or airline pilot. We all know how important training is to doing our transportation jobs well and returning home to our families in one piece.

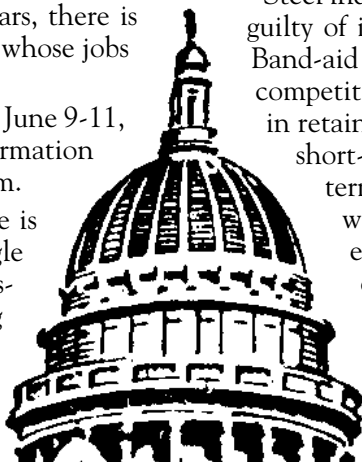
So it is with leadership. UTU regional meetings provide a time-demonstrated opportunity to acquire knowledge essential to leading this union and its members toward a secure future.

At regional meetings, experts share their knowledge; provide examples of how others have succeeded or failed – and explain why; and answer questions. And, in the social settings following classroom work and seminars, there is opportunity to share ideas and reinforce the learning with others whose jobs and goals match yours.

Your UTU is conducting regional meetings this year in Seattle, June 9-11, and Philadelphia, Aug. 25-27. On pages 6, 7 and 11 there is information on the educational portion of the meetings and a registration form.

Nobody knows better than UTU members that in union there is strength. The union of our many transportation crafts into a single UTU has, through this diversity, forged an organization of progressive leadership that produces agreements consistently improving wages, benefits, working conditions and job security.

Regional meetings provide the brain fuel to keep that momentum moving forward.



WASHINGTON WATCH

By James Brunkenhoefer

Economy grounds airlines as rails prosper

Since the Wright Brothers first flew at Kitty Hawk, there have been enormous improvements in airplanes. The overwhelming majority of commercial travelers fly. Yet, there have been few years in which airlines earned a profit.



Last year's losses opened an express lane to the bankruptcy courts. Airlines furloughed more employees in recent months than the total employed in the railroad industry.

Rather than bargaining for improved wages and benefits, airline employees are providing givebacks. Airline retirees are drawing lower pensions.

It appears the only airline employees not suffering are airline chief executive officers (CEOs). Although these CEOs developed, or helped to develop, business models that lost money even before 9/11, they've convinced their hand-picked boards of directors that, despite the losses and bankruptcies, they are too valuable to depart.

In fact, many of these CEOs and the vice presidents around them convinced boards of directors to grant them bonuses while unionized employees are being forced to take wage and benefits cuts.

Meanwhile, Congress bought the argument that 9/11 and not poor management is to blame for the losses and has handed the airlines a multi-billion dollar handout.

Contrast this with a railroad industry that is making a profit.

Not only are railroads doing better than airlines, most railroad

Strive for long-term goals

By Byron A. Boyd Jr.
International President

We know a cheap grade of paint on our homes will not last long. Short-term solutions rarely pay off. The same holds true for businesses and unions.

At American Airlines, CEO Donald Carty convinced his unions to vote in favor of substantial wage and benefits givebacks. In good faith, the members approved the givebacks. American Airlines employees are career employees and depend upon the long-term success of the carrier, which translates into better wages, benefits and retirement pay.

Only after the good-faith voting concluded was it revealed that Carty and his executives were to receive huge bonuses while the rank-and-file accepted dramatic cuts. Management broke the faith by looking to gain in the short term at the expense of the long-term interests of the carrier and career employees.

Carty lost so much trust among employees he was forced to resign. Carty's attempt at a short-term advantage may still carry a devastating long-term cost. It will take considerable time and effort to restore lost cooperation and trust.

Steel industry strategists also are guilty of ignoring the long-term. Band-aid solutions to serious competitive problems succeeded in retaining employment in the short-term, but in the long-term many of the plants were closed and many employees were thrown out of work.

In our own back yard, we learned bitter lessons of short-term strategies. When railroads

didn't reinvest in track and instead paid the money out in dividends, they soon had neither usable track nor cash for dividends. Woe be he or she who ignores the long term. Similarly, when unions resisted new technology, any short-term gains were erased in the long-term as the technology was introduced anyway – but without job protection or training for new tasks.

What may sometimes appear as a worthwhile short-term goal is not necessarily right for the long-term – and it is the long-term that matters most to career railroad employees and their families.

Yes, we want more, now. But we also want job security, quality health care that extends into retirement and pension benefits that will not disappear when we are too old to work.

Responsible carrier and union executives have a solemn obligation to look to the future. We are not running a 100-yard dash, but a marathon on whose outcome rests the hopes and dreams of real families.

At the bargaining table, each side has an obligation not to grab for every last crumb; because the greedy hand will be remembered the next time the sides meet. The obligation is to consider long-term interests – how best to achieve a secure future.

The bitter truth is that there are no quick fixes at the bargaining table. Protection of jobs, wages and benefits is tedious business and gains come in increments. What may seem a slow-order freight or a motor coach caught at a long red light is more likely an avoidance of a quick-fix.

Yes, there are things that could be done that might make us feel better in the short term. But, too soon, the short term becomes the long-term. Lasting success requires vision, preparation and patience – and, in the short term, a dose of trust.



Boyd

Marines rescue son of UTU conductor

LITHIA SPRINGS, Ga. – Tears of sorrow turned to tears of joy for Brother Ronald Young Sr. and his wife, Kay, on news that their son, Ron Jr., was among the seven prisoners of war freed by U.S. Marines in Iraq last month. The elder Young is a CSX conductor and member of Local 1033 in Atlanta.

Army Chief Warrant Officer-2 Ronald D. Young Jr. was taken prisoner in Iraq March 24 after the Apache helicopter he was piloting in support of ground troops went down in then-hostile territory in central Iraq.

The *New York Times* reported that “a group of Marines entering the town of Samara Sunday (April 13) were led to the prisoners by a local Iraqi man. The Marines found an Iraqi guard holding the soldiers in a house just south of the town. The American prisoners appear to have been abandoned by Iraqi soldiers fleeing an American force of several thousand Marines sweeping the area,” reported



Ron Young Jr., son of CSX conductor and member Ron Young Sr., is helped from a helicopter following his rescue from captivity in Iraq.

the *Times*. “This was probably the most inspiring event of the war so far,” Capt. George Benson, whose armored battalion found the prisoners, told the *Times*.

