



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"I am extremely pleased that an agreement has been reached that will permit BLE members to express themselves on this most crucial decision of whether to merge the operating crafts, which will preserve historical craft autonomy." – *UTU International President Byron A. Boyd, Jr.*

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NEGOTIATIONS
AND RAIL RETIREMENT,
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News & Notes

Photo contest to begin

CLEVELAND, Ohio – UTU members, we need your photographs!

Starting in December, the UTU Public Relations Department will be awarding UTU gear to the member who submits the best photograph during the previous month. Each month's winning photo will be published in the *UTU News*. Exceptional photographs will be included on the new UTU website, which will make its debut in late November.

We 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 any 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.

Meeting date changed

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

The UTU quadrennial convention dates also remain unchanged: Monday, August 18, to Friday, August 22, 2003, at the Fontainebleau Hilton in Miami Beach, Fla.

Merger of UTU, BLE moves forward again

CLEVELAND, Ohio – The Brotherhood of Locomotive Engineers (BLE) will conduct a second referendum vote on whether to merge with the United Transportation Union.

In a letter to his membership, BLE International President Don M. Hahs said the new ballots would be mailed to every active BLE member in the United States and Canada, with ballots to be mailed on Nov. 7, 2001, and counted Dec. 10, 2001.

A prior UTU-BLE merger vote was halted Sept. 17, 2001, by U.S. District Court Judge Ann Aldrich after several BLE dissident officers alleged in a lawsuit that the manner in which the BLE was conducting its balloting violated the BLE constitution.

Judge Aldrich ordered that all ballots cast by members of the BLE be impounded. She also ordered that the American Arbitration Association (AAA) "refrain from making the results of any ongoing or final tally of the votes known to any of the parties or to any third party and to preserve the cast ballots under seal pending the resolution of this lawsuit." AAA was the neutral party responsible for

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BLE members elect Don Hahs

CLEVELAND, Ohio – Brotherhood of Locomotive Engineers' delegates have selected Don M. Hahs International president.



Hahs is from Kingwood, Texas, and has been a BLE member since 1975. He was elected vice president in 1996 and spent 16 years as general chairman of the Southern Pacific.

"I congratulate Don Hahs on his well-deserved victory and the BLE delegates on their choice," UTU International President Byron A. Boyd, Jr., said. "I look forward to continuing our long-term working relationship. President Hahs will be a great leader. I have known him since he was a general chairman. Don has worked many years in the labor movement. On behalf of the UTU, we sincerely wish Don and all the newly elected BLE officers our very best."

Members' tips boost security

CLEVELAND, Ohio – Because of suggestions offered by UTU members, the nation's transportation systems are safer and more secure today than ever before.

In the wake of the horrific terrorism of September 11, 2001, UTU members were called upon to come up with ways to make passenger trains, freight trains, commuter trains and buses safer for employees, riders and the general public.

These patriotic members responded with creative and workable suggestions on topics ranging from the installation of security doors to the use of identification cards.

For reasons of national security, the specific recommendations made by the UTU to Federal officials cannot be detailed here, but many have already been adopted and all have

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Bus operators choose UTU

SAN RAFAEL, Cal. – Seeking to counter what they felt was "inconsistent treatment by management," the school bus operators of First Student, Inc., located in San Rafael, chose the United Transportation Union as their bargaining agent in a representation election held September 5.

Approximately two-thirds of the full-time and part-time drivers voted for the UTU after rejecting an overture from the Teamsters earlier this year.

"The Teamsters came to their property earlier, but they (operators) did not wish to join. After hearing that we had a good union, they came to us and asked for assistance," said Jim Harford, UTU general chairperson for Laidlaw Transit, Inc., in San Francisco.

Harford said that the UTU has already held

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Around the UTU

News from around the U.S. and Canada

Local 104, Sault Ste. Marie, Ont.

Members working for the Sault Ste. Marie Transportation Commission's Transit Department were recognized this summer for achieving more than 500 days and 200,000 hours of work without a lost-time injury, according to General Chairperson **Blair Reid**. Statistics also showed that transit operators had collectively accumulated 604 years of safe driving in the year 2000. For their achievement, employees received water bottle coolers and were treated to a barbecue.

Local 226, Moberly, Mo.

Sweetening the deal with a free breakfast, the local hosted a pneumonia and flu-shot health clinic last month, inviting all members and their spouses, as well as the members and spouses from Moberly's BLE Division, according to Secretary and Treasurer **Rich Duley**.

Local 240, Los Angeles, Cal.

Members are mourning the death of retired former Secretary and Treasurer **Frank Alford**, 87, a 31-year Southern Pacific employee who passed away October 6, said Secretary and Treasurer **Fred G. Comeau**.

Local 257, Morrill, Neb.

Members are taking orders for a T-shirt designed by Auxiliary Lodge 257 in an effort to raise funds for the American Red Cross Disaster Relief Fund, Secretary and Treasurer **Dave Martin** said. The shirt features a U.S. flag, the phrases, "Proud to be an American," and "Together We Stand," and the Union Pacific herald. Shirts are pre-shrunk, 100% cotton Hanes Beefy-Ts, in men's sizes small, medium, large, X-large, 2X and 4X, and available in white with no pocket, or gray with or without a pocket. Quantity orders are preferred. For information or to place an order, call Martin at (308) 635-7522, send e-mail to sandiash@prairieweb.com, or visit the website at <http://utu257.homestead.com/index.html>.

Local 324, Seattle, Wash.

Members working for BNSF were set to participate in a two-day safety awareness seminar as this edition reached deadline, thanks to the support of Designated Legal Counsel **George Thornton**. According to Secretary and Treasurer **Larry Rutledge**, those attending will be instructed in how to properly document safety issues and problems.

Local 329, Boone, Iowa

The monthly meeting on September 12 was also the day of the local's annual picnic, attended by more than 250. Among those attending were General Chairperson **John Babler**, Vice General Chairperson **Mike Reedy** and State Legislative Director **Pat Hendricks**, said Secretary and Treasurer **Richard K. Duffy**, who expressed his gratitude to those representing UTU Designated Legal Counsel for their participation.

Local 369, St. Thomas, Ont.

The local's annual holiday party this year will be in the form of a murder mystery dinner and dance, to be held November 24 at the Moose Lodge in Sarnia. According to Local President **Ron Cleary**, about 40 CSX employees from various crafts are likely to be suspects.

Local 376, Louisville, Ky.

Members at the monthly meeting in September voted to donate \$500 to the American Red Cross Disaster Relief Fund, according to Secretary **Johnnie V. Estes**.



Edward Kerr of Local 1591, Baltimore, Md., waves from the cab of the engine that was named and numbered in his honor as a tribute to his years of service on the Patapsco Back Rivers Railroad.

At 81, member makes no plan for retirement

Brother **Edward Kerr** hired out as a fireman on the Patapsco Back Rivers Railroad on August 11, 1941. The 81-year-old has rarely missed a day of work since.

With no plans to retire any time soon, Brother Kerr still rides public transit back and forth each day to his job on the Bethlehem Steel railroad, which interchanges with CSXT and Norfolk Southern.

"I can't run and jump over an automobile anymore," Kerr said, describing his current state of vitality. "But I still do some push-ups. When people would ask me about my health and longevity, I would say I ate a raw onion and baked potato everyday, but I was just kidding them. I'm just lucky, I guess."

About a decade ago, when he was marking 50 years of service, the railroad named and numbered a locomotive in his honor, calling it the "Mr. Eddie Kerr Locomotive," and assigning it #904, Kerr's badge number.

At that time, Kerr claimed that "the first 100 years are the hardest – I'd love to see 60 years of service."

Having attained that goal, Kerr said he has no new goal other than to keep working on the property where, according to the company, he is the last remaining engineer-only employee.

When Brother Kerr began his career, the railroad was already replacing steam locomotives with diesels. "The company probably got its first diesels in 1937 or 1939," Kerr recalled. "I had 10 years of service before I had a regular job running as an engineer, so I didn't get much experience working around steam."

Kerr was originally a member of Lodge 938 of the Brotherhood of Locomotive Firemen & Enginemen in Baltimore, the city where he was born and reared, and in which he continues to reside. The most time he spent away from the city was the four years and 10 months from 1941 to 1946, when he served in the U.S. Coast Guard.

Local 722, Babylon, N.Y.

Members working for the Long Island Rail Road join Brother **Patrick McGovern** in mourning the loss of his brother, **Battalion Chief William McGovern**, one of the fire-fighters lost when responding to the terrorist attack on the World Trade Center on September 11. McGovern was last reported to be on the 30th floor of Tower One just before the building collapsed.

Local 773, Galveston, Tex.

Members voted to make a donation to the

Families of Freedom Scholarship Fund, which provides money for higher education to the children and the spouses of the victims of the terrorist attacks on September 11, said Local President **Don Neuweiler** and Secretary and Treasurer **Richard Turner**.

Local 977, Pasco, Wash.

