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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“Newly hired trainmen should not be required to work unsupervised or operate locomotives until they are truly experienced in the trainman craft.” – UTU Assistant President Rick Marceau (see page 4)

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News & Notes

Member killed in accident

MARQUETTE, Mich. – Kim Nicholls, a 51-year-old Lake Superior and Ishpeming Railroad conductor and member of UTU Local 886 in Marquette, Mich., was killed April 2 in a fatal accident at the Tilden Mine train yard.

Nicholls, of Marquette, reportedly fell off the rear of the train while it backed up, according to police. He died after being struck by the backing train.

Officials, including some from the federal Mine Safety and Health Administration, were investigating the accident.

Nicholls was a 12-year rail employee with approximately two years in train and engine service, according to UTU Michigan State Legislative Director Jerry Gibson.

Nicholls was not married and leaves behind a mother, Gibson said.

No truth to RRB rumor

The following is a message from Butch Speakman, the labor member of the Railroad Retirement Board:

“My office recently learned that a hoax is being perpetrated on the rail community.

“This hoax takes the form of a bogus Federal Register notice stating that the 60/30 provision of the Railroad Retirement Act, which was restored by the Railroad Retirement and Survivors’ Improvement Act of 2001, is to be rescinded in June 2006 due to a strain on the system. The notice further states that the 2001 legislation contained a provision authorizing such action, and that the minimum retirement age will now be 62.

“There is absolutely no truth to this.

“The 2001 legislation contained no provision authorizing a rescission of the 60/30 provision and the RRB has no statutory power to implement such a change on its own volition.

“At this time we have no information as to the identity of the person or persons responsible for this hoax or the motivation for it. However, the RRB’s Office of Inspector General is looking into the matter.”

Retirees: Send e-mail

Retired members of the UTU, especially those enrolled in the UTU for Life Program, can now sign up to receive the latest program news, important updates concerning their pensions and other information via e-mail.

To sign up, go to www.utu.org, then click on the “UTU for Life” button; the sign-up form can be accessed from the UTU for Life page. As always, e-mail addresses are kept confidential. They will not be sold, traded nor given to anyone else.

UTU’s Thompson decries ‘return of robber barons’

The unrelenting greed of the railroad companies, coupled with the carriers’ disregard for the safety of their employees and disdain for the public, has raised the ire of UTU International President Paul C. Thompson.

Thompson last month issued the following statement on the hypocrisy being shown by the railroads during the current round of negotiations:

“On the streets of Manhattan, con artists fleece tourists with a dishonest game of chance called Three-Card Monte, where the hand always is quicker than the eye, the game is rigged and the dealer always wins.

“The National Carriers’ Conference Committee is looking to flimflam rail labor – and the American public – with its own brand of Three-Card Monte.

“Like the Broadway version, what you think you see is not what you get. Anyone playing the carriers’ game is going to have a much lighter wallet – and the public will have a lower level of safety and national security.

“This Three-Card Monte game is being

dealt by immensely wealthy individuals for whom enough is never enough. But more on their greed in a little bit.

“The carriers want to eliminate crew-consist protection so they can operate one-person crews.

“What the public gets with one-person crews is deadly hazmat rolling through their towns and by their schools where a single-person-crew medical emergency or fatigue or other interruption could visit death upon thousands.

“The Washington Post reported a terrorist attack on rail cars carrying chlorine gas ‘could kill or injure tens of thousands.’ The New York Times reported railroads ‘transport more than 1.7 million shipments of hazmat every year, including 100,000 tank cars filled with toxic gases like chlorine and anhydrous ammonia.’ A White House homeland security adviser said, ‘Chemical transport is clearly the greatest vulnerability in the country today.’

“The carriers say if we agree to eliminate

Continued on page 10

**Railroads gamble
with lives of workers
to fatten bankrolls**

Lawmaker warns of one-man crews

Another lawmaker has come forward criticizing railroad efforts to operate trains with single-person crews.

U.S. Sen. Dick Durbin (D-Ill.) chided railroads for wanting “to get rid of the conductors.” Durbin made his comments at the Tri-State Rail Conference in Chicago, hosted by UTU Locals 1290 and 1299.

“We know how dangerous this work is – even with two-person crews,” Durbin said. “Fatigue is already a serious problem in the railroad industry. What kind of homeland security is it when you’re hauling hazardous materials that could be the target of terrorist attacks and the anti-labor crowd tells you: ‘You’re on your own?’

“The railroads are entitled to make a profit,” Durbin said. “We have no problem with that.

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UTU protests BNSF proposal

BNSF Railway employees, including nearly 50 UTU members, staged a protest in Tacoma, Wash., last month over a potential deal between the BNSF Railway and Tacoma Rail.

At issue is a possible move by the BNSF Railway to have the city-owned Tacoma Rail take over BNSF operations in the area, including building trains, switching industries and repairing locomotives.

The possibility of such a deal has BNSF Railway employees, including many UTU members, worried they might lose their jobs.

The BNSF Railway employs around 200 people in Tacoma, including train crews, track maintainers and shop workers.

About 50 operating railroad employees could be adversely affected by the potential

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Around the UTU

News from around the U.S. and Canada

Local 167, Albany, N.Y.

Members working at Albany International Airport plan to honor retiring former Local Chairperson **Ron Palka** at their May 10 meeting, said New York State Legislative Director **Sam Nasca**. Brother Palka was the second local chairperson for this unit, representing all UTU members in all crafts at the airport from 1999 through 2003.

Local 240, Los Angeles, Calif.

Retirees from this Union Pacific local who worked for the Southern Pacific are mourning the loss of conductor **Phil Tucker**, 90, who passed away March 3, said Local President **Richard Escamilla** of Local 1846 in W. Colton, Calif. Brother Tucker worked in the Imperial Valley for more than 30 years.

Local 340, Connellsville, Pa.

The Connellsville and Newell Operation Red Block committees are hosting a golf tournament on June 26 at Norvelt Golf Club, R.D. 5, Box 531, Mt. Pleasant, PA 15666, beginning at 11 a.m., said Local President **Randy Matthias** of this CSXT local. Entry fee is \$60 per player. Participants are urged to sign up as a foursome. The fee includes a golf cart, 18 holes, and a hot dog and soda on the turn. A steak dinner will be provided afterward, and prizes will be awarded. For information, contact Matthias at (724) 887-4874 or send him e-mail at railman@myway.com.

Local 762, Montgomery, Ala.

This CSXT local will host informational meetings for members and their spouses on May 30 and May 31 at the Smokehouse BBQ Restaurant, 2461 Main St., Millbrook, AL 36054. First, on May 30, a golf outing will be held at 8 a.m., said Local President **Dale Barnett**, with the meeting held from 1 p.m. to 4 p.m. On May 31, meetings will be held between 11 a.m. and 3 p.m., and between 6 p.m. and 9 p.m. Attending will be representatives from the UTU International, general committees, UnitedHealthcare, the FRA, the Railroad Retirement Board and designated legal counsel. Also on hand will be State Legislative Director **R. R. Clements**, UTU for Life Coordinator **Carl Cochran** and various political candidates. For information, contact Barnett at (334) 546-3561 or (334) 290-3798.



Indiana State Legislative Director **Tom Hensler** (left) shakes hands with **Brad Ellsworth**, candidate for the U.S. Eighth Congressional District seat, at the bi-annual Gold Club dinner held by Local 490, Princeton, Ind. At this Norfolk Southern local's meeting the night before, three more members signed gold cards, and 10 more joined at the dinner.



Army Spc. **Byrl A. McCoy** mans an M-2 gun turret.

Conductor earns Bronze Star in Iraq

"Railroad work doesn't seem so scary," said CSXT conductor and engineer-trainee **Byrl A. McCoy**. "But it's still very much dangerous, and I've still got to pay attention to what I'm doing."

For Brother McCoy, situational awareness has become more than second nature. That awareness, along with his ability to handle a .50-caliber M-2 gun, his raw bravery and a healthy share of luck allowed McCoy to return to the railroad in November 2005 after serving in Iraq, where danger takes many forms.

A member of Local 376 in Louisville, Ky., Army Specialist McCoy recently received a Bronze Star Medal for valor in combat arising from his actions in April 2005.

Brother McCoy served active duty with the Army from 1993 to 1997, then joined the National Guard Reserve. Also in 1997, he started work with Norfolk Southern in Macon, Ga. In 2000, he got laid off from NS while in Knoxville, Tenn., and hired on with CSXT. He was a member of the local safety committee when he got deployed.

"The guard activated me in June 2004, and we left for Iraq that November," said McCoy.

On April 4, 2005, near Balad Ruz, Iraq, McCoy was an adviser to the 6th Battalion, 3rd Division of the Iraqi Armed Forces while serving with the 1st Squadron, 278th Regimental Combat Military Transition Team. The team found themselves ambushed and came under heavy fire from 40-50 insurgents armed with small arms, heavy machine guns, rocket-propelled grenades and mortars.

While exposed in his turret, McCoy returned fire, enabling his team to move out of the "kill zone." He continued providing cover for those giving medical aid and evacuating American and Iraqi soldiers.

As night fell on the four-hour battle, the team formed a defensive position, and McCoy, wearing night-vision goggles, took out two insurgents attempting to escape. His well-aimed shots also destroyed two enemy vehicles and a mortar position. At daybreak, the team cleared the area of all enemy forces and weapons.

"But we lost a good friend that day," said McCoy, who may find himself heading back to Iraq. "Along with several of the soldiers there that day, I've since re-enlisted so we can make good for what our friend, Staff Sgt. Kennedy, did for us. He will always be my hero."

