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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"The greatest anti-poverty movement in America is the labor movement." – Former U.S. senator and 2004 vice presidential candidate John Edwards, to attendees at the UTU regional meeting in Asheville, N.C.

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News & Notes

UTU member killed

Thomas C. Myers Jr., a Norfolk Southern employee and member of UTU Local 1895 in Chicago, was struck and killed by a train Aug. 25 at the carrier's Calumet Yard.

Myers, 43, had been a member of the UTU since March 1999.

"We are still trying to determine what happened," NS General Chairperson Delbert Strunk said. "He was the foreman on a two-man switching job and was killed during a switching move. There were no witnesses so we really don't know what happened."

The incident occurred around 12:30 p.m. at the NS's yard at 103rd St. and Constance Ave.

Dede Cordell, a spokeswoman for the Federal Railroad Administration, said the agency was investigating the incident.

Myers leaves a wife and a daughter.

November local elections

Under the provisions of Article 57 of the UTU Constitution, the election of delegates, alternate delegates and local committees of adjustment will be held by all locals in November 2006.

Each local secretary has been furnished specific instructions and samples of all forms necessary to ensure legality of the elections.

New Amtrak CEO from UP

Amtrak's board of directors has chosen Alexander Kummant, a veteran rail and industrial executive, as its new president and chief executive officer.

Kummant will assume the job Sept. 12. He will take over for David Gunn, who was fired last year.

Kummant previously served as regional vice president of the Union Pacific Railroad. Most recently, he served as executive vice president and chief marketing officer of Komatsu America Corp.

Kummant, 45, is married to a former BNSF Railway executive, Kathleen Regan, who was vice president, automotive, and vice president, business development, for BNSF until her 2004 departure.

Both were contributors to George W. Bush's presidential campaign, as is Amtrak Chairman David Laney. The three once resided in Dallas, Texas, suburbs.

NEW D/IPP PREMIUMS

Page 3 of this issue contains a notice of changes to the UTU's Discipline/Income Protection Program (D/IPP). It should be read and retained.

Labor issues warning: truth or consequences

"If the railroads want to destroy the craft of conductor and trainmen, then we will take them over the cliff with us," UTU International President Paul Thompson told those attending the recent Asheville regional meeting.

This blunt warning brought officers and members to their feet, applauding and shouting encouragement. Some 1,000 attended the regional meeting.

The theme of Thompson's talk was how railroads have used rail labor for their legislative objectives and then abused rail labor after gaining that support.

"They use us, then abuse us," Thompson said repeatedly.

Thompson emphasized that the UTU prefers the carriers return to the negotiating table for open and honest good-faith dialogue toward a new national agreement. "We want action, not promises," Thompson said.

"If we laid all the railroads' broken promises end to end, they would extend longer than the BNSF transcon.

"Given the carriers' friends at the National

Continued on page 10



More than 200,000 of these bumper stickers are being distributed to union members across the nation. They were produced by the American Train Dispatchers Association; Brotherhood of Maintenance of Way Employees Division; Brotherhood of Railroad Signalmen; Brotherhood of Locomotive Engineers and Trainmen; International Association of Machinists; International Brotherhood of Electrical Workers; National Conference of Firemen and Oilers; Sheet Metal Workers International Association; Transportation Communications Union, and the UTU.

CSX warned of harassment

The UTU and the Brotherhood of Locomotive Engineers and Trainmen have told CSX CEO Michael Ward to stop the "targeted selective stalking, harassment and intimidation of its train and engine service crews."

In an Aug. 4 jointly signed letter to Ward, UTU President Paul Thompson and BLET President Don Hahs provided evidence that CSX officials have instructed lower level supervisors to fulfill discipline quotas in an orchestrated effort to intimidate injured CSX employees from reporting on-the-job injuries and marking off sick – actions the Federal Railroad Administration has condemned in the past and said would be turned over to the Justice Department for investigation and prosecution if found to continue.