This is how *The New York Times*, in its Monday, April 14, editions, described the reaction of the Young family:

“His sister-in-law recognized him by his knock-knees. His mother recognized him by his smile. Around 10 a.m. Sunday, the first blurry herky-jerky images appeared on television of Chief Warrant Officer Ronald D. Young Jr., 26, walking from a helicopter to a truck somewhere in the desert. He wore blue-striped pajamas, looked unusually gaunt and, unnaturally for him, had grown a bit of a beard....

“Stephanie Young, 29, of Douglasville, had been sleeping with the television on for weeks, and this morning was no different. News of her brother-in-law’s condition could come at any time, she figured. About 5:30 a.m., she stirred from her slumber upon hearing something about safe prisoners.

“She quickly woke up her father-in-law, Ronald Young Sr., a freight-train conductor who had fallen into bed only three hours earlier. Then phones started carrying whoops of joy all over north Georgia.

Taking it all in were Ronald Young Sr., 56, and Kaye Young, 51. Young had taken two weeks off after his son was captured but ran out of vacation days and had gone back to work. He arrived home just hours before the rescue.

“You hope for the best, pray for the

best and think it’s going to come,” he said. “But you have a few moments where you wonder if you’re being too optimistic. Riding that train, I call the signals, drop the cars off, do all the paperwork. But in between, you have a lot of time sitting there waiting for a signal, maybe two or three hours at a time. And then you lay down in that motel room, and there’s nothing to do, and it gives you too much time to think.”

“After seeing his son on television this morning, Mr. Young said, ‘I felt like 20 tons had been off-loaded from my shoulders. I couldn’t be happier if I won the World Series, the Super Bowl, and the lottery – all together.’”



CSX Conductor Ronald D. Young Sr. and wife Kaye celebrate the rescue of their son, Chief Warrant Officer Ronald D. Young Jr., from an Iraqi prison. (AP photo)



UTU officer visits wounded engineer

CSXT locomotive engineer and Army National Guard Sergeant First Class Scott Barkalow, 40, who works out of Radnor Yard in Nashville, Tenn., a member of the Brotherhood of Locomotive Engineers, lost a portion of his right leg Feb. 19 when the vehicle in which he was riding in Afghanistan tripped an anti-tank mine. Barkalow is receiving treatment at Walter Reed Army Medical Center. Above, he enjoys a good cigar brought by UTU National Legislative Director James Brunkenhoefer, also a locomotive engineer. At Barkalow’s side is wife Elizabeth.



Constitution committee meets

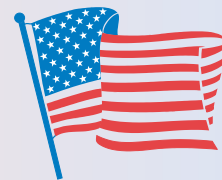
In advance of the UTU’s quadrennial convention, coming up in July, a committee of union members convened recently at the International in Cleveland to consider proposed amendments to the union’s constitution and make recommendations to delegates. The committee studied and ruled upon nearly 100 proposed changes, according to Constitution Committee Chairperson Bob Bilello, vice general chairperson on the Long Island Rail Road (LIRR) and Staten Island Railway and president, delegate and local chairperson of Local 29 at Babylon, N.Y. Committee members are, seated left to right, John Eschmann, general chairperson for Northeast Passenger, which represents yardmasters on the LIRR and New Jersey Transit, and delegate of Local 1978 at New York, N.Y.; Bilello. Standing, left to right, are Steve Reveley, local chairperson and delegate of Local 117 at Vancouver, Wash., which represents employees of the Union Pacific; Donald F. Lindsey Jr., Kansas state legislative director and secretary/treasurer and delegate from Local 533, Osawatimie, Kan., representing Union Pacific railroaders; Franz VonKruger, treasurer and delegate of Local 1608 at Chatsworth, Cal., which represents workers on the Los Angeles County Metropolitan Transportation Authority; Tom Pope, local chairperson, president and delegate of Local 30, Jacksonville, Fla., which represents workers on Amtrak, and Guy J. Ethier, local chairperson and delegate of Local 1508, Hornepayne, Ont., which represents workers on the Canadian National Railway.

UTU members help defend democracy

Shown here are names of UTU members who have been called into active military service. (The first list was published in the April 2003 UTU News. The names below were received subsequently and include those reported by April 24, 2003. See the UTU website [utu.org] for the complete list of members serving their country.)

We honor these men and women, our brothers and sisters, for their sense of national responsibility and love of country second only to love of family. The heartfelt contributions they make help ensure the security and liberty of the nation and way of life we cherish.

Mark W. Irvin, Local 219, Hannibal, Mo.
Matthew A. Roth, Local 305, Lincoln, Neb.
Michael W. Sjaarda, Local 313, Grand Rapids, Mich.
Vernon J. Archiquette, Local 322, Milwaukee, Wis.
Joseph B. Fazzalore, Local 430, Cumberland, Md.
David Brewer, Local 544, Havre, Mont.
Ricky B. Davison, Local 577, Northlake, Ill.
Charles T. Jarmon, Local 577, Northlake, Ill.
David E. Myers Jr., Local 601, Crestline, Ohio
Steven G. Ware, Local 656, N. Little Rock, Ark.
Michael T. Dewald, Local 845, Seattle, Wash.
John A. Jaskierny, Local 898, Boston, Mass.
Gregory Henderson, Local 1006, Brownsville, Pa.
Robert G. Collins, Local 1011, Hamlet, N.C.
Scott Hayden, Local 1106, Rocky Mount, N.C.
Jeffrey L. Hammons, Local 1190, Ludlow, Ky.
John T. Parker, Local 1216, Kansas City, Mo.
M.A. Ortega II, Local 1571, El Paso, Tex.
Charles I. Blackburn II, UTU International Employee



UTU/UTUIA regional meetings offer instruction, fun for everyone



Seattle has a lot to offer those attending the regional meeting set for June 9-11: the ocean close by for sailing, cruises, deep-sea fishing and guided tours; great sights and attractions, including the Space Needle and The Northwest Trek Wildlife Park; amusement parks, fine dining, marine museums, nighttime entertainment including music and dance clubs with music ranging from jazz to lively disco, comedy clubs, concerts, theater, opera, symphony and movies.

"Our Strength, Our Members" is the theme of this year's UTU/UTUIA regional meetings, and organizers of this year's regional meetings have worked hard to arrange meetings and workshops that demonstrate and explain that concept.