The local's annual intercraft picnic was a great success, Secretary and Treasurer **Mitch Newell** said, in large part due to the efforts of **Andy Sanderson**. Newell also offered his gratitude to UTU Designated Legal Counsel, including **George A. Thornton**, **Zig I. Zakovics**, **Monte Bricker**, and the firm of **Yaeger, Jungbauer, Barczak & Vucinovich**.

Local 982, Rochester, N.Y.

Members are making a cash donation to the relief efforts in New York City and Washington, D.C., and participated in a special dinner held by Local 1374 (New Castle, Pa.) to raise more funds for the effort. Members also recently presented a specially inscribed UTU watch and brass lantern to Local Chairperson **Dave Murphy** in appreciation of his 32 years of service, Secretary **Tim Brown** said. Meanwhile, members welcomed back into the fold Metro North conductors and trainmen who wanted UTU representation.

Local 1316, Ravenna, Ky.

CSX employees working out of Hazard, Ky., along with co-workers represented by the Brotherhood of Locomotive Engineers, have contributed more than \$8,000 to the New York City relief effort, according to International Vice President **Roy Boling**.

Local 1594, Upper Darby, Pa.

About 90 school bus drivers and aides employed by Delco Bus recently ratified their first UTU contract following negotiations that began a year ago last March, said Local Chairperson and President **Ron Koran**, who cited the pivotal role played by Alternate Vice President-Bus-East **Carolyn Scarsella** in securing the pact. Also, SEPTA bus operators recently donated \$600 to the Red Cross Disaster Relief Fund, and management recognized four members with 10 or more years of safe driving at the agency's annual safety banquet in September. Honored were **George Purdie** (33 years), **Tom Bisignani** (32 years), **Kevin Baldwin** (29 years) and **Joe Sciammana** (27 years). Members were also represented in the Delaware County Unity Day parade by Koran and **Stan Bernatowicz**, who carried a UTU banner and gave coloring books to children along the route. Meanwhile, members are mourning the sudden death on September 3 of Brother **Eric Johnson**, who was hired in May.

Local 1626, Anchorage, Alaska

Members working on the Alaska Railroad are mourning the deaths of **Michael Kyle Hill** and **James Gary Beiting**. Local President **Clinton Gray** said Brother Hill, 44, succumbed to injuries suffered in an auto accident last April. Brother Beiting, 51, died of a heart attack on August 27 while in employee housing in Fairbanks. He had served as local president for 12 years, ending in 1996.

Local 1694, Barstow, Cal.

Members employed by BNSF forward their best wishes to **G.D. Williams**, who recently retired after more than 44 years, and **A.E. Curtis**, who retired after 40 years of service on the railroad, according to Secretary and Treasurer **Michele Leonard**.

State Watch

News from UTU State Legislative Boards

West Virginia

Mark Mewshaw has been elevated to the position of West Virginia state legislative director following the resignation of **John R. Pennybacker, Jr.**, on October 1.

Mewshaw was elected to the position of assistant legislative director in 1998 and had previously held the office of chairperson of the UTU's West Virginia Legislative Board.



Mewshaw

A UTU member and rail-roader for than 25 years, Mewshaw has held numerous offices in his local, UTU Local 605 at Grafton, W. Va., including secretary-treasurer, local chairperson and delegate.



Pennybacker

"Jack (Pennybacker) did an outstanding job as our state legislative director and I really appreciate the time and effort he put forth so that I could step in and take over this position," Mewshaw said. "I would also like to thank former delegate and local chairperson **Dana M. George**, who encouraged me to get involved with my union back in my early days on the railroad. He was truly an inspiration."

Mewshaw said a letter from the legislative board has gone out to all UTU locals in the state to announce that nominations for the office of assistant legislative director are now being accepted.

District of Columbia

The District of Columbia Legislative Board was the recipient of a \$5,000 gift from the UTU Canadian Legislative Board to assist in humanitarian efforts in the Washington, D.C., metropolitan area following the September 11th tragedy at the Pentagon.

"We trust that this small token will somehow help those who need assistance most. Our prayers are with our American family," wrote

Canadian Legislative Director **Tim Secord** in a letter to District of Columbia Legislative Director **Steve Fritter**.

"On behalf of the members of the District of Columbia Legislative Board, I want to thank our Canadian brothers and sisters for their thoughtful gift. The money they have so graciously provided is being donated to the Survivors' Fund of the Community Foundation for the National Capital Region to support the educational, health and general support needs of the individuals involved and their families in the metropolitan Washington region," Fritter said.

"One-hundred percent of this generous donation will go exclusively to supporting those families most affected by this tragedy in our region," Fritter added.

Arizona

Legislative Director **Scott Olson**, Assistant Director **Dave Shearer** and Chairperson **Steve Coffey** have been meeting with and calling representatives of Sen. John McCain's office, seeking the senator's assistance in moving the Railroad Retirement and Survivors' Improvement Act of 2001 to the Senate floor, Olson reported.

"Senator McCain is in support of the bill and looks forward to voting in its favor if it gets floor action this year," Olson said.

"We need to thank all of our representatives and Sen. McCain for their support, whether or not the bill gets to the Senate and is passed," said Olson, who added that Cong. J.D. Hayworth (R), Cong. Ed Pastor (D) and Cong. Bob Stump (R) supported the legislation.

Olson also noted that candidates are beginning to line up to run for Congress and state legislative seats, as well as the governor's office, and that all UTU members' assistance is needed, regardless of party affiliation.

"Without your financial help (through TPEL), many of our UTU-supported candidates will not be able to get their messages out to the people of Arizona," Olson said. "Without those candidates, we could lose Railroad Retirement, FELA, the Hours of Service Act and many other laws, as well."



Taking a break from one of the many speeches honoring 2001 Eleanor Roosevelt Democrat of the Year Jack Shaver are, from left, Alternate National Legislative Director James A. Stem; Shaver; U.S. Senate Candidate Tom Strickland; U.S. Cong. Barney Frank (D-Mass.), and Colorado State Legislative Director Rick Johnson.

Colorado

One of Colorado's great union and political leaders, former UTU State Legislative Director **Jack Shaver**, was honored as the 2001 Eleanor Roosevelt Democrat of the Year for Jefferson County at a ceremony on September 30, 2001, reported Legislative Director **Rick Johnson**.

More than 400 guests attended the event, including Cong. Barney Frank (D-Mass.), who served as the keynote speaker; Cong. Mark Udall (D-Col.) and Colorado U.S. Senate Candidate Tom Strickland (D).

"It's not often that union leaders are honored by either political party in the state of Colorado, but Brother Jack's honor was both well-deserved and long overdue," said Johnson. "The praise and admiration for what Jack has done for Colorado politics was not platitude, but, from the heart. The content of Jack's résumé of political activity is too numerous to list."

Representing the UTU were Johnson, former International President **Al Chesser**, Alternate National Legislative Director **James Stem**, Associate General Chairperson **Jay Joslin** (UP Eastern District), Associate General Chairperson **Dave Anderson** (BNSF) and 20 other UTU brothers and sisters.

Bus Department

By **Bernie McNelis**

Life must go on, but stay vigilant

Since the horrific incident of September 11, 2001, there are good reasons to stand behind our President, whether we believe in his politics or not, when it comes to dealing with the threat of terrorism to our nation and the world.

However, life must go on and we must be vigilant that our rights as unionists and/or as individuals are not diminished during these times.

We must continue to be vigilant in protecting the rights of union members and not give in to those political forces that are in command of the White House simply because the White House may be doing what is right to protect our lives and those of all our families and friends against terrorism.

Recently, Supreme Court Justice Antonin Scalia's son, Eugene, was approved by a Senate committee to be the head lawyer at the Department of Labor. We know Justice Scalia is conservative and his son is, as well.

That means neither are labor friendly. He will be charged with enforcing our labor laws; that is not encouraging.

That nomination indicates the White House still has its conservative agenda in mind and, therefore, we must continue with our agenda of protecting the rights of labor members.

Life must go on, and each of us must continue the fight against those who oppose the interests of labor.

In unity there is strength.



Yardmasters

By **Don Carver**

Patriotism alive and well in U.S.

In America, patriotism is alive and well. Democracy is being tested as never before. I am proud to be part of the UTU and its caring membership. Literally, hundreds and hundreds of our members are actively involved in supporting relief efforts following the devastating attack on our nation's capital and New York City. Working together for the common good is what unionism is really all about. Compassion, cooperation and teamwork will make America and the UTU stronger.

Numerous articles have been dedicated to the need for yardmasters to pay close attention to their insurance coverage. This applies equally to the plans funded both by our employing carriers and the yardmasters.

Recently, we have had a number of cases in which insurance benefits have been both delayed and lost as a result of failure of members to timely or properly pay premiums, make claims or insure that healthcare providers have submitted verification forms.

If you mark off sick, apply for a disability annuity or age annuity with the Railroad Retirement Board, contact your elected local representative, general chairperson or the Yardmaster Department.

We have experienced situations where unintended beneficiaries received life insurance benefits because the member did not submit a change-of-beneficiary form. "Change of Beneficiary" seems to be the very last item on the list of things to change when conditions change in our personal lives. If you need these forms, contact the insurance company or the Yardmaster Department and the forms will be forwarded.