Thompson and Hahs cited a CSX Southern

Continued on page 10

FRA slaps BNSF on PTC safety

The Federal Railroad Administration has slammed the credibility of BNSF Railway's positive train control pilot projects, citing inconsistencies in BNSF's safety plan.

The agency also complained that descriptive language explaining the railroad's compliance with FRA safety requirements was written in broad generalities that disguise numerous defects.

BNSF's Electronic Train Management System (ETMS) is one of the rudimentary positive train control technologies being tested under special FRA waivers from certain safety regulations.

The UTU supports development of PTC systems, but only if they meet adequate federal safety requirements.

"These various experimental PTC systems

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 7, North Platte, Neb.

This Union Pacific local, along with Locals 200 and 286 (also UP locals in North Platte), this summer sponsored baseball at the city's American Legion Field, said Secretary, Treasurer and Delegate **John Hasenauer**. During a recent game, retired member **Bob Sparks** served as the announcer while Hasenauer, **Steve Austin**, **Steve Coleman**, **Mike Dutemple**, **Ben Ebmeier**, **Paul Fitzpatrick**, **Terry Sigler** and **Rod Weitzel** cooked hamburgers for the fans.

Local 30, Jacksonville, Fla.

Members of this Amtrak and Herzog Transportation local offer best wishes to **James Searles**, who retired after 37 years of rail service, said Local President **Thomas W. Pope**. Searles most recently served as local legislative rep., secretary and treasurer.

Local 240, Los Angeles, Calif.

Members of this Union Pacific local are mourning the death of conductor **Ken Strickland**, 59, said his son, **Andrew Strickland**, a member of Local 1846 in West Colton, Calif. The elder Strickland started on the Southern Pacific in 1969.

Local 343, Hamilton, Ont.

Scott Montani, who serves as local president, legislative rep. and alternate delegate of this CN local, hopes to be wearing another hat soon. He recently announced his candidacy for the post of mayor of Thorold, Ont.

Local 469, Madison, Ill.

A fund has been set up to assist the family of Army Staff Sgt. **Phillip Baldwin**, an employee of the Terminal Railroad Association of St. Louis, who recently returned home after being wounded in Afghanistan, said Secretary/Treasurer **John Payer**. Gunshot wounds left Baldwin's left leg numb from the knee down. To assist the family, send donations to the **Phillip Baldwin Benefit Fund**, **Shell Community Federal Credit Union**, Box 619, 203 S. Sixth St., Wood River, IL 62095.

Local 500, Grand Junction, Col.

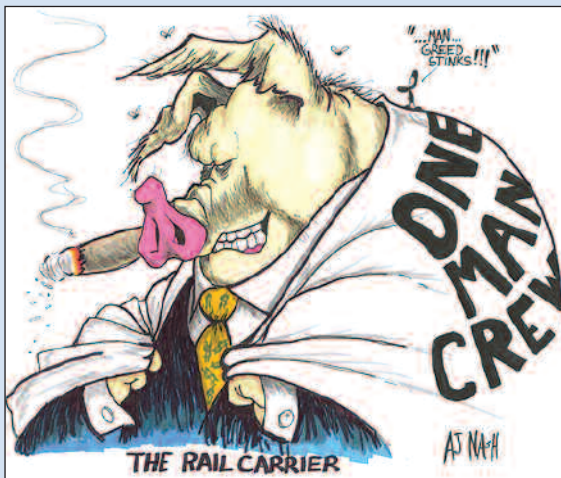
Members of this Union Pacific local are hosting an informational meeting for all members and their spouses Sept. 25-26 at the Doubletree Hotel in Grand Junction, said Secretary **Jeffrey Maxfield**. Attending will be a number of UTU International officers, as well as representatives from UTUIA, Designated Legal Counsel firms and various health and welfare providers. For information, call Local Chairperson **Clyde J. McCormick** at (970) 260-5888 or (515) 371-7557.