Each meeting unofficially begins with a golf outing the morning of the day before the official start of the meeting. Details of those golf outings are printed on Page 11. Golfers will depart by bus early in the morning from the host hotel. Registration for arriving meeting participants will begin at 10 a.m. and continue to 4 p.m. at the host hotel. That evening, a reception, with light hors d'oeuvres, will be held.

First Day Schedule

The schedule for the two regional meetings will be similar; the schedule for the Seattle meeting is printed here.

Registration for arriving meeting participants will begin at 7 a.m. and continue to 4 p.m. the first day of the meetings. The first presentation begins at 8:30 a.m. with UTU International President Byron A. Boyd Jr.'s state of the union address.

Following a short break, participants will attend the following workshops:

Our Strength, Our Members, a discussion of how membership involvement has made the UTU the most effective and membership-responsive union in America;

Secretary/Treasurer Workshop I and II. Part I is a presentation on the union's Discipline Income Protection Plan, as well as accounting and financial issues in the day-to-day operation of locals. Part II is a presentation on the local secretary and treasurer automated bookkeeping system, with one-on-one instruction from the union's support team;

Open Bus Workshop, where Vice President and Director of the Bus Department Percy Palmer will discuss transit operator fatigue, health and safety issues for Bus Department members, and networking within the union;

Labor's Untold Story: How History Repeats Itself, where participants will explore the history of labor's contributions to society and discuss the efforts and sacrifices that benefit union members today;

Power Brake Issues. FRA will share some of the issues that have arisen with this early application of the new power brake rules, with emphasis on parts that directly affect UTU members. FRA will also provide a detailed discussion on the application and use of two-way end-of-train devices and the use of locomotive auxiliary lights. FRA will solicit feedback and answer any questions regarding the application of this new rule;

Drug and Alcohol Issues. Anyone who elects to use illegal drugs and/or alcohol (not in compliance with the federal rules) be forewarned. The chances of being detected have increased significantly over the past two years. This presentation will address reasons this may be happening and provide insight as to how we can help reverse this troubling safety trend;

Enforcing Canadian Collective Agreement Compliance and Establishing a Remedy, a review and explanation of establishing a disincentive, or remedy, when the carrier fails to comply with the reasonable application of the collective agreement;

Register for the meetings online at utu.org, or see details on page 11

BNSF Safety Team, where participants, including UTU and carrier officials, will discuss safety issues on the Burlington Northern Santa Fe and management's alternative approach to discipline;

UTU for Life (see explanation on this page)

Legislative Board meetings, for state and local legislative directors.

The first day will conclude, in both Seattle and Philadelphia, with theme parties featuring a dinner reception, entertainment and food and beverage stations.

Second Day Schedule

Registration for arriving meeting participants will continue on the second day from 7 a.m. to 4 p.m.

Let Them Work for Us, which will include a discussion on the investigation of rules infractions, absenteeism and personal injury. Designated Legal Counsel Steve Young will explain the basic "no rules" concepts of how to get into evidence helpful information and facts the railroad refuses to introduce. The seminar will also cover the finer points of how to properly defend a member who has been charged with absenteeism and personal injury, including a chronological history of the most recent board awards from around the nation and the proper way to defend a member charged with a personal injury;

Legislative and Political Issues Affecting Members. Washington is ever changing. This UTU legislative

panel will provide enlightening information and will bring the membership up to date as to the political, regulatory and legislative events that currently face UTU members and others both on and off the job;

CN Pension Plan I and II, featuring Chief CN Pension Administrator Darlene Cherry (Part I) and General Chairperson Rex Beatty, who will provide an in-depth look at the requirements of the CN Pension Plan, including references to statutory requirements under the Pension Benefits Standards Act;

Work/Rest Rules and Fatigue Management in Canada. This seminar will address the practical aspects of the new work/rest rule and its effect on the members at CP Rail. The seminar will also deal with a variety of issues and applications arising from the required development of fatigue management plans covering CP Rail operating employees;

UTU for Life to present program for UTU retirees

On the first day of this year's regional meetings, the UTU and UTUIA will present a program especially for retired union members and their families.

Sponsored by the UTU for Life program (formerly the UTU Retiree Program,) the presentation will be moderated by UTU for Life National Coordinator Jim Shelley, a retired member of Local 556 at Tacoma, Wash.

The seminar will open with greetings from National Legislative Director James Brunkenhoefer, who will explain why retired members are so valuable to the union and why they should maintain a strong union affiliation through membership in the UTU for Life program.

Next, Joe Fletcher, UTUIA field coordinator, will speak on the value to retirees of the many UTUIA insurance and investment products.

Fletcher also will explain the role of field supervisors as the "anchor" to the retiree "local chapters" of the UTUIA local units.

Shelley will then explain how retirees can establish UTU for Life local units in their hometowns.

Shelley also will explain the many benefits of membership in the UTU for Life program, including the medical emergency data card, which provides crucial health information in the event of incapacitation; a yearly calendar; membership in the UTU for Life Travelers Club; discounts on car rentals; two booklets on managing finances and health care; a custom-made folder for important papers like stock certificates, wills and insurance policies, and listing in the "Final Call" section of the *UTU News* at passing.

Shelley also will introduce representatives from the Railroad Retirement Board and various health-care providers, who will explain benefits available to retired union members as well as claim handling procedures, and take questions.

Secretary/Treasurer Workshop III, featuring an overview of UTUIA products. This workshop will also include a presentation from the Railroad Retirement Board on latest tax changes; UTU local auditors will review responsibilities of the local secretary and treasurer; and a description of monthly, quarterly and annual reporting techniques;

UTU Auxiliary Open Forum, which will feature presentations by UTU Auxiliary officers on pertinent issues affecting UTU families. A drawing will be held for door prizes;

Federal Mediation and Conciliation Service (FMCS), where FMCS representatives will discuss how the group works to resolve labor/management conflicts;

CN Work/Rest Rules and Fatigue Management. This seminar will address the practical aspects of the new work/rest rule and its effect on members on CN Rail. The seminar will also deal with a variety of issues and applications arising from the required development of fatigue management plans covering CN Rail operating employees;

Taking Care of All of Us, which will feature presentations by representatives from the various health-care providers and the Railroad Retirement Board;

Using Technology on UTU.org, a workshop that will explain how to use the UTU's award-search database and search engine to find information on prior decisions;