Our nation demands a better rail system

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

The following message was delivered to railroad management and the investment community by UTU International President Byron A. Boyd, Jr., through an article in the November 2001 Railway Age magazine.

Sometimes we forget important historical facts.

Consider the 19th century robber barons, who built our transcontinental railroads. For sure, their unscrupulous business practices and abusive behavior toward employees earned them soiled reputations.

Forgotten is that some of them – E.H. Harriman, James J. Hill and J.P. Morgan – also combined long-term vision with huge personal investments to build railroad plants designed to last, compete and serve the public interest.

On that point, the robber barons are to be commended, while many of their contemporaries should feel ashamed.

More than a century ago, Harriman invested as much in modernizing the Union Pacific as the federal government then spent annually. “Harriman did nothing by halves,” wrote historian Maury Klein in celebrating Harriman’s insistence on lower grades, straightening of curves and building of a “first-rate road bed.”

In 1906, trains traveled from San Francisco to New York in under 72 hours, a feat today’s transcontinental systems have difficulty matching.

Hill spit in the face of a national recession and invested heavily at the time to extend his Great Northern to the Pacific Northwest. “Building a railroad is a public trust,” said Hill. Mark Reutter, editor of the *Journal of Railroad History*, recalls, “Hill was once asked by a true robber baron, Jay Gould, to go in with Gould on building a line through Oregon. Gould offered to issue securities at \$30,000 a mile on a road costing \$15,000 a mile. Hill replied, ‘Our desire is to build up the country and share in the prosperity that must follow. I will not join with you in a real-estate speculation, for a real-estate speculation is not a railroad.’”

Morgan, meanwhile, imposed covenants on his many railroads, requiring substantial reinvestment of profits back into the plant.

Pity that some today don’t share that same bold vision, consummate patience, and unswerving commitment to build a 21st century rail system so urgently needed by our nation.

Too many modern rail officials have been forced to become handmaidens to Wall Street speculators, whose view of the future is measured in months.

Even before the events of September 11, it was abundantly clear that America’s rail network is inadequate to the task.

Rail labor has made countless sacrifices to



Byron A. Boyd, Jr.

help improve rail productivity in an effort to team with the carriers to provide better service than trucks.

Half our workforce disappeared, work rules were liberalized and we embraced technology – all necessary if railroads were to become more competitive with trucks.

Indeed, the railroads’ own numbers show employee productivity soaring some 500% in recent years.

But, instead of using the savings to improve service and take traffic off the highway, railroads chose instead to tear up or sell off track, cede even more business to truckers and borrow heavily to buy out competitors. Labor savings went not to build a world-class 21st century rail network, but to help finance a takeover binge that failed to improve service.

Stock and real estate speculation, the forte of robber barons such as Jay Gould, supplanted long-term vision. Today’s railroads may talk the talk of the steel wheel’s efficiency, but the carriers need to walk the walk.

It is time for rail management to reorder its priorities and serve the public interest, which means increased capacity, mixed passenger/freight corridors, faster and more consistent schedules and a stronger commitment to safety.

The days of railroads opposing federal grants for fear of government-imposed conditions relating to service and safety must end, as must the railroads’ opposition to passenger service.

Yes, building a world-class 21st century rail network is going to cost lots of money. But Congress, itself now fully recognizing the role of railroads in an advanced society, is prepared to help provide tens of billions of dollars in low-interest loans and grants.

That money will not be appropriated without railroad labor’s political support.

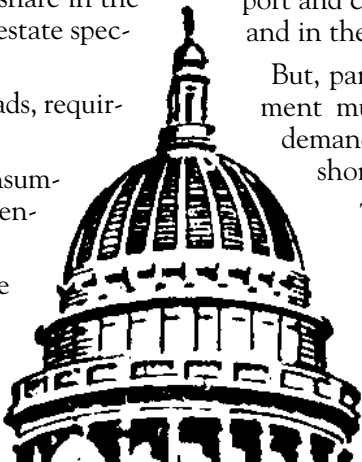
The United Transportation Union is prepared to lend the necessary support and create with carriers an unstoppable partnership on Capitol Hill and in the various state houses.

But, partnerships require commitment from both sides. Rail management must commit to doing what current and potential customers demand for the long term, and not what Wall Street demands for the short term.

There will be no compromise on that point.

It is time again to read, mark and inwardly digest what Jim Hill said more than a century ago: “When we are all dead and gone, the sun will still shine, the rain will fall and this railroad will run as usual.”

That also is the vision of rail labor and it must become the vision of current rail management, as we are both in this for the long haul.



WASHINGTON WATCH

By *James Brunkenhoefer*

Update on Railroad Retirement reform

The crisis of September 11, 2001, had a profound impact in your nation’s capital.

There is more security everywhere. Many streets are closed or otherwise restricted as to types of vehicle and pedestrian traffic.

Congress is almost fully focused on the crisis of domestic security and pursuing terrorists internationally.

As for Railroad Retirement, a promise of quick passage has faded to concern as to when it might be passed.

As you know, the House of Representatives passed Railroad Retirement on July 31 and we were pressuring the Senate to follow that lead following the August recess.

Then came September 11.

In the midst of this crisis, much important legislation, including Railroad Retirement, remains pending. There is election-law reform, the energy package, education reform, the faith-based initiative and even reform of our nation’s transportation system.

Those working on these issues are under severe mental strain. Not only are they in a city targeted for attack by terrorists, but many congressional staff members and elected lawmakers are taking daily doses of the antibiotic Cipro because of actual or presumed exposure to anthrax.

In fact, many opinion leaders and lawmakers themselves feel it would be in the nation’s best interest if Congress, after

passing only absolutely essential legislation, were to adjourn, allowing lawmakers to disperse around the nation rather than remain congregated under a single Capitol building dome.

That is how serious matters are in Washington, D.C.

However, if Congress does remain in session after passing essential legislation such as spending bills to keep government in business, you can be certain we shall attempt to focus lawmakers on Railroad Retirement reform.

And, even if Congress does adjourn without passing Railroad Retirement reform, the House and Senate bills (H.R. 1140 and S. 697) remain alive throughout the second session of Congress in 2002, which is an election year, when lawmakers look to make constituents happy.

Nonetheless, we have every reason to be optimistic that this legislation will become law this year.

Many in the leadership have assured us that this is something that they want to get done this year and not next.

Each of us must continue our efforts to keep Railroad Retirement as the very next priority after essential legislation is passed.

We cannot be diverted by the events of September 11. Indeed, the President encouraged this nation to go back to normal.

It would only be normal for us to continue to press for the passage of Railroad Retirement.

It appears that the President has made this our patriotic duty.

Let’s not disappoint him.

A conflict between dreams, reality

By Paul C. Thompson
UTU Assistant International President

Dreams and reality sometimes conflict. We can dream and imagine returning to five-person crews and a caboos behind every train. However, in the real world, because of new technology, five-member crews and cabooses are a thing of the past. In the real world, we have learned that there is no stopping new technology.

The real world can be cruel. The railroads' greatest competitor is the trucking industry. In the real world, non-union truckers are willing to accept \$35,000 annually with few benefits and work six days per week. Many independent truckers may haul goods from the East Coast to West Coast. But if they have no goods to return, many times they will agree to haul goods back from the West Coast for little more than the cost of fuel. This competition has seen the railroads' market share of total dollars spent on freight transportation drop to under 10%, and train crews have paid a heavy price because of this reality.



Paul Thompson

In the real world, one must face reality and recognize there is no stopping new technology. As a union, in the past we have tried to fight technology. And each time we were unsuccessful and lost jobs as a result. Examples would be radios, end-of-train devices that took the place of cabooses, the fireman's position and the rear- and head-end brakemen.

No, it wasn't our choice to go to two-person crews and end-of-train devices any more than it was the choice of train and engine service employees to cut employment of firemen as diesels replaced steam.

It also wasn't the choice of small grocers and butchers to close up shop after invention of the supermarket, or for local merchants to go out of business as WalMart and other discount superstores appeared on the scene. As for railroads, there are the bitter lessons of bankruptcy of the Penn Central, the Milwaukee Road and the Rock Island. We know the human cost when railroads are not competitive. The recent history of the steel and auto industries paints a similar grim picture for working men and women who lost their jobs, and sometimes their pensions and health benefits.

The challenge for railroad unions is to help make railroads more competitive with trucks while dealing with the potential economic harm to the members we represent. That is the real world. Of course, we can march in the street and shake our fists in anger, but trying to stop progress is much like spitting into the wind or building sand piles to hold back an advancing tide.

So it is with new technology such as remote control. We can fight

remote control as we fought diesels, the elimination of firemen, head-end and rear-end brakemen and the retirement of cabooses. But we know how those fights ended. Federally appointed arbitrators decided our fate and a Congress (sometimes controlled by Democrats and sometimes by Republicans) supported those adverse decisions.

Sure, we can slow the process, but eventually technology will prevail and the employees (our members) suffer. Alternatively, we can work with the carriers in exchange for real benefits such as job protection, carrier-paid training and total assurance the new technology will be implemented only after its safety has been proven to our satisfaction.