Local 773, Galveston, Texas

Members of this BNSF Railway local have elected **Timothy A. Fleming** to serve as secretary, taking over for **Richard A. Turner**, said Local Chairperson **J.L. Stubbs**.

Local 934, Alliance, Neb.

Members of this BNSF Railway local have voted to contribute \$100 to the Nebraska Special Olympics, said Steward **John W. Bunce**.

Local 1233, Edmonton, Alta.

Members of this Canadian National Railway local voted to support the Day of Mourning events in Edmonton with an annual contribution of \$250, said Canadian Legislative Director **Tim Secord**. At least 14 countries have passed legislation recognizing April 28 as a national day of mourning for workers killed or injured on the job, Secord said.

Local 1400, S. Portland, Maine

Members of this New England Lines local recently honored Legislative Rep. **Ed Frager**, who retired after 40 years of service, said New England States Legislative Director **George T. Casey**. **Don DiMauro**, local chairperson and the new legislative representative, and Casey presented Frager with a brass lantern in honor of his valued service to the Maine and New England States legislative boards. Brother Frager is the son of a Maine Central conductor and father of **Wayne Frager**, a Springfield Terminal conductor and member of Local 1400.

Local 1846, W. Colton, Calif.

Congratulations and best wishes from this Union Pacific local go to N.C. "**Corky**" **Sykes**, **E.B. Todd Jr.** and **Wade H. Wallace Jr.**, who recently retired, said Local President **Richard Escamilla**. Meanwhile, all are invited to participate in the West Colton Golf Club's Las Vegas Classic, set for June 12-15. For information, contact Escamilla at (909) 795-6867 or at pres1846@earthlink.net.

Local 1951, Albany, N.Y.

CSXT yardmaster **Mike Doherty** competed in the Boston Marathon on April 17, finishing in four hours and 29 minutes. Though it took him two minutes longer to complete the 26.2-mile race this year than last, he raised more than \$4,000 for the Dana-Farber Cancer Institute, and intends to try again next year to finish in less than four hours.



Union Pacific conductors **Eric Priest** (left) and **Michael Anspaugh** of Local 1629, Phoenix, Ariz., with their feet on the ground at Ballad Air Base in Iraq, serve in the U.S. Air Force Reserve with the 312th Air Lift Squadron, reflecting the pride and patriotism shared by the members of their local, according to Local Chairperson **Loren Balthazor**.

Member to compete in Transplant Games

At age 53, BNSF Railway conductor James Kurtz is grateful to be back on the job on the Pikes Peak subdivision of the Powder River Basin, and even more grateful that he can raise awareness of the needs of those who have been diverted down a similar path.

Brother Kurtz, a member of Local 202 in Denver, Col., has been railroading for nearly 33 years – and counting. His career was interrupted last year when he was diagnosed with bile-duct cancer.

“The cancer had begun to spread to my liver,” Kurtz said, “and without a transplant in the near future, the outlook was not good. Many blessings were bestowed upon me, but none as important as the liver transplant I received on May 26, 2005.”

Following the transplant procedure, Kurtz received a course of cancer treatments, includ-

ing chemotherapy and radiation, and in September 2005 finished “with a very good prognosis,” he said. Following rehabilitation, he returned to his job on Nov. 1, 2005.

“All signs of cancer are gone and liver functions are normal,” Kurtz said. “I continue to be monitored regularly.”

Since his ordeal, Brother Kurtz has joined a group of transplant recipients from his region who will compete in the U.S. Transplant Games, to be held June 16-21 in Louisville, Ky.

“I plan to compete in several events representing Colorado, Wyoming and Montana,” said Kurtz, who will participate under the banner of Team Rocky Mountain. “Funding for the team comes from gifts and corporate grants that enable the group to attend and participate with other teams from throughout the country.”

Kurtz said the games, as well as the fund-rais-

ing effort that precedes them, help support donor awareness. “We will be the ambassadors from this region and represent the goodwill of all concerned in the organ- and tissue-donor program,” he said.

While fundraising for this year’s games ended April 30, Kurtz said UTU members can learn more about the games, the goals of the National Kidney Foundation and ways they can help by contacting Melissa Hale at Team Rocky Mountain’s headquarters at 3151 S. Vaughn Way, Ste. 505, Aurora, CO 80014. Phone (720) 748-9991, ext. 113, or send e-mail to mhale@kidneycimw.org.

Information is also available on the “Gift of Life” Web site at www.donors1.org/index.html.

Brother Kurtz also invites those interested in the cause to send him an e-mail at jkurtz99@comcast.net.

DHS moves to deploy transport worker ID cards

Under mounting congressional pressure, the Department of Homeland Security (DHS) recently announced a timetable for issuing tamper-resistant, biometric-based identification cards to millions of workers at U.S. transportation facilities, including potentially tens of thousands of railroad, bus, mass transit and other workers represented by the UTU.

The Transportation Security Administration plans to request proposals for the program early this month, according to the www.fedbizopps.gov Web site.

Known as TWIC, which is short for transportation worker identification credential, the program will issue cards with information such as fingerprints and iris scans so transportation facilities can verify worker identities and help

prevent unauthorized access to secure areas.

CNN cited Homeland Security Secretary Michael Chertoff as saying the department will put the cards in the hands of every approved U.S. seaport worker by the end of the year.

Critics, including a growing number of lawmakers, say the program has languished far too long inside the department. The program was started after the Sept. 11, 2001, terrorist attacks, but so far only a prototype card has been given to some airport and seaport workers in California, Delaware, Florida and Pennsylvania.

Congress has scrutinized the department’s timetable for the program in response to concerns over vulnerabilities at U.S. seaports, especially after a Dubai-owned company recently attempted to take over terminal oper-

ations at several major ports. Ten House Republicans sent Chertoff a letter last month urging the department “to immediately accelerate implementation” of TWIC.

“The TWIC program went through four specific development phases, and the final prototype testing phase was completed in the summer of 2005,” the lawmakers wrote. “Unfortunately, bureaucratic slowdowns and unforeseen obstacles have put this program over two years behind schedule.”

“Without a uniform system,” they added, “we are concerned that ports and other vulnerable locations will be forced to implement their own secure identification programs, which likely will not be interoperable with the final federal TWIC program.”



UTU BUS LINES

News items culled from the UTU's Daily News Digest, posted every morning on the UTU Web site, www.utu.org.

Charlotte transit gets a new look

For newcomers and visitors arriving in Charlotte, N.C., over the next several years, public transit will look a whole lot different than it does today, according to the *Charlotte Observer*.

They’ll soon be able to choose from a menu of options; some will seem familiar if you’ve come from a major metropolitan area.

Improvements will include a light rail line, commuter rail line, streetcars and the Charlotte Gateway Station.

The Gateway Station will be “Charlotte’s answer to Grand Central Station.” It will house Amtrak, commuter rail, Greyhound buses, Charlotte Area Transit System (CATS) buses, taxis, streetcars and the free Gold Rush shuttle.

You’ll be able to arrive on one mode of transportation, and then catch another without leaving the station.

The estimated \$100-million complex, expected to open within four years, would be built at Graham, Fourth and West Trade streets in the center city.

School bus industry seeks fuel-cost relief

Pressed by high fuel costs, the school bus industry’s key associations have turned to Congress for assistance, according to the Web site schoolbusfleet.com.

The groups – the National Association of State Directors of Pupil Transportation Services, the National School Transportation Association and the National Association for Pupil Transportation – wrote a letter to Congress detailing the industry’s predicament.

“Rising fuel costs have devastated the industry and now threaten to force the involuntary reduction of school bus transportation nationwide,” the groups wrote.

The letter describes the negative effects of reducing school bus service, such as students having to use less-safe forms of transportation and the burden placed on parents.

They asked that Congress “consider providing a negative surcharge for diesel fuel used in public school transportation that could be in the form of a grant, a tax credit for fuel vendors that supply fuel to school bus systems or other benefit.”

L.A. MTA has trouble finding bus drivers

It sounds like a great gig: wages of nearly \$20 an hour, plus family health insurance and a lucrative pension, according to the *Los Angeles Daily News*.

So, why doesn’t anyone want the job?

The MTA needs nearly 260 more drivers to add to its ranks of 4,500, but is struggling to recruit enough applicants. Because of the staffing shortage, it’s racked \$57 million in overtime this year to keep the buses and trains running.

Although drivers can earn up to \$36 an hour working overtime, the regularly extended shifts can be a strain.

“We want them to hire operators to make life a little easier for our members,” said Goldy Norton, consultant to the UTU, which represents the drivers.

“It’s very tough on our people because they have to work overtime, they have to work on their days off.”

The MTA says it’s working on strategies to recruit more operators and will be discussing the issue as it negotiates a new contract.

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Bearding the lion

You have heard the story of the lion, which went hunting with the fox, the jackal and the wolf.

Together, through teamwork, they caught a deer; but the lion claimed it all for himself. Indeed, the "lion's share" means grabbing it all.

Lion's share defines the strategy of the railroads – they want every crumb off the bargaining table, and are willing to tell any lie or make any false promise to achieve their goal.

The carriers' greed is running amok this round of negotiations because, in the words of BNSF CEO Matt Rose, they sense a "perfect storm."

Higher fuel prices favor railroads over trucks, reduced track capacity allows railroads to engage in monopoly pricing, and their anti-labor friends control the White House, National Mediation Board, House of Representatives and the Senate.