Locomotive Engineer Review Board. Remote control operations are here, so members should know their rights and responsibilities under federal regulations. This seminar will be presented in a question-and-answer format and will be conducted in a workshop type atmosphere to encourage participation. The seminar will cover the certification process, FRA's recommended best practices during field operations and the decertification appeal process;

Accident Incident Reporting. OSHA changed its requirements for reporting on-duty injuries and illness, and FRA modified its reporting to conform with OSHA. This workshop will discuss the new definition of first aid and reporting requirements, as well as the FRA's new coding system for injuries and accidents;

Basic Computer Training, which will provide training for basic computer applications that can be used to improve communications and increase organizational skills. Participants will learn to use the tools that can make their life easier and more efficient;

Secretary/Treasurer One-on-One, providing hands-on training for these union officers;

Regional meetings feature activities for everyone

The United Transportation Union will once again be hosting activities for the spouses and relatives of UTU members, as well as retirees, attending the regional meetings.

At the Seattle regional meeting, there will be a tour of the city, including Pike Place Market and the Underground. Pike Place Market is the oldest continuously operating farmers' market in the nation. Included are more than 250 stalls which offer everything from produce to seafood. About 200 craftspeople also display their wares there. The Underground was created in 1889 when a fire consumed 33 blocks of this city's downtown. Buildings were erected before city officials could implement their plan to elevate street levels nearest the water. Officials finally ordered the streets raised and stone walls erected on each side of the roadways. Consequently, many downtown streets were up to 32 feet higher than the buildings' ground floors. This underground area, vacant since 1907, has now been uncovered and participants will be able to visit the spooky city that lies beneath Seattle's present street level. They will learn how the underground was created and about Seattle's colorful past and how the squabbling led to Seattle's complicated street system.

In Philadelphia, meeting attendees can enjoy a historic tour of downtown Philadelphia. Lunch will be included. On this tour, guests will see some of the most historically significant buildings and monuments in our nation's history. The tour will cover the Old City, the Liberty Bell, Independence Hall and Betsy Ross's house. Guests will also see Washington Square, Ben Franklin's grave, Old St. Mary's Church and much more.



UTU members and their families visiting Philadelphia and the regional meeting set for Aug. 25-27, will discover a place that loves them back! The fifth-largest city in the United States and the second-largest on the East Coast, Philadelphia is the birthplace of American independence and home of the Liberty Bell and Independence Hall. Philadelphia offers a unique variety of attractions, culture, entertainment and activities, including the Historic and Waterfront Districts, the site of Philadelphia's earliest settlements; Old City, the city's first commercial district, including Betsy Ross's home and the most exciting collection of art galleries on the East Coast; Society Hill, a waterfront neighborhood steeped in America's history; South Street, the "hippest street in Philadelphia," famous for its eclectic shops, diverse restaurants and dynamic nightlife, and the Washington Square District, home to quaint neighborhoods featuring specialty shopping areas and unique dining.

Knowing the Railway Labor Act, offering an overview of the Railway Labor Act and how it affects transportation workers;

Yardmasters and Remotes, a discussion of how remote control operations will affect yardmasters.

Beginning at 4:30 p.m. the second day in Seattle, shuttle buses will begin to carry regional meeting participants to Safeco Field, where the UTU will hold a tailgate party in advance of the baseball game, featuring the Seattle Mariners hosting the Montreal Expos.

In Philadelphia, meeting attendees will travel the evening of the second day to the new National Constitution Center.

Third Day Schedule

Registration of meeting participants will continue on the third day from 7 a.m. to 1:30 p.m.

Federal Mediation and Conciliation Service, continued;

Duty of Fair Representation, which will offer an overview of the responsibilities of Canadian union officers and representatives to the fair and impartial representation of members;

Sleepless in the Saddle, where participants will come to understand the problems related to fatigue, the number-one danger facing transportation employees;

Local Chairperson Training I and II, which will provide information on the proper handling of time claims and grievances, and the satisfactory resolution of grievances;

Interest Based Approach to Bargaining. Representatives from the National Mediation Board will present an interactive workshop demonstrating the interest-based approach to collective bargaining and grievance mediation;

CP Pensions. A discussion of pension benefits for employees of the CP;

Understanding Policy Committees (Canadian Safety Audit Team.) This seminar will address the inner workings of the policy committee structure under Part II of the Canada Labour Code in an effort to dispel any misconceptions members may have about what it does or does not do. Participants will better understand what these committees do, what they are supposed to do, where they are useful, where they fail, and how best to use this process for the advantage of the health and safety of the membership;

"Help Us to Help You." This presentation by UTU Designated Legal Counsel attorneys will demonstrate the importance of representation by UTU designated legal counsel for members and their families;

Diversity Issues, a discussion of the rights of every worker and remedies when others "cross the line."

General Committee meetings for general committee officers.

The evening of the third day will be held a cocktail reception and Presidents' Banquet, featuring fine dining and entertainment.

UTU for Life News

Health care coverage for early retirees

UTU members considering early retirement under provisions of the Railroad Retirement and Survivors' Improvement Act of 2001 should be aware that there may be differences among railroads in their continued health care coverage. **For those eligible for coverage under The Railroad Employees National Early Retirement Major Medical Plan (GA-46000), enrollment in the Plan is not automatic.**

GA-46000 provides for coverage when an active employee, having 30 or more years of service, applies for the retirement annuity on or after his or her 60th birthday, and is covered under the Railroad Employees National Health and Welfare Plan (GA-23000) or the NRC/UTU Health & Welfare Plan on the day immediately before the date he or she applied for the annuity.

All questions relating to GA-46000 should be directed to United HealthCare at its toll-free telephone number, (800) 842-5252. If United HealthCare informs you that your railroad does not participate in GA-46000, contact your general chairperson as to how the retirement law affects you and to determine the benefits to which you may be eligible and/or entitled.

Also remember that questions relating to Railroad Retirement benefits should be directed to the U.S. Railroad Retirement Board (RRB). For information on how to find the nearest RRB field office, call the automated RRB Help Line at (800) 808-0772, check your local telephone directory, or visit the RRB's website at rrb.gov.

Enrollment for coverage under GA-46000 is not automatic. If you are considering retirement, be sure to contact United HealthCare to verify eligibility, request enrollment and inquire about the supplemental benefit plan available under Group Policy GA-23111.