Local 762, Montgomery, Ala.

CSXT Local Chairperson, President and Legislative Rep. **Dale Barnett Jr.** recently attended the National Labor College in Silver Spring, Md., to learn about handling radioactive hazmat spills. Attending with Barnett was Secretary, Treasurer and Legislative Rep. **Jim Hagan**, a member of Local 1365 in Youngstown, Ohio, which represents Norfolk Southern employees. The two were also taught to train other rail workers.

Local 771, Needles, Calif.

Members of this BNSF local are mourning the deaths of **C.H. "Court" Skinner** and **Jack Hutcherson**, said Local Chairperson **Mike Mathews**. Skinner had served the local in a variety of positions, including trustee and vice local chairperson for conductors.



An editorial cartoon drawn by Alan Nash, a Union Pacific engineer and member of Local 257, sums up the feelings of many fellow UTU members.

Member's cartoons drawn from the news

If one picture is worth a thousand words, then **Alan Nash** has been writing volumes.

A member of Local 257 in Morrill, Neb., Nash has been moonlighting for the past four years as an editorial cartoonist for *The Gering Courier*, a newspaper in Gering, Neb.

This year and last, his work was featured in an annual anthology entitled *Best Editorial Cartoons of the Year*, issued by the Pelican Publishing Company. His drawings also appear in *The Report*, a quarterly publication issued by the Student Press Law Center, which is dedicated to the U.S. Constitution's First Amendment and the protection it offers student newspapers at the high school and college level. Railroaders who trawl the Internet also may have seen his handiwork on various rail forums.

"I also do stuff for the *North Platte Bulletin* and the *West Nebraska Observer*," Nash said.

Cartooning comes naturally to Nash. "I never did take any art classes," said the 44-year-old Union Pacific locomotive engineer. "I majored in political science and education, but always liked the political cartoons in the newspaper. I went to high school with the editor and publisher of *The Gering Courier*, and when I ran into him a few years back, he let me give it a try."

Nash attended classes at West Nebraska Community College for two years, then went to Iowa State University for a year. "The money ran out and I went to work as a fleet mechanic for Texaco in 1983, then hired out with the Chicago & North Western in 1993," he said.

"I served a term in 1994 or 1995 as my local's vice local chairperson, but it took too much time away from my family," Nash said.

In a perfect world, Nash would secure a syndication deal. "I'd like to do cartooning full time, but most newspapers try to avoid having full-time employees wherever possible. But I keep submitting periodically to syndicates in the hope that they'll decide they want to take a chance on me."



Alan Nash

look forward to his return, said Local Chairperson **Jim Albi**. Send e-mail to Hamer at sehamer@msn.com.

Local 1162, Erwin, Tenn.

This CSXT local recently honored retired Local Chairperson **Bruce King** with a plaque recognizing his years of service. King retired June 1 after 39 years as a conductor and 16 years as the local's chairperson, said Local Vice President **Tony King**. Making the presentation were Local President **John Hilemon** and Vice Local Chairperson **Alan Landers**.

Local 1252, Fresno, Calif.

A member of this BNSF local, **Jason Perales**, was badly burned in a recent derailment and admitted to the University Medical Center Hospital in Fresno, said retired member **Don Heffernan**. Cards can be sent to him in care of Secretary/Treasurer **Damon J. Batty**, 9678 N. Shannon Ave., Fresno, CA 93720. Perales is the son of retired conductor **Dale Perales**. Meanwhile, retired member **Robert Peabody** recently passed away. Included among his survivors is retired conductor **Jerry Peabody**.

Local 1558, Bergenfield, N.J.

Bus operator **Joseph Matthews**, employed by Transport of Rockland, was recently honored with a STAR award by the Rockland County Sheriff's Department for his handling of a suspicious package left behind on a bus, said Alternate Vice President-Bus and General Chairperson **Rich Deiser**. Alerted to the package by a passenger, Matthews immediately called his dispatcher and evacuated the bus. A bomb disposal squad determined the package contained a VCR.