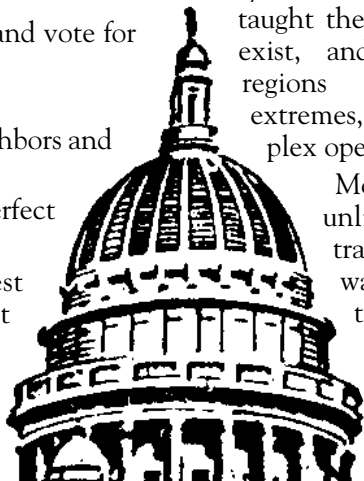
If ever there was a reason for each of us to register to vote and vote for labor-friendly candidates in November, this is it.

We cannot stop there.

Each of us must walk the extra mile to convince family, neighbors and friends to do the same.

The lion can only be tamed by breaking up Matt Rose's perfect storm.

We must elect labor-friendly lawmakers in November lest we find ourselves in a Presidential Emergency Board next year facing, without protection from Congress, the lion demanding it all.



WASHINGTON WATCH

By James M. Brunkenhoefer

Something fishy about the carriers' bait

Almost daily, management representatives are handing out letters to employees or making statements that actually are directed at undercutting national negotiations.

Management hopes you will trust them more than your own union. They are trying to drive a wedge between you and your national negotiating team.



Brunkenhoefer

The reality is that nothing has changed in the workplace.

Get injured on the job and report it, and you will still be disciplined.

Find yourself exhausted from being called to work twice in a 24-hour period and you will still find a manager hiding in the weeds conducting efficiency tests.

Like always, only management knows best and they want you to take their bait – hook, line and sinker.

Do you really believe management intends to reward you with buyouts, reserve boards and higher wages?

What they are not telling you is that at the bargaining table they are demanding reduced crew size, forcing you to cover jobs thousands of miles from home, cutting wages and demanding you pay one-third the cost of health care insurance.

They don't seem to understand that while you are stuck in

**Buyouts, reserve boards
and higher wages?
Don't be a sucker.**

Experience essential

By Rick Marceau
Assistant President

There was a time when trainmen and yardmen in freight and passenger service were naturals for becoming engineers.

They possessed an impressive working knowledge of the physical characteristics of the terrain, in-train forces and operating rules and procedures.

These veteran operating employees had only to become proficient in applying this knowledge to their new craft while, at the same time, honing their train-handling skills.

No more. No more.

As our aging workforce retires, and as railroad business increases dramatically, carriers have delayed hiring replacements.

When the carriers do put out the help-wanted sign, they rush new hires through shortened, one-size-fits-all training programs. It is not uncommon on any train, anywhere in America, to find an inexperienced trainman paired with a new engineer.

It is unlikely the trainman received training over the territory he or she is working, or was taught the special problems that exist, and skills required, in regions with temperature extremes, heavy grades or complex operating environments.

Most troubling is that it is unlikely either the new trainman or new engineer was provided classroom training where actual application of operating rules was taught.



Marceau

They needed only to memorize rules – not know how to apply them – in order to graduate. What's more, most veteran employees believe that recurrent training in the railroad industry has become a farce.

The UTU is of the strong opinion that newly hired trainmen should not be required to work unsupervised or operate locomotives until they are truly experienced in the trainman craft.

This ensures they have become proficient in their train service positions and have gained needed on-the-job experience before assuming additional demanding duties and responsibilities.

UTU also is of the opinion that recurrent training should involve competent instructors in classroom settings where situations can be analyzed and questions resolved to the satisfaction of everyone.

A one-year minimum in train service prior to becoming a conductor would improve the quality and competency of railroad operating employees, which equates to safer and more efficient train operations.

It also ensures that newly hired employees will have approximately two years of practical railroad experience before they can be expected to operate locomotives without direct supervision.

Thus, when a new conductor is paired with a new engineer, there is at least one individual on the crew with sufficient operating experience to ensure sound operating decisions are made.

that awful away-from-home terminal, you have become very informed about their real agenda by watching CNN.

In fact, railroad management is no different than auto company or airline management. The name of their game is takeaway. All they want is for you to take the bait – but soon those promises of buyouts and pay packages turn into job-reduction programs with the promises being withdrawn because of some alleged unforeseen financial problem.

The truth often lies in past behavior. Remember the promised moratorium on crew consist? Management made the solemn promise to you they would never bring up crew consist until the last protected employee had retired.

But now they say conditions have changed. In fact, it was all a lie. They literally lied all the way to the courthouse, but the federal judge saw through the lie.

Now, again, they are making promises – not at the bargaining table, but in letters and statements to

employees.

They want you to believe that this time they are telling the truth – that they really care about you and your family, your mortgage and your health care.

Funny thing. At the bargaining table the talk is all about takeaway.

So when a carrier official proceeds to lecture you like an uneducated child, be nice. Don't interrupt. Listen to what they have to say. If you don't, they just might fire you because they care so much about you.

State Watch

News from UTU State Legislative Boards

Michigan



The Michigan Legislative Board has endorsed Cong. Joe Schwarz (R) for re-election. "Joe Schwarz has always been a great friend and advocate of railroad workers, both in the Michigan Legislature and now in the halls of Washington D.C.," State Legislative Director Jerry Gibson said. "Joe Schwarz is an Amtrak supporter and avid rider. The congressman has taken time out of his busy schedule on many occasions to ride with local crews to gain a better understanding of rail issues and concerns." Pictured above, left to right, are CN/GTW General Chairperson David Hiatt; Local 72 (Battle Creek) Local Chairperson and Legislative Rep. John Henry; Schwarz; Gibson and Michigan Legislative Board secretary and Local 734 (Battle Creek) Legislative Rep. William Miller.

Indiana

The Indiana State Legislative Board recently helped sponsor a luncheon honoring State Sen. Joe Harrison (R-Dist. 23) for his 40 years of service to the citizens of Indiana.

Harrison was elected to the state senate in 1966, elevated to leadership positions shortly thereafter and served as chairman of the very powerful Labor Committee for many years.

"With the help of our UTU PAC fund, the UTU developed a good working relationship with Sen. Harrison, one built on trust," State Legislative Director **Tom Hensler** said. "Where other labor groups struggled with him, we succeeded in getting him to author and co-author some of our legislation and hear our bills in his committee. He was famous for not hearing any bills with collective bargaining

Florida



State Legislative Director Andres Trujillo (above right) recently met with congressional candidate Charlie Stuart (D), who is running against Ric Keller (R) to represent citizens in the Orlando area. "Keller has an abysmal voting record as it relates to working people and labor issues," Trujillo said. "I spoke with Stuart about the issues facing the UTU and labor and he was very understanding. The UTU is behind Stuart's campaign 100 percent."

language in them. As he always stated, 'We will not legislate your agreements in this building as long as I'm here.'" In appreciation, the UTU Indiana State Legislative Board presented Harrison with a UTU jacket.

Utah

There are three UTU members running for the Utah State House of Representatives.

State Legislative Director **F. Jay Seegmiller** is running for the State House of Representatives in Legislative District 49 against the current Speaker of the House. Seegmiller ran against the same person two years ago and narrowly lost by a 6 percent margin.

Assistant State Legislative Director **Trent Alvord** is running for the State House of Representatives in Legislative District 8. It is an open seat.

UTU Local 166 (Salt Lake City) member **Eric Gustafson** is also running for the State House of Representatives in Legislative District 48. This also is an open seat.

Kansas



The power of UTU PAC shows itself every day. That was obvious at a recent Democratic Washington Days Celebration attended by UTU International President Paul Thompson and State Legislative Director Don Lindsey. "Paul and I found it very gratifying when we mentioned to Sen. Barack Obama of Illinois that we were with the United Transportation Union. He stated that he knew UTU well and appreciated the fact that we were one of the very first to support him in his run for the U.S. Senate," Lindsey said. "We also had an opportunity to visit with Paul Morrison, a candidate for Kansas attorney general, who told us his father was a retired member of UTU and that he had received a scholarship from the UTU-IA while he was going to law school. We told Mr. Morrison that we were glad the scholarship helped and we hoped that UTU's endorsement and campaign pledge from the Kansas UTU PAC would help him even more in his upcoming race against the incumbent, Republican Phil Kline." Above, Thompson (second from left) and Lindsey (second from right) are pictured with Kansas Gov. Kathleen Sebelius and Sen. Obama.

Any UTU members who would like to support these candidates should join UTU PAC as soon as possible.

Any member outside the state of Utah who would like to send a contribution to any or all of these campaigns should e-mail the UTU state legislative board at utlegis@aol.com for details.

"These members are to be commended for their activism and deserve our support," International President Paul Thompson said.

Bus Department

By Roy Arnold, vice president/director

Your labor union is your strength

I often reflect on President John F. Kennedy, a great American who knew it takes more than just book learning to succeed and lead.

JFK worked to understand all about him – especially the hardships, pain and suffering of others in order to better understand what it might take to solve societal problems. In the manner he lived his own life, JFK traced a courageous path for others.

Indeed, each of us learns from our mistakes. We learn from those around us. And we learn to cope, whether the problems be in the community, in the workplace or in the home. Even in the most difficult times, such as the aftermath of 9/11, we sustain ourselves in our community of interest with others. We in the union movement are especially fortunate as our brotherhood and sisterhood often provide the support network required to succeed.

We are specially challenged these days by anti-union lawmakers who have emboldened anti-union employers and the National Right to Work Foundation, which are carrying on a coordinated attack against our right to organize and bargain collectively.

We, as brothers and sisters in the labor movement, must study their tactics and understand what they are trying to accomplish – and fashion our defensive strategy. In part, that defensive strategy is registering to vote and voting on Election Day for labor-friendly candidates. As we continue the struggle to extend the rights of collective bargaining, we make the union movement, our own union and our own workplace security stronger.

Working together as a team toward common goals and depending upon common bonds is the surest means toward success. Leadership starts with each of us.