Retired member gives back through *UTU for Life* program

For years, retired member **Jim Shelley** felt indebted to the UTU, vowing he would find a way to give back to the union. Today, as a national coordinator of the UTU for Life program, he's embracing the opportunity to express his gratitude.

UTU for Life is an expansion of the UTU Retiree Program created by UTU International President Byron A. Boyd Jr. with the aim of bringing UTU retirees and active members together for activities focused on fellowship, information and political action.



Jim Shelley

Shelley, a member of Local 556 in Tacoma, Wash., was tapped by President Boyd to help launch the first UTU for Life chapter in the Seattle/Tacoma area. A second chapter is being organized in the Philadelphia region by George Koval of Local 300 in Philadelphia.

"The idea is to keep UTU members together and informed, and to amplify their voices on matters of importance," Shelley said.

Shelley has other ideas for developing UTU for Life, but admits "in some ways, I'm winging it. But I always believed the way to benefit people is to provide what they need and what they want. At the March organizing luncheon for our chapter in Seattle, I asked, 'What do you want? What do you want this organization to be?'"

Shelley will collect ideas at this year's regional meetings. On the first day of each event, he'll moderate a presentation for retired members and their families. Joining him will be National Legislative Director James M. Brunkenhoefer and UTUIA Field Coordinator Joe Fletcher.

"My wife Donna and I had some rough times before I went to work on the railroad and got involved in the union. I've never forgotten what the union meant to me," Shelley said.

Shelley began his career in Burlington North-

ern's Tacoma yard in 1970, and retired as a switchman in January 2001. He held a variety of union posts, including local president, local chairperson, legislative representative and four-time delegate.

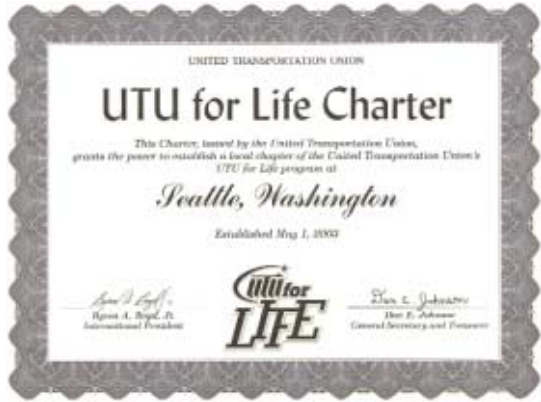
When he retired, he joined the UTU Retiree Program (now called UTU for Life). "I got my medical emergency card, car rental discount, booklets for managing my finances and health care, a custom folder for wills and insurance policies, the annual calendar, and I'll be listed in the 'Final Call' section of the *UTU News* when I pass away," he said.

"But, I was losing touch with the guys I worked with," Shelley said. "You can't just walk away from 30-year friendships. Getting together with friends is one of the things I look forward to at UTU for Life chapter meetings."

Shelley is looking for those who want to form a UTU for Life chapter in their home town. "Volunteers will get a lot of help from me and from the staff at the UTU International, and it's a lot of fun," he said.

To charter a UTU for Life chapter, contact Shelly at 21 E. Johnson Dr., Sequim, WA 98382; or call him at (253) 691-6576.

To become a member, send a \$9 check or money order (U.S. funds) to: UTU for Life, 14600 Detroit Ave., Cleveland, OH 44107-4250.



The certificate above was issued to the first UTU for Life chapter, formed in Seattle, Wash.

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
R	Beier, Richard E.	N. Fond Du Lac, Wisc.
1	Cudney Sr., Edward J.	Buffalo, N.Y.
2	Pratt, William A.	Elkhart, Ind.
6	Gilmore, Clarence P.	Richmond, Ind.
72	Erickson, D.H.	Bellevue, Mich.
145	Baker Jr., John A.	Marengo, Ohio
195	Nebel, Ewald R.	Forest City, Ill.
211	Evans, Thomas B.	Binghamton, N.Y.
265	Sorensen, Clarence N.	Montpelier, Idaho
277	Musetti, Benedetto F.	Maybrook, N.Y.
298	Juillerat, James E.	Larwill, Ind.
313	Verburg, Adrain E.	Grand Rapids, Mich.
320	Matuzak, Francis E.	Saginaw, Mich.
320	Murphy, William L.	Saginaw, Mich.
333	Sheley, James R.	Petersburg, Ind.

Local	Name	City/State
367	Peterson, Davy L.	Creighton, Neb.
385	Gullery, Donald F.	Wappingers Falls, N.Y.
421	Santillo, Harold S.	Ashtabula, Ohio
440	Spitzfaden, Alfred F.	Fayetteville, Ohio
469	Sullivan Jr., Luther E.	Troy, Ill.
586	Hook, Lloyd D.	Upper Sandusky, Ohio
602	Getz, James B.	Renovo, Pa.
655	Pigman, Paul L.	Rawl, W.Va.
771	Vinson, Howard H.	Needles, Calif.
807	Galloway, M.R.	Mayfield, Ky.
886	Rule Jr., John D.	Marquette, Mich.
904	Marx, Elmer A.	Jasper, Ind.
998	Perry, Leroy	Waycross, Ga.
1043	Potts, David R.	Needles, Calif.

Local	Name	City/State
1105	Davidson, Shep	Wilmington, N.C.
1221	Clark, William R.	Crystal River, Fla.
1344	Sagmiller, Richard F.	Mandan, N.D.
1348	Hill, Kenneth J.	Seattle, Wash.
1348	Schneider, Henry A.	Vancouver, Wash.
1390	Wilson, William E.	Corvallis, Ore.
1144	Samborski, Ernest	Mellville, Sask.
1313	Pfeiffer, Alvin R.	Amarillo, Tex.
1375	Leshinski, John R.	Philadelphia, Pa.
1376	Tague, Clyde E.	Gahanna, Ohio
1445	Sharkey, Bernard J.	Bayonne, N.J.
1491	Donahue, Jerome T.	Scranton, Pa.
1502	Milton, T.C.	Oxford, Fla.
1801	Bischel, Henry	Lockeford, Calif.
1976	Voboril, Roger D.	Milwaukee, Wisc.