Local 1582, Albany, N.Y.

Bus operators in this local employed by Adirondack Transit Lines are mourning the death of 74-year-old active member **Jim Fidler**, a 42-year member who had accrued more than two million safe miles behind the wheel, said General Chairperson **Russ Gaillard**.

Local 1593, Brownwood, Texas

Members of this BNSF local are mourning the death of Local Chairperson and Delegate **Randy K. Williamson**, who succumbed to a heart attack, said Treasurer **Thomas F. Lack**.

Local 1846, West Colton, Calif.

Members of this Union Pacific local recently honored retired conductor **Darold D. Tucker**, wishing him the best of health for many years to come, said Local President **Richard Escamilla**.

GO-505, LIRR & SIRT

General Chairperson **Mike Canino** and Vice General Chairperson **Bob Bilello**, who represent more than 2,800 members in various crafts on the Long Island Rail Road and Staten Island Rapid Transit, said they will be retiring Oct. 1. Canino has served as UTU alternate vice president-commuter since 1995, and as the labor member on the MTA board in New York. Bilello has served as the delegate from Local 29 (Babylon, N.Y.) at the past five UTU conventions and is currently the president and local chairperson for his local. He also has chaired the UTU Constitution Committee, and since 1995 has served the UTU as a voting member on FRA rule-making committees addressing roadway worker protection, track safety standards and locomotive engineer certification.

Local 800, Jersey City, N.J.

A locomotive engineer for NJ Transit, Alternate Legislative Rep. **Steve Hamer**, is now in Bahrain where he's working for the U.S. Naval Forces Central Command, said State Legislative Director **Dan O'Connell**. Those in the local and at NJ Transit send their best wishes and

UTU tells Congress: Focus on fatigue

The UTU has warned a congressional panel that the training of new rail employees working in safety-sensitive positions is inadequate and not focused on safe operations.

In testimony, UTU Alternate National Legislative Director James Stem also said congressional intervention is needed to give the FRA “more resources and more authority to have a more immediate impact on the increasing number of train collisions and major accidents that continue to occur.”

The subcommittee, in calling the oversight hearing, observed that while commercial airline pilots are limited to 100 hours of work per month, and truck drivers to 260 hours, train and engine service employees are permitted by hours-of-service regulations to work up to 432 hours each month, which is the equivalent of 30 consecutive 14-hour days.

In asking for congressional action, Stem said that “accidents caused by human factors account for about 38 percent of total train accidents” and that such accidents are increasing in number. He cited, as causes:

- Inadequate training programs for new employees;
 - Insufficient practical on-the-job experience for new employees;
 - An absence of familiarity with the workplace physical environment;
 - Substandard recurrent training requirements for existing employees, and
 - An unacceptable prevalence of fatigue throughout the rail industry.
- “The insufficiency of existing training pro-

grams, together with fatigue and the resulting loss of situational awareness, are contributing causes in the majority of accidents attributed to human factor failures,” Stem said. “Cumulative fatigue is the major contributing factor in the loss of situational awareness; however, training deficiencies and other demands on the employee’s time disrupt the ability to focus, prioritize and process the critical information streams that require constant attention.

“The lack of appropriate training is the number-one safety issue facing the rail industry today, and training failures should be of significant and urgent concern to the Congress,” Stem said.

“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,” Stem testified. “This ensures they have become proficient in their train service job functions and have gained needed on-the-job experience before assuming additional demanding duties and responsibilities. A one-year minimum in train service prior to becoming a con-

ductor would improve the quality and competency of railroad operating employees, which equates to safer and more efficient operations.”

As to fatigue, Stem said the FRA is not empowered to deal with cumulative fatigue and that railroads “have refused to address the problem in a meaningful manner – that many employees are now told, ‘either come to work or you are fired,’ even though they have not been able to sleep before reporting for duty.