Yardmasters

By J.R. "Jim" Cumby, vice president

Webcams eyed for arbitrations

In Section 3 arbitration under the Railway Labor Act, travel for National Mediation Board arbitrators is sometimes curtailed due to budget uncertainties. This is troublesome because the Railway Labor Act (federal law) prohibits self-help where minor disputes are involved and, instead, mandates such disputes be arbitrated.

In fact, when the Bush administration moves to cut NMB funding – as is the case – it is thumbing its nose at rail labor; in effect, saying, "you will not be allowed to enforce your agreements." Indeed, because of budget uncertainty, the NMB was forced to halt all arbitrator travel for July, August and September – and maybe longer.

As an alternative, the NMB intends to use web-video conferencing to conduct public law boards. The UTU has always embraced new technology when it is shown to be effective, efficient and safe – and appropriate training is provided. Recall it was the UTU that first used interest-based bargaining to successfully negotiate (with ratification) a rail agreement.

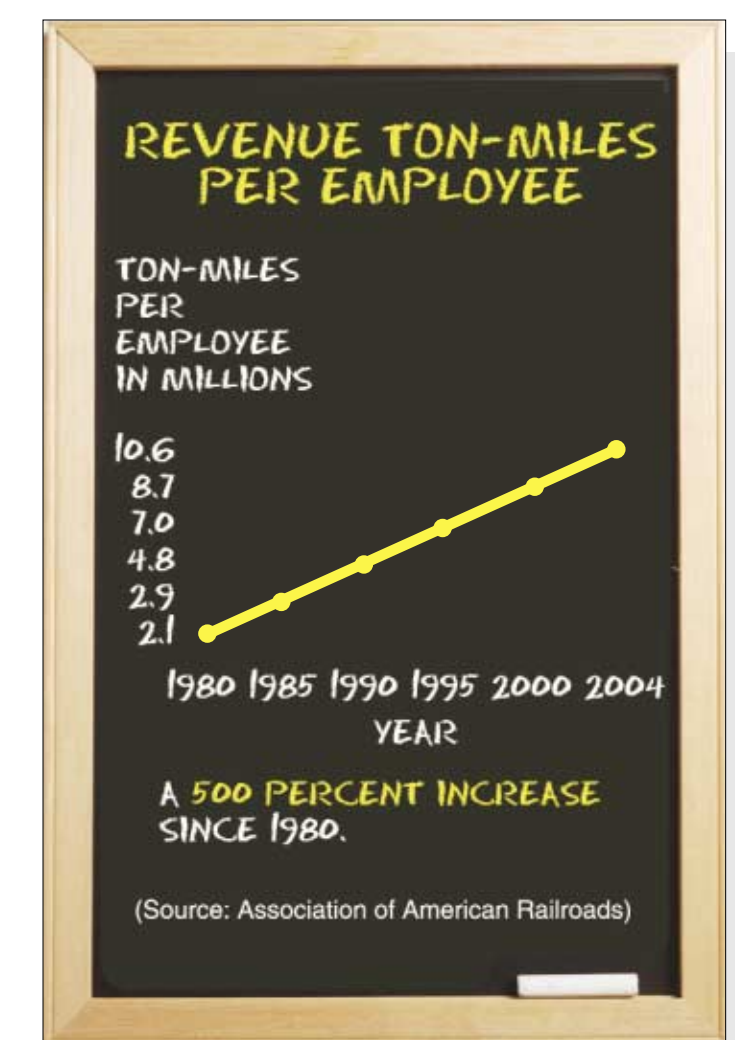
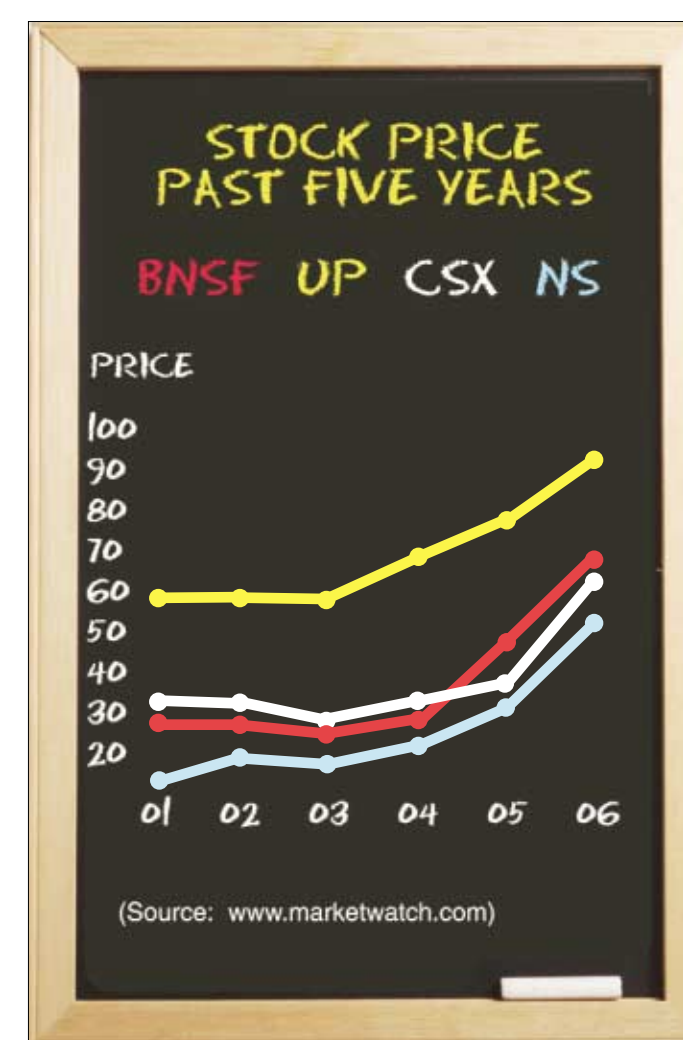
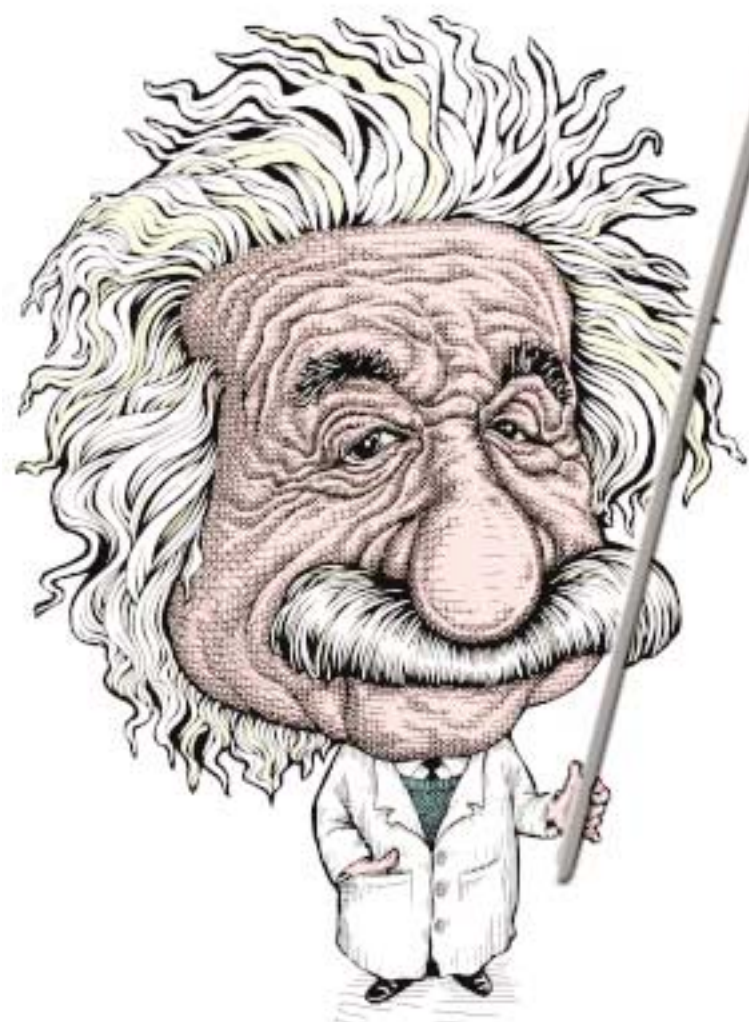
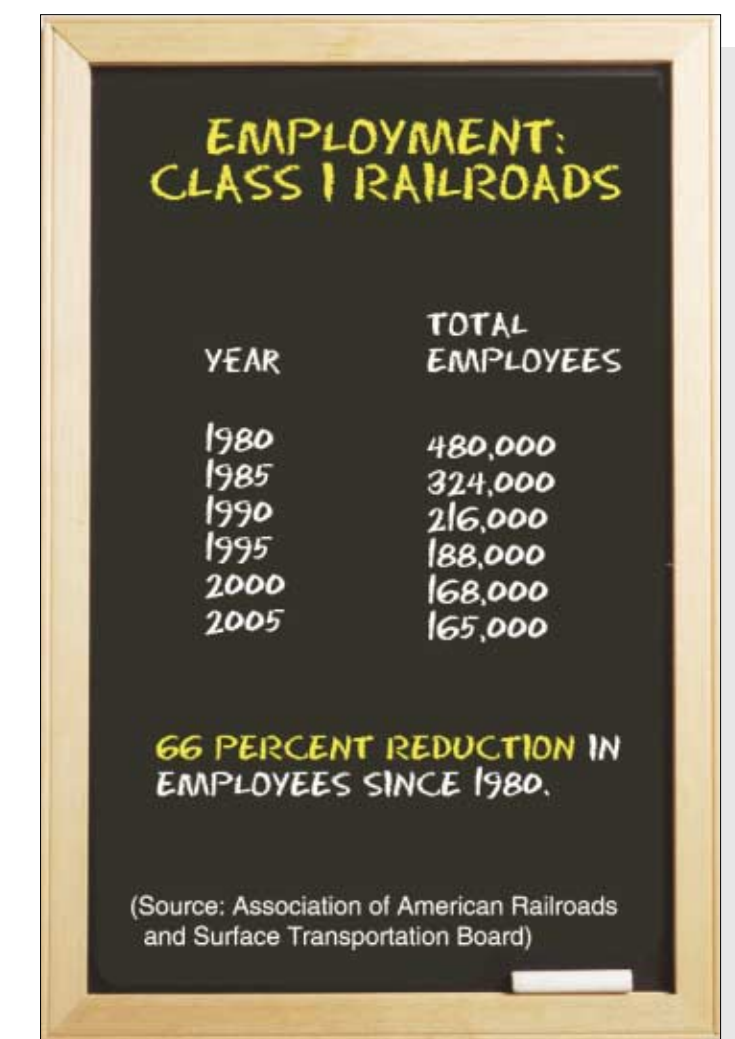
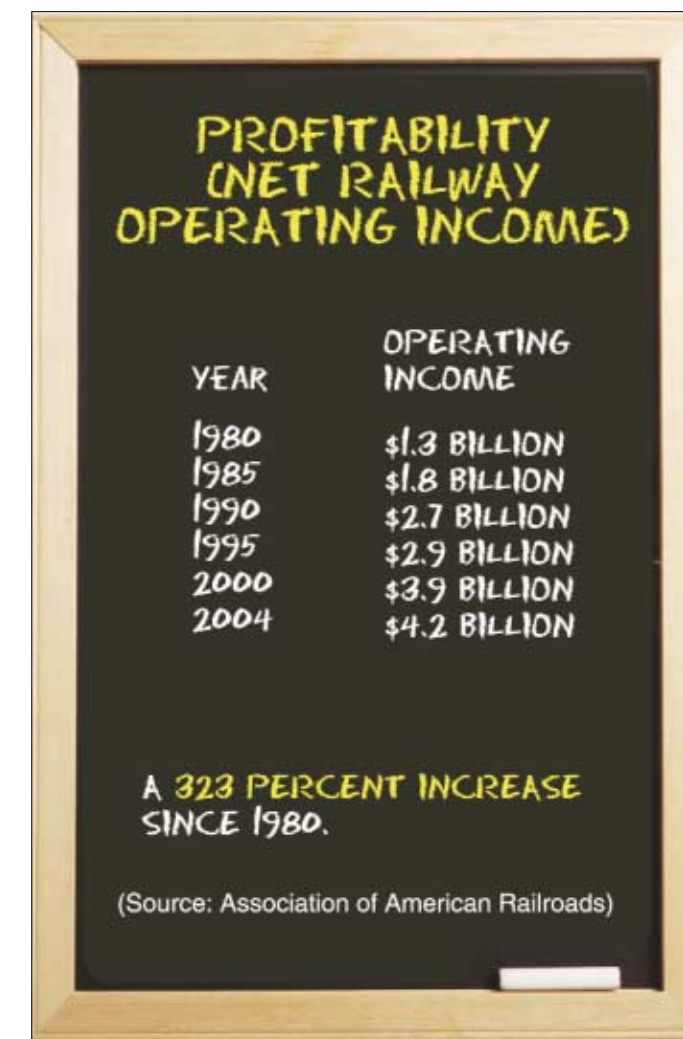
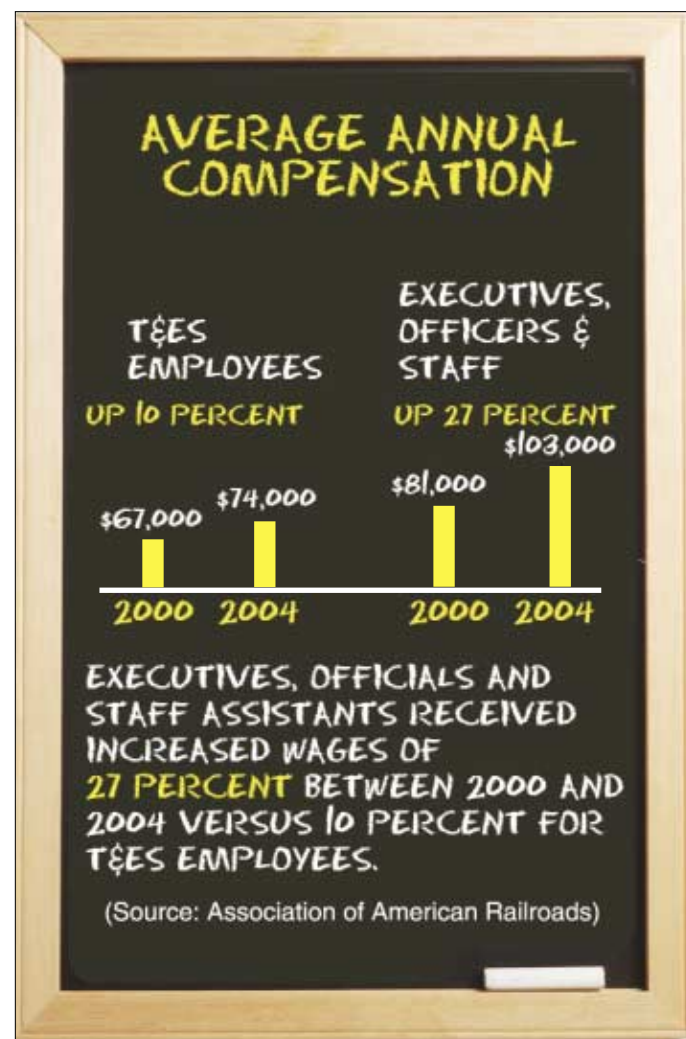
Web-video conferencing can be a useful tool to resolve some issues, but it is not one-size-fits-all. Some disputes need to be argued face to face across the table, and the government should provide adequate funding as required by the RLA. Nonetheless, the UTU is anxious to work with the NMB and the carriers to improve the effectiveness and value of web-video conferencing and ensure proper training. There is no question that when all sides work productively, the result is something of benefit for each.