Remote control operations have been around since the early 1960s and we have fought this issue for a long time. In Canada, remote control was first implemented by CN at various hump yards in 1986. CP Rail Eastern Lines followed with their implementation of remote control technology when an agreement was signed on February 28, 1994. Shortly thereafter, two more agreements were placed into effect for remote control locomotive service.

With remote control in use on Canadian carriers for almost a decade and also in use on many smaller railroads, including Montana Rail Link, there is no stopping or fighting its introduction or assigning the work. That is the real world, whether we like it or not. It's the world in which we have to operate because that's the world in which arbitration decisions and court rulings are made.

Had the UTU rejected the opportunity to sign the remote control letter of intent, the carriers likely would have moved forward to implement remote control without any worker protections.

UTU members will have control of the black box

Indeed, in accepting the carriers' offer, the UTU made clear in the letter of intent, signed also by the carriers, that UTU-represented employees will have control of the so-called black box. That means when a UTU-BLE merger is accomplished, engineers now represented by the BLE will gain the same job protection, guarantee of training and safety assurances. The completion of the UTU-BLE merger also will assure that the carriers will no longer be able to divide operating employees.

The very last thing we want is for third parties, who do not know the issues, to make decisions affecting our jobs and futures. That is why the UTU accepted the opportunity to sit at the table and decide, through collective bargaining, how remote control would be implemented. At the very least, we have assured that implementation of remote control would protect UTU-represented employees, would include carrier-paid training and would not carry safety risks. It is the UTU's intent to protect every operating employee that is adversely affected by the implementation of remote control operations.

We have no choice but to unify

By Dan E. Johnson III
UTU International General Secretary & Treasurer

Every time the UTU and the BLE start finger-pointing, bickering, fighting or outright engaging in war, railroad management in North America breathes the proverbial collective sigh of relief. Thereafter, the carriers immediately turn their heads and laugh hysterically. "The ignorance of the combative railroad operating-craft worker shines like the morning sun," exalt top rail management.



Dan Johnson

We just don't get it! We can't seem to learn that the more we slap and slug each other, the more we undercut and erode our single most powerful and effective asset: **unity**.

During the past 40 years, history has attempted to teach us this undeniable fact. We have watched technology slash the number of operating crew members from six to two. While this was happening, the UTU and the BLE were fighting each other over every issue in our work environment, including, in some limited cases, the time of day (that is, the maximum number of hours of service that is permitted by federal law.)

What has this short-sighted, self-absorbed, arrogant and ignorant doctrine achieved for us?

- It has resulted in the wholesale loss of the majority of our original jobs, including firemen, brakemen and helper positions;
- It has resulted in less-than-reasonable and/or appropriate job protection for those whose jobs were attrited and outright abolished;
- It has resulted in little or no training for existing, as well as future, technologies;
- It has resulted in less-than-equitable compensation in the form of

salary, severance, up-front allowances, stock, productivity funds, profit-sharing, short-crew allowances for our increased responsibilities and exceedingly advanced productivity;

- It has resulted in increased union dues to finance war between the UTU and the BLE and allowed for redundant services when those duplicated resources could have been pooled to help protect members.

Simply stated, our misplaced egos, short-sighted acrimony with one another and our ongoing efforts to find some trivial excuse not to unify has enabled – and continues to allow – rail management to divide and conquer us.

So, where are we? Again, we are fighting each other while permitting a self-serving few to block the wishes of the majority and create red herrings to derail productive unification. This time, unfortunately, we will pay an even greater price.

While technology has been knocking at our door for many years, with the assistance of rail management, it is now prepared to kick our doors down. As in the past, divided and separated labor organizations will facilitate management's objectives. While we help management play the UTU and the BLE off against each other, the black box is coming after us all.

But, together, we can and will secure the labor protection, training and the appropriate compensation to which we are entitled. But, apart, the black box will slaughter us. For a preview of the new horror awaiting a divided UTU and BLE, we need only look at today's environment and overt activity on the Wisconsin Central.

Finally, absent unification, a voluntary agreement on the use of the black box is far less likely. If we continue divided, the resolution of this issue will be determined by a Bush-appointed emergency board. You tell me who wins this battle.

If we do get it, then we must unify. There is no other choice.

Operating employees speak

As this issue of *UTU News* went to press, the Brotherhood of Locomotive Engineers had agreed to conduct a second referendum vote on whether to merge with the United Transportation Union. *UTU News* asked members of both unions to express their opinions regarding a merger during the first referendum. Here is what they had to say:



Robert Snow
Locomotive Engineer
UTU Local 1088

"We would have unity. This is what we need instead of having these unions fighting with each other. There will finally be no more using one union against the other with these railroad companies. I think President Boyd is moving us in the right direction and I support him 100%. He has done an excellent job. I would explain the entire process to the BLE members if possible."

Snow



James J. Wood
Locomotive Engineer
UTU Local 763

"The historical operating crafts should be represented by one union. I think they (the unions) are spending too much time fighting each other, and this weakens both positions. We all work together now and, to me, we are one craft and class now. We will have more power. Most of the people I work with want to merge. This merger has been a long time coming. I have been here for almost 23 years and have seen these unions spend too much time fighting. I was in the BLE for three years when I went into engine service and I came back into the UTU. The unions must stop fighting and get into one group. It is costing time and money for each organization and its members."

Wood



Joseph Stacy
Locomotive Engineer
UTU Local 770

"With one union the company would not be playing one against the other. As long as there are two organizations representing the men it will always be the same. As long as I have been on the railroad, these two unions have been at odds. It should be one union representing everyone out here. As long as craft autonomy is in our constitution and knowing the steps that are required to change it, craft autonomy will always remain the same as it has been. Some of the BLE members support and stand behind their union and I can understand that, but there comes a time when we can all see that one union will give us more power. When I hired out over 20 years ago, I starting hearing then that we should all be together in one union. We can get more done with less conflict. I think now it is agreed by all that we have a common thread with everyone.

That's why we should all be together. I can't believe the resistance now when the rank and file all agree. Now is the time to be together as one."

Stacy



Brian K. Gibbs
Conductor
UTU Local 1929

"We should have one strong union as opposed to two unions butting heads all of the time. Unity. That is the answer. One voice. It seems that some of the BLE older heads will not listen to any new ideas. A majority of the younger members I work with are in favor of one strong union. We really need to be fighting for one thing rather than be split between the members of these unions. I worked several jobs before coming to work on the railroad. This is the very best job I have had and I want to keep and protect it. The UTU is my union and we all, BLE and UTU, should be united together."

Gibbs



J.W. Cosby
Conductor
UTU Local 1088

"If both organizations could put as much time into getting things done rather than squabbling, there's no telling what would happen. With these unions together it would be a better place to work. I think our President is going in the right direction and doing the right thing -- attempting to bring these two unions together. I think once these unions are put together, it will work. I have read everything the BLE was going to get with the proposed merger and these three members of the BLE are throwing all of that away. Why would they vote the merger down? It does not make sense."

Cosby



Curtis Roughton
Conductor
UTU Local 878

"I believe the historical railroad operating crafts should be represented by one labor union. If the UTU and BLE were one, it would make us a stronger union. Our bargaining power would increase and together we could address the issues we have with the (carrier) as one strong organization. When members voice concerns about losing craft autonomy, I would tell them, 'It is not going to happen.' In our constitution, we are protected and if the carrier wanted to merge seniority rosters, they would have done that long ago without the UTU and BLE discussing it. The UTU has always upheld craft autonomy."

Roughton



Connie English
Conductor
UTU Local 489

"The UTU and BLE together would give us a strong voice. On the legislative side, I would like to talk with our senators and congressmen about the concerns on both sides of the cab, not just one. I want the person on the other side of the cab sitting there with me. When we give our story to these people, we want it to be the same. We all, both the UTU and BLE, have the same concerns out there -- safety. We would be stronger fighting for the members' rights together. The UTU is now the only rail union that occupies the state capital, the only rail union that lobbies the state legislature. All of the railroads in Texas have offices next to the capital and full-time lobbyists working out of these offices. That tells you that our union must be there working for the members' rights, too. I do a lot of traveling to visit with our state representatives, too. Unless you visit the home districts, they do not pay too much attention to you. But if you go to them, they remember. I try to visit the locals in Texas as often as possible. We need to let our members know that the state directors and local legislative representatives are the safety representatives of the unions. If I could tell the members of the BLE anything, I would tell them we need to come together and we need to be a voice of one."

English



Brian Habjan
Conductor
UTU Local 763

"With one union, we have a stronger bargaining power. We can no longer be played one against the other like we are now. On the whole, most people agree that we need one union. There are just a few that cannot agree on how to go about accomplishing it. I guess some of them think we are bullying or trying to take over. I do not see how anyone could have seen anything wrong with the proposed merger. This is something that we have to do. If we continue like we are now, neither union will survive. Why not form one strong union to come at them?"

Habjan



Ken Binger
Yard Helper
UTU Local 1780

"This will benefit all railroaders. The majority of the members of both the UTU and BLE want to do this through the merger, not a representation vote. I think the problem with the members that do not want to merge is 'pride.'"