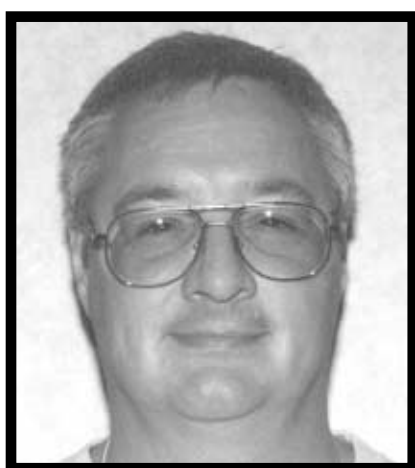
Voices: How has your job changed over the years?



Paul Martin

L-783, Spencer, N.C.

"I work as a locomotive engineer on the Norfolk Southern. I started as a brakeman 30 years ago this month. The job has changed a lot over the years. The equipment is better today. We have more comforts, more power, better seats, air conditioning and heating. The toilets are not much better, though. What is worse is the management. They are really not working with us as a team. They are dictating to us what we can and cannot do. Before they just wanted you to get the work done. Today, the railroad dictates how to get the work done instead of letting the workers use their own good judgement."



Dick Miller

L-1976, St. Paul, Minn.

"I am a yardmaster with the Canadian Pacific. I started in 1975 as a switchman and became a yardmaster in 1985. When I started, everything was done by hand, on paper. Today, everything is done by computers, which makes information more accessible and easier to use, although computers are not always correct. In the old days you could keep working if there was a power failure; not today. In some respects the work is quicker now and more efficient. And, I think the work is safer today, because the employees make it safer. They are more in tune with what is expected of them."



Oscar Gamez

L-1670, Laredo, Tex.

"I have been working at Laredo Metro for about 13 years, the last eight of which I have been driving vans which provide service to handicapped people. Laredo is one of the fastest-growing cities in the United States, so we have more routes, more drivers. The equipment is better; we have many new buses and vans. The management of the company has changed a lot, too, in part because of the union. And, the employees are in a better position because of the union. Now we have a 401(k) plan and a pension plan is being finalized. We also have better health and welfare benefits."



Rich Duley

L-226, Moberly, Mo.

"I started in 1965 with the Norfolk & Western as a conductor. The equipment is better now. We have better radios, end-of-train devices, air conditioning, tinted windows and flush toilets. We have foot counters on the locomotives now; before you estimated distance with telephone poles. We now wear ear and eye protection. Years ago we were forbidden from wearing ear protection. We would stuff paper in our ears for protection. The union is more progressive now, too, offering things like family picnics and golf outings, recognizing the need to involve families in the union circle."

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
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)		
Zito, Marc A.	20	Beaumont, Tex.
Harrington Jr., Robert E.	168	Chicago, Ill.
Harrington, Patrick J.	577	Northlake, Ill.
Acker, Laurence C.	620	Chicago, Ill.
Cook, Mark H.	783	Spencer, N.C.
Lydon Jr., Michael J.	997	Enola, Pa.
LeNeave, Cortney S.	1000	Minneapolis, Minn.
Sands, Scott C.	1433	Elmwood Park, Ill.
Zakovics, Zig I.	1468	Walla Walla, Wash.
Thompson, Robert B.	1534	Chicago, Ill.
Brugess, George T.	1620	Elkhart, Ind.

DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)

Boer, John H. 1376 Columbus, Ohio

DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)

Harkins, Bruce R.	258	Savanna, Ill.
Strom, Ralph J.	807	Tucson, Ariz.
Schroeder, Wayne E.	1183	Port Huron, Mich.
Kelso, William S.	1227	Wichita, Kans.
*McNelis, Bernard J.	1594	Upper Darby, Pa.

GOLD CLUB (\$100 OR MORE PER YEAR)

Acosta, David	18	El Paso, Tex.
Andino, Angel R.	18	El Paso, Tex.
Eldridge, Don	18	El Paso, Tex.
Mania, John T.	18	El Paso, Tex.
Olivas, Esteban	18	El Paso, Tex.
Tapia, Ruben	18	El Paso, Tex.
Ugalde, Juan F.	18	El Paso, Tex.
Romero, James A.	113	Winslow, Ariz.
Daugherty, Edward D.	168	Chicago, Ill.

Name	Local	City
Sullivan, Sean D.	168	Chicago, Ill.
Held, Andrew	196	Beardstown, Ill.
*Sanders, James S.	233	Aberdeen, S.D.
Mijatovich Jr., Branko S.	298	Garrett, Ind.
Rudemiller, Kevin A.	298	Garrett, Ind.
Wink, William D.	298	Garrett, Ind.
Pennebaker, Rodney E.	426	Spokane, Wash.
Tecca, Jeffrey A.	426	Spokane, Wash.
Volland, Darren L.	426	Spokane, Wash.
Barnes, John M.	432	Urbana, Ill.
Strange, William E.	464	Arkansas City, Kans.
*Bishop, James L.	490	Princeton, Ind.
*Swope, James L.	490	Princeton, Ind.
*Williams, Charles E.	535	Macon, Ga.
Price, William A.	556	Tacoma, Wash.
Lockett III, Mason	577	Northlake, Ill.
*Bonham, Paul D	656	N. Little Rock, Ark.
Webster, Francis M.	792	Cleveland, Ohio
Friberg, Ronald D.	807	Tucson, Ariz.
*Howard, Louie J.	847	Birmingham, Ala.
Briese, Jerod James	934	Alliance, Nebr.
Evans, Andrew Edward	941	Columbus, Ga.
Hightower, Christopher	941	Columbus, Ga.
*Shavers Jr., J. W.	941	Columbus, Ga.
Bogan, Edwin A.	1290	Chicago, Ill.
Stano, David G.	1291	Birmingham, Ala.
*Kerr, Harold R.	1374	New Castle, Pa.
McNamara, John M.	1445	Elizabeth, N.J.
Grill, Thomas E.	1628	Pittsburgh, Pa.
Williams, Melvin J.	1678	Minden, La.
Stein, Paul S.	1741	San Francisco, Cal.
UTU Auxiliary Lodge	801	Sheridan, Wyo.