As the NMB moves toward use of web-video conferencing, the UTU and carriers should work collectively on what cases will be handled via web-video conferencing.



The new railroad math just doesn't add up!

With railroads reporting record profits, their productivity soaring, stock prices escalating and executive compensation through the roof, the numbers point to the only possible logical conclusion: You're paid too much! How to feed the railroads' insatiable hunger for YOUR piece of the pie? Labor concessions! See if you agree with the carriers – **DO THE MATH!** We think you'll reach a different conclusion.



UTU for Life

Retired conductor does chores at 102

Back in the 1920s, Wesley G. Elmore set off toward Alaska with thoughts of seeing the country, mining for gold and maybe working for the Alaska Railroad. By the time he made it to Anchorage, he had married, raised two children, finished a 42-year railroading career and spent 23 years in retirement.

"I ran out of money by the time I'd gotten to the West Coast, so I had to postpone my trip to Alaska," said Brother Elmore, who marked his 102nd birthday on March 2.

Elmore, a member of Local 240 in Los Angeles, instead went to work on the Southern Pacific Railroad, where he was employed as a passenger conductor when he retired in March 1969 at age 65.

Brother Elmore's odyssey began in Mountain Home, Ark., where he was born in 1904. "I got my first rail job as a news butch (newspaper boy on trains) on the St. Louis & San Francisco," Elmore said. "A few years later, I got a job as a brakeman on the old Rock Island and joined the Brotherhood of Railroad Trainmen.

"Shortly afterward, mindful of the old saying, 'Go west, young man,' I headed to Alaska. But I didn't get there until 1992, when I visited for a week with a grandson who lives there."

Today, Elmore lives with a son in Las Cruces, N.M., where he avoids the rocking chair by tackling chores. "I cut a few weeds on my son's farm, chop firewood and make my meals," he said. "With the modern equipment we have today, none of it's too bad."

His advice for other retirees tackling chores? "When you get tired, quit! Sit down!"

Elmore has always been impressed by the union. "A lot of the practices and equipment, especially the safety equipment, changed for the better because of the union," he said.

A regular *UTU News* reader, Elmore believes the union is on the right track. "I don't see how they can do anything with a one-man crew if there was any trouble on the road."

Glad to be retired, Brother Elmore still sees some friends from his days on the rails, "and once in a while, I miss railroading," he said. "It gets back on my memory – but it's a lot easier not to be working on the railroad!"



Elmore

Program benefits boosted; travel opportunities await

There's more good news for members of the *UTU for Life* program, the program that offers benefits to retired UTU members and their spouses.

First, Red Roof Inns has increased the discount given to members of the program. Second, the UTU is now collecting the e-mail addresses of *UTU for Life* members so it can contact them more efficiently about changes in program benefits and to relay other important news. And third, a great travel opportunity awaits program members who take part in the Rocky Mountain tour planned for the end of June.

UTU for Life members are now eligible to receive 15-percent discounts when they stay at participating Red Roof Inns nationwide.

To receive the discount, please use this ID number when making reservations: **CP530011**. You also can present this UTU ID number at the time of check-in.

Members can make reservations by calling 800-REDROOF (800-733-7663), by accessing the Red Roof Inn Web site (www.redroof.com), by calling the inn directly.

Members with questions about the Red Roof Inns discount should call (440) 845-9599.