Binger

Think about merging UTU, BLE

“...united we stand, divided we all fall.”



Aaron William
Conductor
UTU Local 1929

William

“Having the historical operating crafts united in one union will give us one voice when we negotiate with the company. Most of the people I work with want the unions to merge. I think almost everyone on the (property) is for the merger of these two unions. I like the benefits and pay we now have and want to make sure we keep them. We need the best deal for us and our families.”



Brad Nelson
Switchman
UTU Local 1780

Nelson

“The historical operating crafts should be represented by one union because we will then have strength in numbers. The company is using members of one union against members of the other union. We will present a unified front to the carriers, creating a position of strength. Most of the people I work with want the unions to merge. UTU members are in favor of the merger between the UTU and BLE. I really think the majority of BLE members are in favor, too. A few of them seem to not want to lose their separate identity. It is not really the merging; it is the loss of their name and their pride that is getting in the way. We have to move forward also, as the companies are. We must negotiate from a position of strength. It is amazing that about a year ago all of the BLE members were for the merging of these unions but now there seems to be an organized effort from the BLE to not merge. Why not let the vote take place and let the BLE members decide for themselves? The lawsuit now prevents the BLE members their right to vote. I would say to the BLE members: Think about what is best for all operating employees. We will then have one strong voice to represent our best interests. For too long the carriers have had their way with us. They have pitted us against each other for far too long. This opportunity to merge is an opportunity for us to help us.”



Chuck Williams
Locomotive Engineer
UTU Local 1780

Williams

“The historical operating crafts should be represented by one union because we all have the same goals in the operating department on the railroad. All of us want increased wages and a better way of life. We work together, so (unity) will be more beneficial to us than both of the unions fighting each other. Most of the people I work with want to merge. We have to start operating as a 21st century union. We cannot stay in the 19th century, divided. One union will put us ahead in the 21st century. Bad feelings have to be put behind and let's get on with the business at hand. Our future must be protected.”



Melvin Goines
Locomotive Engineer
BLE Division 599

Goines

“If the BLE and UTU merge, we can get someone to back us, but right now I do not think we are getting the backing we need. So, the merger should help. We will have more people pulling together instead of one side going their way and the other going in a different direction. We are the rank and file. We are the ones doing all of the work, making the railroad look good and making them all of the money and they will not acknowledge us. Maybe, together, they will. What is wrong with getting a fair piece of the pie? What is wrong with getting paid what you are worth? It is time to get together.”



Donnie Eddy
Conductor/Switchman
UTU Local 1929

Eddy

“The time has come to merge the unions. Our unions have spent too much time fighting. We need unity. Let us concentrate on the carrier instead of each other. It will be for the betterment of the men, and not the company. The UTU and BLE should be together to give one strong voice to the working man. Most of the people I work with want to merge. I think our UTU International officers are doing a great job. They are leading us in the right direction. I think the BLE is just stalling and attempting to kill the proposed merger. I am currently working as a switchman, but am to be promoted as an engineer on the KCS, so I know first hand how important craft autonomy is; I am living proof that it works. The UTU protects its members.”



Vic Sirna
Locomotive Engineer
BLE Division 8

Sirna

“It is time for the operating crafts to be represented by one union. It is past time. I voted for the merger. I am tired of the squabbling between the unions and seeing the company have their way with us because they know the unions cannot agree on the contracts and agreements. One union will make us stronger. It should be up to the members to decide this merger. We live in a democratic society where we vote for president, congressmen and so forth. We should be able to decide for ourselves. Let the majority rule. Most of the people I work with want a merger of these unions.”



Larry Harrison
Local Chairman
BLE Division 569

Eddy

“I voted for the merger of the BLE and UTU. I am upset that my vote is not going to be counted.”
(Comments made prior to recently announced re-balloting.)



Stacy Fuller
Conductor
UTU Local 781

Fuller

“Most of the younger people are worried about their job security on the railroad. I voted for the merger of the UTU and BLE and feel it would be the best thing to do. I think, personally, that united we stand, divided we all fall. We are stronger in numbers; that is how I feel. We are stronger in numbers and our voice will be heard loud and clear. We have more ability to make things happen. As it is now, the unions are bickering at each other. We should focus our energy on the company. We are not getting what we need to accomplish and the company is just loving it. If we form one big group, we can move forward, but if we stay like we are, we are at a standstill. We can't let this chance slip by us.”



Brian Wilson
Conductor
UTU Local 763

Wilson

“The UTU and BLE should be united because together we will have a common ground to stand on in contract negotiations. We all deal with the same issues so we may as well be in the same union. Most of the people I work with want to merge. The BLE members opposing this merger do not really understand what is going to happen, I feel. They seem to think they are going to lose their union representation somehow. If I could talk to all of the BLE members, I would tell them our record stands for itself. There always seems to be an outside influence to try to stop this merger. I think we are doing the right thing....We have no choice.”



Curtis W. Varone
Conductor
UTU Local 763

Varone

“We need one union out here to survive. We need strength in more numbers – united. Everyone I talk to is in favor of the merger, except for a very few. The merger of these two unions will be the best for all of us. In the past, when we negotiated, we had a split of these people. It would be a lot easier if we all sat at one table to talk to the carriers.”



Tim Babcock
Locomotive Engineer
UTU Local 878

Babcock

“I think both unions are good unions, the BLE and UTU. I voted for the merger. I see it as the right thing to do. The way things are going and with contract negotiations, we need to be together fighting for the same things. The railroads are merging and we have to do the same. We have a job to do together: to get our trains from point A to point B. We are out here as a team, working together. We all should be working together in one strong union.”

UTU, BLE

Continued from page 1

collecting and counting the ballots.

An “agreement between the parties” resolved that lawsuit, Hahs said, paving the way for a second referendum vote among BLE members. Among changes in the second referendum vote are that ballots will remain secret until the final tally, the votes of American and Canadian members will be counted together and the plaintiffs who filed the lawsuit will be permitted to include with the ballots when mailed a written statement in opposition to

the merger.

For BLE to approve the merger, a majority of the ballots cast by all active members, both Canadian and American, must favor the merger. The impounded BLE ballots from the first referendum will be destroyed by the AAA under the agreement to withdraw the lawsuit. The AAA will mail, collect and tally all BLE ballots in the second referendum.

Votes previously cast by UTU members and received by the American Arbitration Association by the Sept. 17 deadline will be counted. Only BLE members will participate in a second referendum vote. There never

was any order questioning the validity of the UTU ballots.

“I am extremely pleased that an agreement has been reached that will permit BLE members to express themselves on this most crucial decision of whether to merge the operating crafts, which will preserve historical craft autonomy,” UTU International President Byron A. Boyd, Jr., said.

In his letter to the BLE membership, Hahs said, “The final decision rests with you. Therefore, I urge you to exercise your right to vote on what is perhaps the most important issue in BLE history.”

Members’ tips

Continued from page 1

been given serious consideration.

“In the spirit of our partnership with Federal Railroad Administration, we asked our United Transportation Union officers and members to share their thoughts and ideas on new techniques to improve the security of our rail industry,” UTU National Legislative Director James Brunkenhoefer told FRA Administrator Allen Rutter. “We received an overwhelming response with many excellent suggestions focused on all aspects of protecting the people and assets of our industry.

“We also want to repeat our concern that the safety of employees and the public should remain the FRA’s main focus. Security of the industry should remain the focus of our law enforcement community and our U. S. military. We obviously are concerned that the recent events will divert our attention away from safety in the interest of security,” Brunkenhoefer said.

Politicians and intelligence experts have for years warned that the next terrorist attack could come on the ground instead of in the air.

Trains are particularly vulnerable because they carry huge amounts of hazardous materials through major population centers every day.

The U.S. Department of Transportation recently alerted hazardous materials shippers to be careful, telling them: “In the wrong hands hazardous materials pose a threat to security. It doesn’t take a high degree of training, technical expertise, or sophisticated equipment to attack with devastating results.”

Trains carrying tons of acids, jet fuel, propane, nuclear waste and potentially explosive chemical fertilizers, run through the heart of most cities almost daily. Union Pacific Railroad alone, for instance, transports about one

million carloads of hazardous materials each year nationwide.

Rail lines have been targeted before. In October 1995, someone pulled out a rail spike at a desert railroad bridge about 40 miles southwest of Phoenix, causing a derailment of a Sunset Limited passenger train that killed one person and injured 78.

The problem of guarding rail lines is daunting. In fact, the job of protecting the railroad system falls not to state law enforcement, but to the rail companies and their employees.

Amtrak President and Chief Executive Officer George Warrington recently thanked UTU International President Byron A. Boyd, Jr., for his list of recommendations, most submitted from UTU members, on how to improve the security of the nation’s rail system.

“Since the September 11 terrorist attacks, Amtrak has taken numerous steps to enhance the security of our employees and passengers, and we welcome your organization’s additional input,” Warrington said.

Amtrak increases security

Warrington noted that Amtrak has increased police presence across its system, including onboard trains; that security inspections of facilities and equipment have been stepped up; that the carrier is now requesting photo identification when selling tickets or checking baggage; that employees are now required to wear photo identification badges, and that all employees have been directed to notify the carrier if they notice anything unusual.