* = Retired Member



Association of General Chairpersons convenes

The Association of General Chairpersons District 3 recently convened for two days, bringing together members of locals represented by the UTU Bus Department, to elect a slate of officers, participate in a comprehensive workshop and set goals for the department. "Everyone was very appreciative of the opportunities for training and learning that were made available at this meeting," said International Vice President and Bus Department Director Percy Palmer, "and we are very grateful that this occasion was made possible for us by UTU International President Byron A. Boyd Jr." Officers elected at the first day of the meeting include Chairperson Roy G. Arnold (Local 1697, Lubbock, Tex.), Vice Chairperson Daniel T. Bentley (Local 161, Seattle, Wash.), Secretary Richard Deiser (Local 1558, Bergenfield, N.J.) and Treasurer Bonnie L. Morr (Local 23, Santa Cruz, Calif.). "Our agenda includes getting a District 3 newsletter out to all the bus locals in the U.S. and Canada, and doing everything we can within our rights to help out our members," Arnold said. "This was really one of the best meetings and workshops I've seen in a long time," said Palmer. "Everyone attending had something to say, and we came away from the sessions with a much greater feeling of unity and strength." Attending the meeting were (back row, from left) Victor Jasso, Craig Patch, Roy Arnold, Rich Deiser, Tony Allen, C. Carl Dumas, Oral McFadden, George Adams, Calvin Studivant, Blair Reid, Daniel Bentley, Forlisa Wells, and Earl White; (middle row, from left) Theresa Zeller, Brenda Moore, Russell S. Gaillard, Bruce E. Wright, Joseph Vecchio and Ron Koran; and (front row, seated, from left) Bonnie Morr, Jim Harford, Adhi Reddy, Federal Mediation and Conciliation Service Commissioner David M. Martinez, Marilyn Harris, and Leiva Roberto. Kneeling in front is Ken Kern.

UTU/BLE merger still makes sense

by John Risch III
North Dakota Legislative Director

When I hired out in Mandan, N.D., in 1977, we ran 100-car coal trains weighing around 11,000 tons, with four locomotives and a crew of five, including a conductor and trainman in the caboose and a telegrapher who handed out train orders every 25 miles.



Risch

Today, we operate with two crew members. There are no cabooses or telegraphers. The coal trains have as many as 123 cars and weigh up to 18,000 tons.

Instead of a 103-mile run, I go 208 miles.

Over the past 26 years, I've seen a lot of changes. The only thing certain about the future

is that there will continue to be changes, both good and bad.

As these changes present themselves, the best hope of protecting our livelihoods as railroad workers is to unite into one large union to negotiate with the nation's railroads.

Rather than joining together, some rail labor unions are moving further apart by merging, or proposing to merge, with non-rail unions.

As more rail unions merge with larger, non-rail unions, the more turf battles will increase over who is to perform new technologies and existing jobs as they change or begin to overlap.

Another problem these mergers produce is that once a rail union is absorbed into a large, non-rail union, they likely never come back out – and there goes any hope of rail labor ultimately uniting into one strong organization.

It makes sense for the rail unions to merge

together – a proposition first proposed by Eugene Debs.

The interests of our operating-crew memberships are all but identical, and by working together we'd be better able to address technological changes and see to it that all our members are protected.

Remote control operation (RCL) is the significant technological change currently facing our memberships.

RCL is a huge issue. Like it or not, the UTU has negotiated the right to represent remote control operators and that right has been confirmed by an arbitrator.

As remote control expands, the only way for all operating employees to control their destiny is to merge.

In most cases, the UTU is not allowed to negotiate on behalf of railroad engineers because the BLE holds the contract and the authority to represent.

"If the BLE joins the ranks of the Teamsters and RCL spreads, the craft of locomotive engineer (my craft) could eventually be lost."

If the BLE joins the ranks of the Teamsters and RCL spreads, the craft of locomotive engineer (my craft) could eventually be lost.

There are those who oppose a merger between our organizations because they don't like the various leaders. But union officers come and go. There have

been five different UTU presidents so far in my railroad career and the BLE has had even more.

Others complain that too many union officers will likely stay on the payroll in a merged union. That would probably be the case, but it's a small price to pay. Other complaints, while significant, are inconsequential compared to the incredible benefits solidarity would bring.

The time for the UTU and the BLE to merge is now. And, BLE members have more at stake than UTU members do.

Sleep deprived

Continued from page 1

difficult."

New research suggests even more serious problems from sleep deprivation, Boyd said.

Professor of Medicine Eve Van Cauter said "chronic sleep loss may not only hasten the onset, but could also increase the severity of ailments like diabetes, hypertension, obesity and memory loss that are normally hallmarks of old age."

James K. Walsh, senior scientist at the Sleep Medicine and Research Center of St. Luke's Hospital in St. Louis, said, "sleep loss may play a much bigger role in disease at a younger age than we ever thought."

Belenky and University of Pennsylvania sleep researcher David Dinges found that a night without sleep – or two weeks on just four hours a day – can render a subject slow to react, easy to distract and very forgetful.

"We will continue to work with carriers in an effort to reach a mutually acceptable solution," Boyd said. "Neither the carriers nor we want a third party to impose a solution neither of us finds acceptable, but the foot dragging by carriers on this issue is similarly proving unacceptable."

"We continue to tell the carriers that we are but one serious accident away from a third-party imposed solution. But, it takes two parties to make an agreement and only one (the government) to impose conditions. Third-party intervention is not inevitable if we make that agreement," Boyd said.

(Editor's Note: A good source of information on the internet about sleep deprivation and other sleep disorders is the website sleepnet.com, an educational and non-commercial site devoted to improving sleep. The site offers tips for healthy sleep, sleep disorders information, a test to help determine if you have a sleep disorder, drug information, links to other sleep-related sites and more.)

NAFTA railroad

Continued from page 1

and the Tex-Mex.

The deal will require approval by KCS shareholders, the U.S. Surface Transportation Board (STB) and Mexican regulatory authorities.

UTU International President Byron A. Boyd Jr. said UTU would work to ensure there is no adverse economic impact on UTU-represented employees affected by the deal.

In each previous rail consolidation over the

past decade, the UTU was the first to craft employee protective conditions that were imposed by the STB as conditions of the deal.

TFM currently is 41% owned by TMM, 39% owned by Kansas City Southern and 20% owned by the Mexican government.

A similar ownership structure affects the Tex-Mex.

TFM links Mexico City with the United States at Laredo, Tex., and carries 40% of Mexico's total rail cargo. Four-fifths of TFM's cargo is shipped across the border.

Haverty would serve as NAFTA Rail's chief

executive officer.