UTU for Life members who wish to receive the latest news on program benefits, chapter

meetings, union updates and other information are encouraged to log onto the UTU Web site (www.utu.org), then click on the "*UTU for Life*" link, and register their e-mail address. Members should include their name, local number, home address and e-mail address. The e-mail address will be kept confidential; it will not be sold, traded or given to anyone else.

Also, time is running out for *UTU for Life* members who are considering joining their fellow members in a once-in-a-lifetime tour of the West.

The nine-day tour begins in Denver and includes visits to Colorado Springs, Vail, Estes Park, the Colorado Railroad Museum, the Royal Gorge Bridge and Park, the Mesa Verde National Park, Arches National Park, the Rocky Mountain National Park as well as rides aboard the Pike's Peak Cog Railway, the Royal Gorge Route Railroad, the Cumbres & Toltec Scenic Railroad and the Durango & Silverton Narrow Gauge Railroad.

The tour departs Denver on June 25 (although other dates are available).

For more information about this unique travel opportunity, log onto the UTU Web site (www.utu.org) or call *Gone With The Wind Travel* at (216) 221-2121 or (800) 886-4989.



RRB deems credit for some military service

Under certain conditions, military service may be credited as rail service under the Railroad Retirement Act, according to the Railroad Retirement Board (RRB).

The intent behind the crediting of military service is to prevent career railroad employees from losing retirement credits while performing active duty military service during a war or national emergency period.

Only active duty military service is creditable under the Railroad Retirement Act. A person is considered to have been on active duty while commissioned or enrolled in the active service of the Armed Forces of the United States (including the U.S. Coast Guard); or while ordered to federal active duty from any reserve component of the uniformed Armed Forces.

Under certain circumstances, railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and Dec. 15, 1950, when there was no declared national state of emergency, can be given Railroad Retirement credit for their military service.

Railroad employees are encouraged to file proofs of their military service well in advance of retirement.

For more information, contact the nearest RRB office. Most are open to the public from 9 a.m. to 3:30 p.m., Monday through Friday, except on federal holidays. To find the address and phone number of the office nearest you, call the automated toll-free RRB Help Line at 1-800-808-0772 or consult the board's Web site at www.rrb.gov.

THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
1	Heinold, Walter A.	Thomson, Ga.	626	Lebsack, Artie	McCook, Neb.	1221	Harden Sr., Joseph L.	Tampa, Fla.
2	Cox, Wayne O.	New Carlisle, Ind.	645	Grudzinski, Alexander A.	Dade City, Fla.	1373	Gorsuch, Thomas S.	Baltimore, Md.
94	Lamar, Eugene E.	Alma, Kan.	646	Wiese, Vernus E.	Sun City, Ariz.	1374	Livingston, Harold W.	Dunbar, Pa.
138	Renfer, C.N.	Cygnnet, Ohio	662	Hood, William H.	Newport News, Va.	1375	Jakubowski, Stanley F.	West Chester, Pa.
211	Wenck, Gerald F.	Otego, N.Y.	762	Brasher, Clyde E.	Millbrook, Ala.	1524	Blackburn Jr., Quill G.	Kingwood, Texas
212	Watrous, Harold	Albany, N.Y.	792	Schroeder, G.E.	Brewster, Ohio	1524	Shugart, James P.	Warahachie, Texas
225	Sanders, Robert W.	Norwalk, Ohio	934	Sundberg Sr., Richard D.	Alliance, Neb.	1532	Johnston, Andrew N.	Kansas City, Kan.
240	Tucker, Phillip G.	Austin, Texas	980	Kost, Anton J.	Harvey, N.D.	1548	Smith, John C.	Terre Haute, Ind.
378	Smith, Dale P.	Geneva, Ohio	997	Hoch, Vincent	Harrisburg, Pa.	1626	Litzenberger, Clair E.	Mesa, Ariz.
469	Sagraves, Larry L.	Terre Haute, Ind.	1081	Steyaert, James B.	Phoenix, Ariz.	1722	Ronck Jr., Arthur A.	Lancaster, Pa.
486	Berdahl, B.O.	Forsyth, Mt.	1175	Winklesky, Ward W.	Duluth, Minn.	1732	Alquist, Alfred E.	Santa Clara, Calif.
498	Landis, Harold A.	Walnutport, Pa.	1177	Youngquist, Garfield	Wahpeton, N.D.	1917	O'Connor, Raymond J.	Kettering, Ohio
610	Schmitt, George A.	Orlando, Fla.				1949	Wallinger, Robert	Saddle Brook, N.J.
						1963	Shultz, William	Germantown, Ohio

Tragedy Strikes!

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Telephone number with area code	UTUI local number		