Meanwhile, the Senate is nearing approval of a \$1.8-billion measure to increase safety and security measures on passenger trains.

Nearly \$1 billion would address safety concerns in six aging underwater tunnels owned by Amtrak that carry rail passengers to New York’s Penn Station. An additional \$515 mil-

lion would be spent on security upgrades throughout the Amtrak system – increasing the ranks of its 325-person police force, tripling the number of bomb-sniffing dogs and adding new surveillance equipment.

Because of the desire of many in Congress to cut this congressional session short and return home to their districts for the remainder of the year, it is not clear whether a bill acceptable to both the House and Senate will be passed this session.

In addition, UTU Vice President Bernie McNelis has informed the U.S. Department of Transportation (DOT) of safety and security shortcomings in the bus industry requiring immediate legislative or regulatory attention.

In a letter to U.S. Secretary of Transportation Norman Y. Mineta, McNelis, director of the union’s Bus Department, detailed issues of immediate concern to urban, charter, over-the-road and school bus operators and passengers, noting that any expense involved in correcting the matters would “be worthwhile if we would prevent potential disaster from happening, thereby protecting and saving lives.”

Among the items McNelis included:

Proof of identity when purchasing tickets, and follow-up identity checks when passengers board a charter or over-the-road bus; luggage screening; giving drivers the authority to search luggage at remote locations and ask for identification of any passenger boarding their buses at these locations; random security checks by local and state police; increased terminal security; alarm systems on buses to contact dispatchers or police; and increased operator protections.

“As a result of the September 11th terrorist attacks, we all have become more aware of safety issues, particularly in the transportation industry,” McNelis wrote to Mineta. “Now more than ever, our members who operate buses feel they need better security.”

Bus operators

Continued from page 1

meetings with the bus operators to obtain their ideas for putting together a first contract proposal.



Harford

“The drivers are enthusiastic and are looking forward to successful contract negotiations,” Harford said.

He also went on to thank Laidlaw Vice General Chairperson Laura Cappelletti for her assistance in the successful organizing effort that preceded the representation election.

First Student provides school bus service for the Marin County School District in Marin County California.

UTU Bus Vice President Bernie McNelis said the Bus Department’s newest members will likely become a unit of Harford’s general committee of adjustment,

UTU Local 1741 at San Francisco.

“I would like to congratulate Jim and Laura for a job well done. Their hard work paid off in this victory and I will be happy to assist them in any way in getting the best possible contract for our newest members,” McNelis said.

In other organizing news, the bus operators of Antelope Valley Transit Authority (AVTA) in Lancaster, Cal., overwhelmingly chose UTU representation in an election held October 12.

AVTA provides local transportation services in Lancaster as well as commuter bus service to Los Angeles and the San Fernando Valley. The authority also provides shuttle service for the elderly and disabled.

Originally employed by Laidlaw, Inc., the employees were scheduled to vote in a representation election on August 10. However, just days before the vote, Antelope Valley terminated its contract with Laidlaw and hired MV Transportation to manage its bus and shuttle services.

After MV Transportation hired all of the former Laidlaw employees, the company agreed to proceed with a representation election.

“I appreciate the confidence shown by the drivers in choosing the UTU as their bargaining representative and would like to thank Alternate Vice President Percy Palmer and Director of Strategic Planning John Nadalin for hard work and dedication in bringing this matter to a successful conclusion,” McNelis said.

“The UTU will do everything possible to get these drivers the best contract possible,” McNelis said.

MV Transportation, Inc., is the largest African-American owned transportation contracting company in the United States, providing transportation services for more than 25 years.

Established in 1975 and initially focused on providing paratransit service for seniors and the disabled, the company has since broadened its scope of services to include additional modes of service, such as municipal fixed-route transportation, shuttle services, school bus/pupil transportation and charter operations.

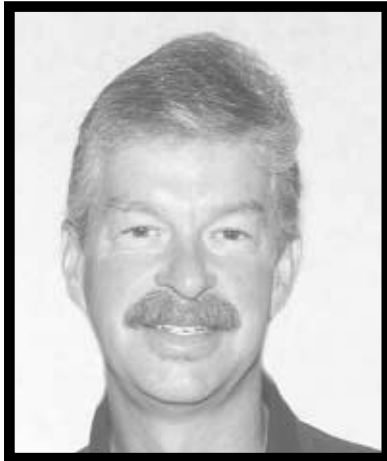
The company’s website can be viewed at <http://www.mvtransit.com/>.

Voices: *Do you have sufficient on-the-job security?*



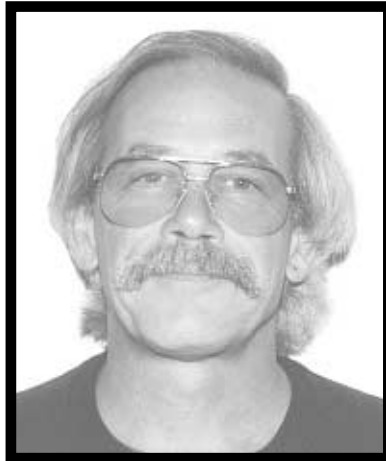
Willie Fulwiley
L-1563, El Monte, Cal.

"I've been a motorcoach operator for 26 years with the Los Angeles MTA. As operators, we're out there with no security. Some of my co-workers have been assaulted. If something happens, we have to use the emergency button and call for help, but that's after the fact that something's already happened. We've had drivers doused with coffee, soda, and even chemicals. The company wanted us to use seat belts, but we have to be able to come out of that seat any moment. Our right side is completely exposed when we open that door. If you have bad intent, or if someone wanted to infect a bus driver with something, we're at your disposal."



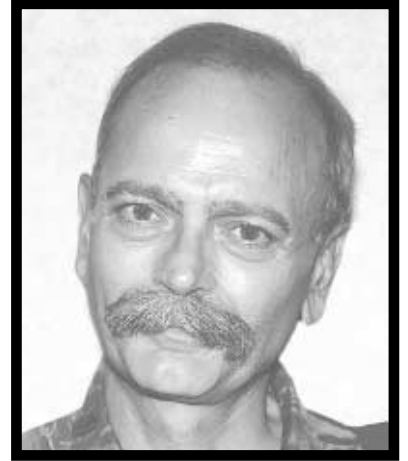
Mitch Newell
L-977, Pasco, Wash.

"I'm a yard switchman for BNSF with 28 years of experience. Everybody here has been alerted to be aware of any unusual activity, and we're all thinking about security now. I feel that talking about this is walking a fine line, because we have to be careful about making comments to outside sources. I don't want to give anybody any ideas. The carrier has heightened the awareness within their police force, and they've given attention to tunnels and bridges. There have been notices put out about safety and procedures for handling hazmat shipments and paperwork. I'm critical of the railroad a lot of times, but not on this topic."



Paul Remington
L-228, Cedar Rapids, Iowa

"I'm a Union Pacific engineer with just short of 29 years of experience. There's definitely not enough security, but I don't think there's a whole lot that can be done to improve it. I really don't see how you can protect this industry, with thousands of miles of track in remote locations. The fact is, we're living in a dangerous world with a certain amount of inherent risk. It's hard enough keeping end-of-train devices working, so I don't think technology is the answer. I think the railroads should take a hard look at special agents and their training. I also believe the carrier can, and should, do a better job of keeping track of hazardous materials."



G.G. Lawrence
L-1620, Elkhart, Ind.

"I've been a railroader since June 1970, and I'm a yardman for the Norfolk Southern. I think the carrier could beef up security more than they have. There was a notice put out asking us to report any suspicious activity, but I haven't noticed any extra railroad police. I can handle myself, but I have some concerns about the kind of freight we're handling. I can see a 101 ways to cause trouble if I were a terrorist. My feeling is that technology isn't the answer to security issues. I'd like to see more warm bodies keeping watch, more security patrols driving by a little more often. It's important, not just for us, but for the public."

In Memoriam

E.W. "Tex" Croyle

Retired former Pennsylvania State Legislative Board Director Everett W. "Tex" Croyle, 80, passed away Oct. 12, 2001.

A member of Local 816 at Harrisburg, Pa., Brother Croyle began his career as a trainman on the Pennsylvania Railroad and joined Brotherhood of Railroad Trainmen (BRT) Lodge 574 in March 1942.

He was elected vice chairperson of the BRT's Pennsylvania State Legislative Board in 1964, and held the position from unification until 1976, when he was elected alternate state legislative director. From 1978 until retiring in March 1988, he served as state legislative director, president of the state's UTU Scholarship Aid Fund and chairman of the Rail Labor Committee of Pennsylvania. He was vice president of the state's chapter of the AFL-CIO from 1978 through 1986 and served on the Advisory Committee of the Governor's Occupational Safety and Health Conference. From 1981 to 1988, he served on the Pennsylvania High-Speed Intercity Rail Passenger Commission, and was instrumental in the formation of the Railroad Retiree Club of Pa.

Walter H. Callies

Retired former Chicago & North Western Vice General Chairperson Walter H. Callies, 87, passed away Sept. 22, 2001.