If approved, NAFTA Rail would operate 6,000 miles of rail stretching from Omaha, Neb., into Mexico through Laredo.

"Common control of these three railroads, which are already physically linked in an end-to-end configuration, will enhance competition," Haverty said.

"It will give shippers in the NAFTA trade corridor a strong transportation alternative as they make their decisions to move goods between the United States, Mexico and Canada."

Member killed

Continued from page 1

cars before the 11 p.m. accident.

"He's got a radio and tells them how far back to go," Bromley told the *Idaho State Journal*.

The train was reversing when it went too far and struck a derail, a clamp across the track designed to stop a train car and bump it off the track. Instead, the car tipped on Chandler and spilled grain, the *Idaho State Journal* said.

Bromley said the derail was in place to stop the train and keep it from rolling out of control onto a nearby out-of-service track.

Tracks are often taken out of service when they need repairs or when people are working on them to protect people and equipment.

Union Pacific managers are investigating the accident, according to the *State Journal*.

"To start a trip, they're told which tracks are out of service," Bromley said. "We believe this was in the instructions to the crew, but that will obviously be cleared up in the investigation."

According to Union Pacific safety guidelines, trains must stop within 100 feet of a derail. Union Pacific uses portable and fixed derails.

"We're always working to eliminate any injury accidents. We have an extensive set of rules designed to prevent that," Bromley said. "In the

investigation, we'll see if there's anything to consider to prevent future accidents of a similar nature."

Chandler is survived by his wife Gaylene (Nash); sons Brandon, Scott, Douglas, Eric, Mark, and twins Todd and Casey; and two grandsons, Braeden Chandler and Bryon Chandler.

"I think the main thing about Leroy was that everyone came first and it was always himself last," according to friend and fellow conductor Ken Scrowther, a member of Local 265 at Pocatello, Idaho. "His family, church and friends could always count on Leroy. In all the time I have known Leroy I never once saw him get mad. I wish I could be more like him."

Register now for the regional meetings!

The upcoming UTU/UTUIA regional meetings are guaranteed to provide plenty of fraternalism, education and fun.

Each regional meeting lasts a full three days, with the President's Banquet on the evening of the third day.

The Seattle regional meeting has been designated the joint U.S./Canadian regional meeting.

All those attending must be registered in order to attend any planned function. Children age 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 30 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of \$175.

The pre-registration fee for the 2003 regional meetings is \$125 per member, spouse or child over 11. You must make your own room reservations at one of the hotels listed below, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the regional meetings but can't spare the time away from work or family. One-day registrations are \$60.

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

Lots of fun

In Seattle, there will be a night out at Safeco Field to watch the Seattle Mariners face the Montreal Expos. This will be held on Tue., June 10. A pre-game tailgate party inside the stadium will include food and beverages for any registered regional meeting attendee.

On Wed., June 11, there will be a special tour of Seattle with lunch and transportation provided. Tour participants will visit Pike's Place Market, the International District and other locations.

Additionally, shuttle buses will run daily from the host hotel to downtown Seattle.

The tour in Philadelphia will include many historic sites, including the Liberty Bell. The night out will take place at the new National Constitution Center.

The day tours will start at 9 a.m., with buses leaving from the host hotels.

All persons planning on taking these tours must pre-register (either online or on the registration form at right), and space is limited.

Golf outings set

The UTU will hold golf outings at 8 a.m. the day before the start of the two regional meetings. The dates are Sunday, June 8, in Seattle and Sunday, Aug. 24, in Philadelphia.

In Seattle, golfers will play at the High Cedars Golf Club in Orting, Wash., at the base of Mt. Renier. In Philadelphia, golfers will enjoy playing Ron Jaworski's Valley Brook Golf Club in Blackwood, N.J.

The fee, \$80 per golfer, includes transportation from the host hotel, greens fees, a golf cart for every two players, lunch and more. Register for the golf outings in the space provided on the registration form. Include your golf fee with your registration fee and your true handicap. There is a limit of 144 golfers per outing. Soft spikes or spikeless shoes in Seattle, please.

Online registration available at <www.utu.org>. Click on "Meetings."

June 9-11, 2003, Western Regional Meeting

DoubleTree Hotel, Seattle Airport

18740 Pacific Hwy. S., Seattle, WA 98188

Hotel reservations: (800) 222-8733 or (206) 246-8600

Reservation code: UTU; Room rate: \$129 single/double; \$139 triple; \$149 quad

Reservation deadline: May 6, 2003

Parking: Self; \$12/day

August 25-27, 2003, Eastern Regional Meeting

Wyndham Philadelphia at Franklin Plaza

17th and Race Streets, Philadelphia, PA 19103

Hotel reservations: (800) WYNDHAM or (215) 448-2000

Reservation code: UTU; Room rate: \$99 single/double/triple/quad

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

Parking: Self; \$13/day

UTU Regional Meeting Registration Form

Registering before the regional meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any planned event. Registration fees are \$125 per person; children 11 years of age and under are complimentary. On-site registration will be \$175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 30 days prior to the start of the regional meeting.

Which regional meeting will you be attending?

☐ Seattle ☐ Philadelphia

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____ Daytime phone number () _____

Spouse Registration ☐ Seattle ☐ Philadelphia

Spouse name _____ Title (if any) _____

Will spouse/children attend the UTU tours? ☐ Yes ☐ No How many? _____

Child Registration ☐ Seattle ☐ Philadelphia

Child name _____ Age _____ Child name _____ Age _____

Child name _____ Age _____ Child name _____ Age _____

Guest Registration ☐ Seattle ☐ Philadelphia

Guest Name _____ Relationship to Member _____

Home address _____

City/State/ZIP _____

Golf Registration ☐ Seattle ☐ Philadelphia

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

Golf fees are \$80 per golfer (include in total payment)

Payment Options

Check/Money Order (U.S. funds only) \$ _____

Credit Card (please indicate type) ☐ VISA ☐ MasterCard

Card number _____ Expiration date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$125 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 30 days prior to the regional meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the regional meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee.

This month's winning photo:

This month's winning photograph was taken by **Eric Nosalek**, a Union Pacific employee and member of Local 533 at Osawatomie, Kan. Nosalek's photo is of Local 533 member Jon Boehl operating a train via remote control at the carrier's Global II terminal in Rochelle, Ill.

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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