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05/06



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 four months

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			Wheeler, Graydon L.	257	Morrill, Neb.	Stiner, James M.	490	Princeton, Ind.	Chavez, Vincent P.	1168	Clovis, N.M.
Papa, John T.	1388	St. Louis, Mo.	Holland, Josiah A.	303	Springfield, Mo.	Stuckey, Alan H.	490	Princeton, Ind.	Devlin, Randal J.	1168	Clovis, N.M.
O'Neal, G. Michael	1532	Kansas City, Kan.	*Ewy, Harold L.	477	Newton, Kan.	*Wright, Billy G.	490	Princeton, Ind.	Englant, Mark N.	1168	Clovis, N.M.
Letbetter, Tom R.	1886	Houston, Tex.	Dowty, Matthew D.	1016	Enid, Okla.	Hatchell, Blaine E.	508	Smithville, Tex.	Poe, Richard	1168	Clovis, N.M.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Vincent, Jared T.	1458	DeQuincy, La.	Jackson, Dean R.	508	Smithville, Tex.	Larson, Clyde P.	1292	Proctor, Minn.
Linroth, Ralph W.	195	Galesburg, Ill.	*Boudreaux, Tyrone G.	1836	New Orleans, La.	McIntosh, Shad S.	508	Smithville, Tex.	*Chesser, Al H.	1313	Amarillo, Tex.
Lindsey, Craig I.	807	Tucson, Ariz.	GOLD CLUB (\$100 OR MORE PER YEAR)			Rodela Jr., Timothy J.	508	Smithville, Tex.	*Merritt, Earl M.	1313	Amarillo, Tex.
Zurek, Thomas J.	1534	Chicago, Ill.	*Lavender, Gordon L.	17	Marshalltown, Iowa	Vanlandingham, Jeffrey H.	511	Atlanta, Ga.	Covert, James J.	1328	Louisville, Ky.
Grogan, David M.	1687	Belen, N.M.	Poole III, York D.	48	Norfolk, Va.	*Gonzales, Vincent	544	Havre, Mont.	Milliner, Mary Taylor	1328	Louisville, Ky.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Williams, Gilbert E.	60	Newark, N.J.	Svedberg, Michael R.	556	Tacoma, Wash.	Kaiser, William R.	1397	Columbus, Ohio
Green, Jeffery L.	311	La Crosse, Wis.	*Brown, Joseph E.	94	Kansas City, Kan.	Chenault, Graham L.	564	Cleburne, Tex.	Esposito, Thomas M.	1413	Jersey City, N.J.
Hartfield, Andrew G.	771	Needles, Calif.	Bengson, Randall K.	113	Winslow, Ariz.	Murray, Todd M.	565	Centralia, Ill.	Farley, Steven M.	1445	Elizabeth, N.J.
Bennett, Joseph B.	1458	DeQuincy, La.	Cooper, Christopher C.	113	Winslow, Ariz.	Fuery, Kelly D.	577	Northlake, Ill.	Kowsaluk, Victor	1445	Elizabeth, N.J.
Brown, Warren T.	1458	DeQuincy, La.	Hasse, Elmer H.	113	Winslow, Ariz.	Gramkowski, Richard A.	577	Northlake, Ill.	Hardwick Sr., Dave R.	1458	DeQuincy, La.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Westover, Timothy C.	113	Winslow, Ariz.	Smith, Corey D.	577	Northlake, Ill.	*Isbell, Osey E.	1458	DeQuincy, La.
*Kitts, Huston W.	48	Norfolk, Va.	Isek, John A.	194	Elkhart, Ind.	*Stanfield, Gehrett E.	586	Willard, Ohio	*Lear, Bruce R.	1477	Dearborn, Mich.
Martinez, Gilbert R.	113	Winslow, Ariz.	Brening Jr., Randy A.	200	North Platte, Neb.	*Henton, Garnet E.	626	McCook, Neb.	Figueroa, Patricia	1494	Chicago, Ill.
Gerleve, Donald A.	202	Denver, Colo.	Jones, Kent E.	200	North Platte, Neb.	*Beavers, Donald R.	656	N. Little Rock, Ark.	*Wisniewski, Eugene E.	1494	Chicago, Ill.
Kemper, Cullen J.	202	Denver, Colo.	King, Stephen J.	202	Denver, Colo.	Johnson, Dale	744	Frankfort, Ind.	Cisneros, Hugo M.	1501	Baton Rouge, La.
Renner, Patrick G.	202	Denver, Colo.	*Daniels, Walter A.	212	Albany, N.Y.	Richardson, Arba A.	744	Frankfort, Ind.	Dawson, Paul A.	1501	Baton Rouge, La.
Bachelder, Robert M.	257	Morrill, Neb.	Munsterman, Gregory R.	226	Moberly, Mo.	Cheeley, James M.	762	Montgomery, Ala.	Huber Sr., Bradley J.	1501	Baton Rouge, La.
Backer, Richard J.	257	Morrill, Neb.	Wohlgenoth, Gerald M.	226	Moberly, Mo.	Jackson, Mark A.	762	Montgomery, Ala.	Bluett, Jason M.	1532	Kansas City, Kan.
Eddy, Robyn J.	257	Morrill, Neb.	Burton, Patrick J.	234	Bloomington, Ill.	Royals, Timothy A.	762	Montgomery, Ala.	Cardine, Lorenzo C.	1534	Chicago, Ill.
Hays, Joseph R.	257	Morrill, Neb.	Hind, Maurice W.	257	Morrill, Neb.	Trevino, Tony Q.	762	Montgomery, Ala.	Ciemny, Joseph P.	1534	Chicago, Ill.
Lackey, Joshua A.	257	Morrill, Neb.	Martin, David M.	257	Morrill, Neb.	Dunham Jr., Lee Russell	773	Galveston, Tex.	Powers, James T.	1548	Indianapolis, Ind.
Silverman, Matthew B.	257	Morrill, Neb.	Smith, Calvin L.	257	Morrill, Neb.	*Patsouras, Peter	792	Cleveland, Ohio	Rustan, Craig R.	1554	Ogden, Utah
Sprunger, David L.	257	Morrill, Neb.	Surratt, Ronald D.	257	Morrill, Neb.	Jones Jr., Harold J.	838	Philadelphia, Pa.	Beck, William J.	1574	Portland, Ore.
Gioe Jr., Joseph M.	303	Springfield, Mo.	*Guelzow, Harry	265	Pocatello, Idaho	*Flanagan, Noah H.	847	Birmingham, Ala.	Lawrence, Edward R.	1574	Portland, Ore.
Melton, Jamie D.	303	Springfield, Mo.	Jarrett, Nathan A.	281	Milwaukee, Wis.	Jones, Ray A.	857	San Antonio, Tex.	Reid, Thomas G.	1574	Portland, Ore.
Spade, Thomas E.	313	Grand Rapids, Mich.	*Bartels, Terry D.	281	Milwaukee, Wis.	Jarrett, Nathan A.	867	Des Moines, Iowa	Beasley, Jerome C.	1597	Chicago, Ill.
Trinkle, Roger L.	432	Champaign, Ill.	Latham, Timmy D.	303	Springfield, Mo.	Martinson, Roger E.	867	Des Moines, Iowa	Blount, Donnie J.	1597	Chicago, Ill.
Wyrostek, Tony P.	469	Madison, Ill.	*Williams, Larry E.	311	La Crosse, Wis.	Ostrander, Mark L.	867	Des Moines, Iowa	Crnogorac, James J.	1597	Chicago, Ill.
Strange, Adam E.	490	Princeton, Ind.	Dolph, Jarrod L.	312	Madison, Wis.	*Cote, Kenneth	891	Whitefish, Mont.	Holic, Robert M.	1597	Chicago, Ill.
Harris, Gary L.	626	McCook, Neb.	Przybylski, Bruce A.	312	Madison, Wis.	*Lockwood, Charles F.	891	Whitefish, Mont.	Martin Jr., Truman R.	1597	Chicago, Ill.
Wiemers, Kim A.	626	McCook, Neb.	*Umfrey, Bruce	352	W. Springfield, Mass.	*Correia Jr., Earl P.	898	Boston, Mass.	Newton, Edward A.	1597	Chicago, Ill.
Chappell, Lawrence E.	1291	Birmingham, Ala.	Kresl, Kevin P.	367	Omaha, Neb.	Claus, Bradley A.	904	Evansville, Ind.	Rosas, Pasquel	1597	Chicago, Ill.
Marx, Jeffrey J.	1393	East Buffalo, N.Y.	*Gordon, Leonard L.	412	Kansas City, Kan.	Dellinger, Jeffery B.	904	Evansville, Ind.	Sharpley, Timothy W.	1597	Chicago, Ill.
Ritter, Frank J.	1534	Chicago, Ill.	Carrifee, Blane	439	Tyler, Tex.	Dunkel, Peter B.	904	Evansville, Ind.	Sproch, Randy L.	1597	Chicago, Ill.
Simmons, James L.	1687	Belen, N.M.	Horton, Jeffrey S.	445	Niota, Ill.	Easley, Michael C.	904	Evansville, Ind.	Wiley, Darrell	1597	Chicago, Ill.
Fezler, Christopher M.	1895	Chicago, Ill.	McCulloch, Rory E.	445	Niota, Ill.	Pryor, Jaime D.	904	Evansville, Ind.	*Higbie, Lee C.	1626	Anchorage, Alaska
Orr, Kenneth	1895	Chicago, Ill.	Powell Jr., John R.	445	Niota, Ill.	Winstead, Damon N.	904	Evansville, Ind.	Wader, Don D.	1687	Belen, N.M.
DIAMOND CLUB (\$300 OR MORE PER YEAR)			Hendon, Jon	465	Gillette, Wyo.	*Colgan, William R.	911	Minneapolis, Minn.	*Drexel, William R.	1813	W. Colton, Calif.
Ritter III, Glenn D.	5	Kansas City, Mo.	Burns, Tobiah A.	471	Eugene, Ore.	*Sturgill Jr., Harold D.	924	Richmond, Va.	Laughter, Jesse R.	1857	Green River, Wyo.
Anderson, Del R.	195	Galesburg, Ill.	Dickerson, Jacob A.	471	Eugene, Ore.	Gabelhouse, Roger N.	934	Alliance, Neb.	Terrill, Timothy J.	1857	Green River, Wyo.
Cervantez, Steven	195	Galesburg, Ill.	Gallegos Jr., Ramon	471	Eugene, Ore.	Henderson, Kelly	1059	Minot, N.D.	Martens, William L.	1883	Riverdale, Ill.
Mott, Steven C.	195	Galesburg, Ill.	Beard, Richard L.	490	Princeton, Ind.	Hubrig, Travis R.	1059	Minot, N.D.	Short, Stacy	1895	Chicago, Ill.
Rutt, Kirk V.	257	Morrill, Neb.	Bennett, Michael A.	490	Princeton, Ind.	Hystad, Harry	1059	Minot, N.D.	Belden, Charlie	Aux. 960	Shenandoah, Va.
Werner, Shane	257	Morrill, Neb.	*Bishop, James	490	Princeton, Ind.	Parisien, Christopher L.	1059	Minot, N.D.			
			*Head, Kenneth L.	490	Princeton, Ind.	Perman, Troy K.	1059	Minot, N.D.			
			Lashbrook, Paul T.	490	Princeton, Ind.	Pfau, Terry C.	1059	Minot, N.D.			
			McGennis, Perry L.	490	Princeton, Ind.	*Marcum, Ronald B.	1062	Huntington, W. Va.			
						*Miller, Harry E.	1074	Freeport, Pa.			

* = Retired member

Lawmaker

Continued from page 1

But we cannot and we will not risk the safety and security of this nation to pad their corporate profits.”

Durbin understands railroads like few others in Congress. He worked as a yard clerk early in his career; and his mother retired as a railroad clerk and received Railroad Retirement benefits.

To blunt the railroads’ effort to reduce crew

size, Durbin said, “We need to organize, we need to mobilize. We need to get everyone we know to vote in these elections to restore balance in Washington. It’s the only way we are going to stop this assault on working people.”

Durbin warned that if anti-labor conservatives continue to control Congress after the November congressional elections, Congress is likely to “rubber-stamp” anti-labor recommendations of a carrier-friendly Presidential Emergency Board appointed by the Bush White House. But if labor-friendly Democrats are in control in 2007, Durbin said, “the railroads will sit down and negotiate with you because they’re

going to know the days of turning the clock back on workers is over.”

This is why, Durbin said, it is so essential for rail workers and their families to register to vote and cast votes in November for labor-friendly candidates. Rail workers must do more, he said. They must also encourage neighbors and friends to register to vote and cast ballots in November for labor-friendly candidates.

Quoting Abraham Lincoln, Durbin said, “If a man tells you he loves America yet hates labor, he is a liar. If a man tells you he trusts America yet fears labor, he is a fool. There is no America without labor.”

Robber barons

Continued from page 1

crew-consist protection, they promise no furloughs and earnings protection for six years.

“They also want you to exercise system-wide seniority that could force you halfway across the country. Hasta la vista family and friends.

“That’s what Three-Card Monte is all about. You lose. The public loses. The dealer wins.

“And if you don’t play their Three-Card Monte game, they boldly threaten to reduce wages by 20 percent even though they can’t retain enough employees at the current wage scale.

“Just who are the Three-Card Monte dealers? BNSF, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific. Collectively they are the new robber barons.

“Indeed, these are not cash-strapped airlines or American auto companies struggling to stay afloat.

“Railroads are recording record profits. Their CEOs – the modern robber barons – are receiving obscene pay and benefits. According to the carriers’ filings with the U.S. Securities and Exchange Commission:

“•UP Chairman Dick Davidson was paid \$1.4 million in 2005, plus a bonus of \$2.4 million, and he holds UP stock worth \$22 million. UP stock is trading in the \$95 range, up by some \$50 per share over five years. UP profits increased by 70 percent in 2005.

“•BNSF Chairman Matt Rose was paid \$1.1 million in 2005, plus a bonus of \$2.5 million, and he holds BNSF stock worth \$26 million. BNSF stock is trading in the \$85 range, up by some \$50 per share over five years. BNSF profits increased by 94 percent in 2005.

“•CSX CEO Michael Ward was paid \$948,000 in 2005, plus a bonus of \$1.8 million, and he holds CSX stock worth \$8 million. CSX stock is trading over \$60, up almost \$30 per share over five years. CSX profits increased by 238 percent in 2005.

“•NS Chairman David Goode was paid \$1

million in 2005, plus a bonus of \$2 million, and he holds NS stock worth \$12 million.