A member of Local 322 in Milwaukee, Brother Callies began his rail career as a brakeman on the Chicago & North Western, was soon promoted to conductor, and joined Division 46 of the Order of Railway Conductors and Brakemen (ORC&B). He was elected general chairperson in 1959, and following unification, served as vice general chairperson until retiring in September 1977.

Chester Pete Sawyer

Retired former Atchinson, Topeka & Santa Fe (AT&SF) General Chairperson Chester Pete Sawyer, 75, passed away Sept. 28, 2001.

Brother Sawyer, a member of Local 1593 in Brownwood, Tex., began his career as a brakeman on the AT&SF and joined BRT Lodge 985 in November 1947. He served as general chairperson from 1973 until retiring in January 1989.

Army Reserve seeks experienced railroaders

MIDDLETOWN, Conn. – As a result of the U.S. national emergency, the two Army Reserve railroad battalions are stepping up efforts to recruit experienced railroaders in the areas of train operations, maintenance of way, and railway equipment repair.

The two units include the 757th Transportation Battalion (Railway), with units located in the Chicago and Milwaukee metropolitan areas, and the 1205th Transportation Railway Operating Battalion, with units located in Massachusetts, Connecticut, and North Carolina.

According to Major Martin Piech, there are options available for those who do not live near the various units.

Those interested in finding out how they can put their railroad skills to good use serving their nation in this time of need can contact Army Reserve representatives in the following ways:

For general information, contact:

Major Martin Piech
phone toll-free: 877-519-8533
e-mail: martin.piech@us.army.mil

For information about the 757th:

phone toll-free: SSG Steve Willis at 877-399-6595
website: http://www.usarc.army.mil/88thrc/units/online/336_tc/757_tc/

For information about the 1205th:

e-mail: martin.piech@us.army.mil
phone toll-free: 877-519-8533
website: www.1205thtrob.com

The Army Reserve is especially seeking individuals with prior military service, Maj. Piech said, but all those with rail experience and a desire to aid their country are encouraged to contact the reserve.

Senior News

Retiree helps create medical scholarship

When Retiree Program member **George Paxton** and his wife, Bonnie Jean, volunteered to help a neighbor and his wife, the good-will came rippling back in a roundabout way.



George G. Paxton

A retired engineer and member of Local 1590 at Freedom, Pa., Paxton learned from his wife that retired neighbor, Dr. Bert C. Wiley, and his wife needed help handling their affairs.

“We tried to maximize what Dr. Wiley could do to help other people,” Brother Paxton said, “and together we set up a medical scholarship program for students in the county. With a committee from our local hospital, my wife and I select the students to be granted \$26,000 a year, based on need, desire and dedication.”

More than 30 have already benefited from the scholarship fund, which Paxton said will likely last forever. “We can grant anywhere from nine to 12 scholarships a year,” Paxton said.

Beginning his rail career on the Pennsylvania Railroad as a fireman, Paxton was promoted to engineer in 1963. “I joined the Brotherhood of Locomotive Enginemen and Firemen, but can’t remember the lodge number,” Paxton said. He retired in 1989 after suffering a heart attack.

Paxton, whose children are raising children of their own, realized after the scholarship was established that his grandchildren lived outside the county. Though his granddaughter, Zabrina, is a registered nurse working toward a B.S., she was excluded from scholarship eligibility.

As if to prove that “what goes around comes around,” Paxton’s granddaughter was chosen by random drawing to receive one of the 50 continuing United Transportation Union Insurance Association (UTUIA) scholarships granted each year.

“I really want to thank the UTU and UTUIA for the scholarship she received,” Paxton said. “She will soon graduate, and she already has work as a missionary nurse.”

RRB, Social Security COLAs, Medicare Part B to rise in 2002

U.S. Social Security and Railroad Retirement Tier I benefits will increase 2.6% and Railroad Retirement Tier II benefits will increase 0.8% next year, federal officials said.

For Medicare Part A, which pays for hospital, skilled nursing, hospice care and some home health care, the beneficiary deductible will rise to \$812, up 2.5% from \$792 in 2001. The premium for Medicare Part B, which helps pay for physician services, ambulatory care and other services, will rise to \$54 per month, up 8% from \$50 per month in 2001, the Department of Health and Human Services said.

Tier II benefits are adjusted by 32.5% of the change in the Consumer Price Index (CPI).

Vested dual benefit payments and supplemental annuities also paid by the U.S. Railroad Retirement Board (RRB) are not adjusted for the rise in the CPI.

The average Railroad Retirement employee annuity will rise \$29 a month to \$1,479, and the average combined benefits for an employee and spouse will increase \$41 a month to \$2,119. For aged widow(er)s, the average survivor annuity will rise \$20 a month to \$890, the RRB said.

For Social Security beneficiaries, the average monthly benefit amount for all retired workers will rise from \$852 to \$874. The maximum federal SSI monthly payments to an individual will rise from \$530 to \$545, while the payment for an eligible individual with an eligible spouse will total \$817.

Like Social Security benefits, Tier I and vested dual benefits paid to employees and spouses, and Tier I, Tier II and vested dual benefits paid to survivors may be subject to deductions if post-retirement earnings exceed certain exempt amounts.

Under legislation enacted in April 2000, the retirement earnings test no longer applies to people above the normal retirement age (NRA). The NRA is age 65 for those born before 1938, and it will gradually increase to age 67. One of two different exempt amounts apply, depending on the year an annuitant

attains normal retirement age.

For those who attain the NRA in 2002, the exempt amount is \$30,000. Otherwise the exempt amount in 2001 is \$11,280.

The Social Security Administration and the RRB withhold \$1 in benefits for every \$2 of earnings in excess of the lower exempt amount, and \$1 in benefits for every \$3 of earnings in excess of the higher exempt amount. Earnings in or after the month of NRA attainment do not count toward the retirement test.

Retired employees and spouses, regardless of age, who work for their last pre-retirement nonrailroad employer are also subject to an earnings deduction, in their Tier II and supplemental benefits, of \$1 for every \$2 in earnings up to a maximum reduction of 50%.

Retirees’ thoughts needed for planning Regional Meetings

Plans for the 2002 UTU/UTUIA Regional Meetings call for the inclusion of workshops addressing the needs of seniors, and UTU retirees are being asked to let the union know if they are interested in attending, how many days they would attend, what topics they would like to see addressed.

Preliminary plans call for workshops on Railroad Retirement, Social Security, health and welfare coverage, and investment strategies.

Next year’s Regional Meetings will be held at the Reno Hilton in Reno, Nev., June 10-12; The Hyatt Regency in Washington, D.C., July 29-31, and The Fairmont Hotel in New Orleans, La., August 15-17. The day before each meeting, a golf tournament will be held. Please indicate if you would be interested in participating in that, as well.

Send your thoughts and ideas to: Regional Meetings, 14600 Detroit Ave., Cleveland, OH 44107-4250.

THE FINAL CALL

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

Local	Name	City/State
7	Tridle, Jack E.	Florence, AZ
145	Davis, Kenneth J.	Columbus, OH
202	Simpson, Jr., Fred E.	Broomfield, CO
219	Johnson, Jr., Everette W.	Center, MO
240	Alford, Frank F.	El Monte, CA
254	Ryan, John G.	Everett, MA
305	Fricke, Louis L.	Lincoln, NE
312	Sorensen, Alfred H.	Adams, WI
322	Callies, William H.	Green Valley, AZ
352	Harrison, Walter J.	W. Springfield, MA
426	Choate, Sherman F.	Payson, AZ
483	Palmer, Lester L.	Goderich, ON
525	Hellquist, Leonard W.	Thief Riv. Fls., MN
584	Parker, Teddy P.	Meridian, MS

Local	Name	City/State
607	Baker, Harold L.	Mammoth Springs, AR
610	Serfas, Richard F.	Baltimore, MD
610	Tully, Russell J.	Baltimore, MD
631	Williar, Franklin L.	Hagerstown, MD
632	Trinks, Karl H.	Altoona, PA
643	Lavelle, Jerry P.	Niota, IL
646	Mitchell, Charles B.	Lewisville, TX
674	Luckey, Walter W.	Augusta, GA
706	Meador, Carl L.	Denison, TX
762	Lanier, Jr., Thomas H.	LaGrange, GA
816	Croyle, E.W.	Enola, PA
933	Brooks, Dennis C.	Boonville, MD
945	Lane, Radford L.	LaJunta, CO
1074	Zellers, Jr., Charles	Wells Tannery, PA

Local	Name	City/State
1177	Imholte, James	St. Cloud, MN
1293	Asplund, Clyde C.	Ironwood, MI
1344	Knoll, C.J.	Mandan, ND
1390	Calabrese, Carmine J.	Toms River, NJ
1393	Krasinski, Edward A.	Hamburg, NY
1403	Johnston, Howard E.	Kansas City, MO
1422	Elkins, Donald W.	Arcadia, CA
1545	Brazil, Jr., William H.	Ball, LA
1593	Sawyer, Chester Pete	Brownwood, TX
1628	Everill, Richard C.	Pittsburgh, PA
1638	Murphy, George H.	Okeechobee, FL
1948	Leach, Glendon	Vandalia, OH

Think UTU for your holiday shopping needs

It is not too early to start thinking about holiday gifts for the UTU members in your family.