“His successor, Wick Moorman, was paid \$650,000 in 2005, plus a \$975,000 bonus, and he holds NS stock worth \$3.3 million. NS stock is trading in the \$55 dollar range, up almost \$40 per share over five years. NS profits increased by 39 percent in 2005.

“Yet when it comes to serving their customers, railroads are the gang that can’t shoot straight.

“UPS, one of the rail industry’s largest cus-

(compared with \$1.4 million to UP’s Davidson), plus a bonus of \$229,000 (compared with \$2.4 million to Davidson), and holds UPS stock worth \$3.5 million (compared with \$22 million for Davidson).

“UPS’ \$43 billion in annual revenue is more than three times that of UP; its employment of 407,000 is more than twice the combined employment of BNSF, CSX, KCS, NS and the UP.

“Rail service quality has tumbled because the carriers have insufficient employees to

Railroads are lining the pockets of bosses not by serving customers better but by exploiting their workers and customers

tomers, is shifting its time-sensitive trailers and containers off the railroads and back to the highways because of ‘the railroads’ inability to keep up with the parcel giant’s push to guarantee faster transit times.’

“‘Train speeds for BNSF, NS and UP have declined significantly over the past year,’ *Traffic World* said.

“The fact is that railroads are lining the pockets of stockholders and executives NOT by serving customers better, but by exploiting their shippers in places they have monopolies, such as the Powder River Basin.

“At Southwest Airlines, one of the most efficient commercial airlines, Chairman Gary Kelly is paid a fraction of railroad CEOs. In 2005, Kelly was paid \$411,000 (compared with \$1.1 million to BNSF’s Rose), plus a bonus of \$300,000 (compared with \$2.5 million to Rose), and holds Southwest stock worth less than \$2 million (compared with \$26 million for Rose).

“At UPS, considered the most efficient transportation company in America, Chairman Michael Eskew in 2005 was paid \$979,000

crew their trains. They are not hiring sufficient new employees, and those who are hired are rushed through training, creating a new safety hazard.

“Rather than hire and properly train new employees, railroads want to roll the dice on safety by going to one-person crews. There has been no federal study into the safety or national security problems associated with one-person crews.

“Certainly there is no financial reason to reduce train-crew size. Railroads are literally swimming in profits and paying their executives far more than are received by executives with other unionized transportation companies whose revenue, employment and customer service is far superior.

“Greed is driving railroads during this round of labor talks. The robber barons have returned. The United Transportation Union will not permit them to run a Three-Card Monte game on train and engine service employees or the public.

“Each of us must remain united in opposition to playing the carriers’ game,” Thompson said.

Members protest

Continued from page 1

deal, said Steven Sanders, chairperson of Local 556 in Tacoma.

“Half of our employment roster in Tacoma showed up at the protest,” Sanders said. “Also, members from Local 324 in Seattle came by to show support.”

The UTU also represents workers on Tacoma Rail, Sanders said, but the effect of having that carrier take over work now done by BNSF workers would be disastrous to the members of the local he represents.

“If there’s a deal, we lose our jobs, fewer people will be employed and personally my local will be decimated,” Sanders said.

“If they (BNSF) go ahead with this, our BNSF local will cease to exist in Tacoma,” he said. “We are going to lose jobs, and a lot of them.”

“We were lied to by management on the BNSF,” Sanders said. “They denied negotiations were taking place. I know they aren’t saints but I didn’t expect bald-faced lies.

“What we want is for our city government to step away from BNSF and not eliminate good union jobs,” Sanders said.

“We want to make the BNSF more efficient,

and will talk to anybody who will listen. But this is not the way to do it,” Sanders said.

Tacoma Rail General Chairperson John Pace, who represents about 50 UTU members, and who might see his membership grow slightly if the BNSF deal goes ahead, says he has sympathy for his brothers in the local.

“I completely understand where Brother Sanders is coming from,” he said. “I will help him any way I can.

“The unfortunate thing is this is pitting us against one another. We are in the same local; we share a meeting. I have a great deal of sympathy for them, but I don’t have a dog in this fight,” Pace said.

Attend your local UTU/UTUIA regional meeting!

The 2006 UTU/UTUIA regional meetings have been designed to provide education and fun for the whole family.

All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary.

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 \$200.

The pre-registration fee for the 2006 regional meetings is \$150 per member, spouse or child over age 11. Additional fees apply for the golf outings. You must make your own room reservations.

The \$150 registration fee covers the welcoming reception the night before the meeting, two lunches, one evening meal, a breakfast buffet and all workshop materials. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations will be offered this year.

Reno, Nevada, June 19-21, 2006

Reno Hilton, 2500 E. Second St., Reno, NV 89595
<http://www.caesars.com/Hilton/Reno/Hotel>

Hilton hotel reservations: (800) 648-5080 toll free or (775) 789-2000 direct to the hotel. **Reservation code:** UTU regional meeting, code UTUAC06. **Room rate:** \$92.00 single/double, plus tax; rates good for three days before and after the meeting. **Reservation deadline:** May 29, 2006, or as soon as all rooms being held for the UTU are reserved. **Parking:** Free. **Golf outing:** The golf outing will be held at 8 a.m. on Sunday, June 18, at the Rosewood Lakes Golf Course, 6800 Pembroke Dr., Reno; phone (775) 857-2892. The cost is \$80 per golfer, which includes transportation, golf, lunch and much more.

Asheville, N.C., Aug. 22-24, 2006

Grove Park Inn Resort & Spa 290 Macon Ave., Asheville, NC 28804
<http://www.groveparkinn.com>

Hotel reservations: (800) 438-5800 toll free or (828) 252-2711 direct to the hotel. **Reservation code:** UTU regional meeting, code 67Y8RJ. **Room rate:** \$120 single/double, \$40 each for third and fourth persons. Room rates are good three days before and after the meeting. **Reservation deadline:** July 22, 2006. **Parking:** Free. **Golf outing:** The UTU Regional Meeting golf outing will be held Monday, Aug. 21, at the The Golf Course at The Grove Park Inn. The cost is \$80 per golfer, which includes golf, lunch and much more.

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. Please note that these meetings last 2 1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration will be \$200 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 with payment must be received 30 days prior to the start of the meeting.

Which regional meeting will you be attending? ☐ Reno ☐ Asheville

Arrival date: _____ Departure date: _____

Transportation type: ☐ Automobile ☐ Air ☐ Other

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Spouse Registration ☐ Reno ☐ Asheville

Spouse name _____ Title (if any) _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Child Registration ☐ Reno ☐ Asheville

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Guest Registration ☐ Reno ☐ Asheville

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Meals: Day 1 ☐ Lunch ☐ No meal
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Buffet breakfast ☐ No meal

Golf Registration ☐ Reno ☐ Asheville

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 ☐ VISA ☐ MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$150 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.

UTU arranges discount airfares, car rentals
Continental and Frontier airlines are offering discounted airfares to the regional meeting cities. Avis Rent a Car is offering discounted rates to those attending either regional meeting. Go to the "Meetings" page of www.utu.org for details.



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 **Leo Persick** of Local 331 in Temple, Texas. It shows a UP train on the Beaumont Subdivision in Louisiana heading off into the sunset.



www.utu.org / www.utuia.org

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FRA sends report to Congress on remote control safety

The Federal Railroad Administration has sent to Congress its "Final Report on the Safety of Remote Control Locomotive (RCL) Operations," according to railwayage.com, the Web site of *Railway Age* magazine.

Dated in March, the report was made public late last month.

A key finding of the 90-page report is summed up in FRA Administrator Joseph H. Boardman's letter of transmittal to the Senate Commerce Committee, which requested the study:

"Regarding the current use of RCL technology in classification yards, FRA believes these operations can be conducted safely, provided the employees are properly trained for the duties they are expected to perform and provided railroads maintain proper oversight during these operations.

"FRA strongly believes that remote control technology should not be expanded beyond yard switching operations, with limited exceptions that involve short distances, limited tonnage and grades."

FRA also said it found "no reduction in safety associated with RCL in the contexts of highway/rail grade crossing safety or the transportation of hazardous materials."

The report is based on data from December 2003 through December 2004 (a period beginning where an interim report ended).

"The study shows that, when comparing all railroads,

RCL operations result in more train accidents than conventional operations," according to Boardman.

"This result, which is different than our preliminary finding, appears to be based on two factors," Boardman said.

"First, because the larger data sample taken for the final report provided a more complete picture of comparisons and contrasts, FRA has introduced enhanced programming methodology to eliminate accidents involving through and local freight that derailed while entering or leaving a yard or industry track and are not due to RCL operations.

"Injuries to crew members of through and local freight trains that occurred in yard or on industry tracks were also excluded," Boardman said.

"Second, a closer look at the data indicate that approximately 85 percent of the yard switching miles were generated by only three (BNSF, CSX, and UP) of the 38 railroads evaluated," Boardman said. "A comparison of accident rates for these three railroads indicates a rate of 24.09 for RCL operations and 24.52 for conventional operations.

"FRA believes that the accident and injury data developed from this enhanced methodology results in a better representation of the relative safety of the two modes of switching operations," Boardman said.

To view the full 90-page document, go to www.fra.dot.gov/downloads.



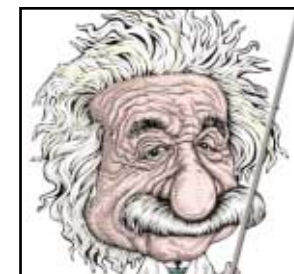
Inside this issue of the UTU News:



CSXT conductor Byrl McCoy earns Bronze Star Medal. See page 2.



Rising-star Obama grateful to UTU for support. See page 5.



Hey, Einstein, something here doesn't add up. See pages 6 and 7.



102-year-old retired conductor misses railroading. See Page 8.