The UTU offers its members a wide variety of UTU-logoed items such as jackets, polo and T-shirts, sweatshirts, baseball caps, two types of watches, men's and women's rings, craft caps, belt buckles, pocket knives, tote bags, briefcases, pen sets, playing cards, golf balls, brass lanterns, sew-on patches and other items.

All items are union or American made. All prices include shipping and taxes.

All UTU-logo items are available for viewing on the UTU web site at <www.utu.org/merch/items1.htm>.

Apparel and other Items

Jacket choices include: the **Durango Jacket**, a black duck-cloth coat with lining; the **Stadium Jacket**, in navy and white with a zip-off hood; the **Herringbone Jacket**, a lightweight jacket featuring a nice tan herringbone design; the **Fleece Jacket**, in a rich navy-blue fleece with a zippered front, and the **Weekender Jacket**, in either a Spring or Fall weight.

The UTU's selection of shirts includes the popular **polo-style shirts** in your choice of

white or blue with pocket; the "**Spencer**" polo-style shirts in royal blue and green or light green and tan; the "**Marsh**" polo-style shirt with royal blue pinstripes; the "**Brentley**" polo-style shirt, a tan polo shirt with contrasting black collar and sleeves, and the "**Fairview**," which is a gray microweave pullover windshirt perfect for golf or other activities.

New this year is a polo-style shirt for ladies, called the "**Raleigh**," in a royal blue with a fashionable design on the collar and sleeves.

The UTU also stocks **baby bibs** and **children's T-shirts** in a variety of sizes.

A zippered-front **hooded sweatshirt** and crew-neck **sweatshirt** also are available, both featuring the UTU logo.

A variety of **caps** are available from the UTU, including **baseball-style caps** embroidered with either "UTU and Proud" or "UTU Retired and Proud;" a baseball-style cap embroidered "Bus Operations;" and corduroy baseball caps in black or navy blue.

Also great for gift-giving are the UTU **Craft Caps**. A variety of different crafts are offered, each with the UTU logo. Please contact the UTU Supply Department at the address below for a list of available crafts.

Also available are **soft-sided briefcases with pockets**; a "**Membership I**" motorcoach replica coin bank; a clear acrylic yo-yo; a solid-brass belt buckle; a Zippo-brand pocket knife; a navy-blue lanyard for holding eyeglasses; a brass lantern; a three-foot by five-foot UTU flag; a royal-blue canvas barrel bag; an oversized tote bag; a money clip with nail file and knife; Garland-brand pen set; golf balls, tees or divot fixers, and a selection of sew-on patches.

An apparel and novelty item price list and order form also are available on the UTU website or by writing the UTU Supply Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250.

Watches and Rings

In a time-honored tradition, the significant moments that come but once in a lifetime now can be marked forever with a fine time-piece or ring custom-designed especially for UTU members.

Men's, Women's Rings, Hamilton Watches Available

UTU rings that grandly display the union's logo and highlight the union's creed, "Progress Through Unity," feature the wearer's smooth-top or facet-cut birthstone circled with the words "United Transportation Union."

The UTU men's ring is available in "Aurora" (a gold alloy similar in color, hardness and wearability to 10K gold) for only \$199 and in 10K gold for \$375. Women's rings are \$330 for 10K or \$355 for 14K gold. Add \$12 for last-name personalization on ring side; \$6 for year on opposite side; name and date can be engraved inside the ring for \$7.

UTU medallion watches made by the Hamilton Watch Company feature the UTU logo and a choice of either a caboose, city bus or steam locomotive in three-dimensional relief, with up to four lines of personal engraving. In men's or women's styles and backed by a one-year guarantee, watches with Speidel expansion bracelet are \$139, and those with a leather strap band are \$129. Price includes jeweler's presentation box, and four lines of engraving. Shipping is \$5 in the U.S., \$15 to Canada.

To place orders for UTU rings or Hamilton-made UTU medallion watches, call (440) 247-5414, or write to: Incentra, Inc., 67-B, Washington St., Chagrin Falls, OH 44022.

American Time Watches

Three distinctive American Time watches proudly emblazoned with the UTU logo also are available: a black dial with gold Arabic numerals, a gold-colored UTU logo and a date indicator; a white dial with gold Arabic numbers, blue and red UTU logo and a date indicator; and an elegant 14-karat gold-filled dial boasting proof-coin brilliance, with Roman numerals and a gold-colored UTU logo. Each watch is mounted in a classic, 18-karat gold-tone case, and protected by a mar-resistant mineral crystal.

Men's and women's styles include your choice of a Speidel expansion band or a black leather strap, and may be engraved with a name and date, or other message. Each carries a two-year limited warranty.

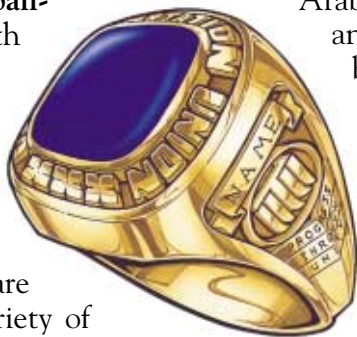
The white- or black-dial watches are available at just \$75 (plus \$6.50 shipping), and the 14-karat gold dial watch is priced at \$100 (plus \$6.50 shipping). Engraving is extra, all prices quoted are U.S., and Canadians are requested to add \$10 to the shipping price.

Order **American Time** watches by calling toll free (800) 272-5120. VISA and MasterCard are accepted.



UTU moneyclip

This Garland pen and pencil set would make a great Christmas gift for UTU members.



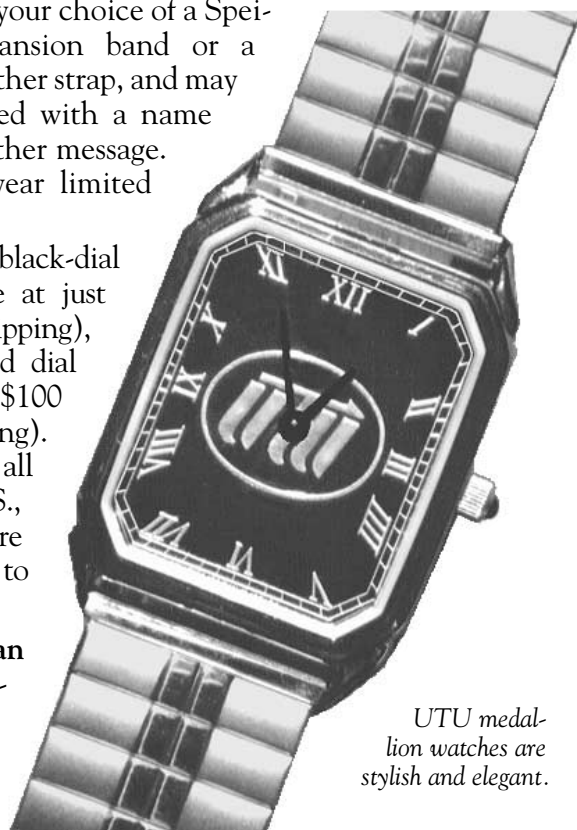
Fleece Jacket



Weekender spring jacket



Raleigh ladies' shirt



UTU medallion watches are stylish and elegant.

Panama Canal cruise set for Mar. 6-16

Experience the Panama Canal with a twist! Active and retired UTU members and their guests are invited to enjoy a unique fraternal travel opportunity in the spring of 2002 when the UTU Travelers Club sponsors its Roundtrip Panama Canal Cruise aboard the Princess Cruise Line's Sun Princess.

Set for March 6 through March 16, 2002, the Roundtrip Panama Canal Cruise provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices starting at just \$1,522 per person (based on double occupancy), this Love Boat adventure gives those who were closed out of our sold-out Fall Foliage Cruise aboard the Crown Princess another opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests aboard this cruise will embark from Ft. Lauderdale on Wednesday, March 6, and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to the charming, British-

influenced island of Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica, which offers white, sandy beaches and misty mountains draped in lush rainforest.

On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks and heads for Gatun Lake, an immense 168-square-mile artificial reservoir surrounded by lush, impenetrable jungle.

Returning through the same locks, the ship cruises to Cartagena, Columbia, where travelers will get a glimpse on March 13 of colonial Spain as they stroll into the 16th century walled city boasting local boutiques that offer the world's finest emeralds.

Two days at sea on the way back to Ft. Lauderdale give travelers ample opportunity to discover why Princess cruises outclass the rest.

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



Cruise the Panama Canal aboard the Princess Cruise Line's "Sun Princess."



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11/01

PARENTS...GRANDPARENTS...

This Christmas, Give a Gift that Will Last a Lifetime

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

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

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



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

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

Information, Please



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

Full Name of Member Sex Date of birth

Address City State ZIP

Telephone Number with Area Code UTU Local Number

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

Full Name Sex Date of Birth Relationship

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

11/01