“The incidence of fatigue for railroad operating crews and its significant detrimental effect on situational awareness for safety-sensitive employees covered by hours-of-service limitations is directly associated with so-called ‘limbo time,’” Stem said.

Limbo time covers all time consumed between completion of the maximum allowable 12-hour shift and the time when an employee is completely released from service. Railroads, he said, regularly compel crews to remain at the workplace for many hours following completion of their maximum allowable 12-hour shift to guard the stationary trains until a relief crew is available for service.

Here is what the UTU recommends:

- Establish a reasonable cumulative total hours of permitted service each seven days.
- Require a minimum of 12 hours notice for employees reporting for service on call who do not have a regular starting time.
- Provide FRA additional resources to enforce these safety parameters.
- Provide FRA the authority to further restrict the total time on duty when sensitive operations are involved.

UTUIA HIKES ANNUITY, IRA CREDITING RATE

In response to current economic conditions, and what appears to be a solid threshold for market interest rates, the **UTUIA has increased the crediting rate on all annuity and IRA products to 4.25 percent.**

This increase affects all UTUIA products with guaranteed interest rates of less than 4.25 percent.

Members who own a product with a guarantee greater than 4.25 percent will continue to

earn that guaranteed rate.

Consistent with past practice, the UTUIA has been responsive to changes in market interest rates by monitoring its overall investment returns and making adjustments that are in line with maintaining a strong and secure investment portfolio.

So far, 2006 has brought an overall increase in the safety and stability of the UTUIA’s already solid investment portfolio, and an

increase in yield on its investments.

The movement of the crediting rate to 4.25 percent begins to recognize the UTUIA’s solid market performance this year.

As always, the safety and security of the members’ assets is first and foremost in the UTUIA’s decision-making process.

The company will continue to respond in a measured and prudent fashion to future market conditions and portfolio performance.

Changes in UTU Discipline/Income Protection Program

As a result of increased costs, D/IPP premiums, known as monthly assessments, **will increase from 40 cents to 50 cents per \$1 of daily benefits. This change will take effect beginning November 1, 2006.** The new Schedule of Maximum Benefits is provided below.

You may elect to change the benefit level you have selected or cancel your coverage at any time by submitting the appropriate form to UTU.

If you do not change your current benefit level, your current benefit level will remain in place, and, if you pay monthly assessments by payroll deduction, the higher monthly assessments will automatically be deducted from your paycheck.

The D/IPP Trustees are International President Paul Thompson, Assistant President Rick Marceau and General Secretary & Treasurer Dan Johnson.

SCHEDULE OF MAXIMUM BENEFITS

Monthly Assessment		\$3.00	\$5.00	\$10.00	\$15.00	\$20.00	\$25.00	\$30.00	\$35.00	\$40.00	\$45.00	\$50.00	\$55.00	\$60.00	\$65.00	\$70.00	\$75.00	\$100.00
Maximum Days for Suspension & Discharge	Number of Active Months of Membership in Income Protection Program	\$6 Daily Benefit	\$10 Daily Benefit	\$20 Daily Benefit	\$30 Daily Benefit	\$40 Daily Benefit	\$50 Daily Benefit	\$60 Daily Benefit	\$70 Daily Benefit	\$80 Daily Benefit	\$90 Daily Benefit	\$100 Daily Benefit	\$110 Daily Benefit	\$120 Daily Benefit	\$130 Daily Benefit	\$140 Daily Benefit	\$150 Daily Benefit	\$200 Daily Benefit
		Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable
250	Less than 24 months	1500	2500	5000	7500	10000	12500	15000	17500	20000	22500	25000	27500	30000	32500	35000	37500	50000
300	24 months but less than 60 months	1800	3000	6000	9000	12000	15000	18000	21000	24000	27000	30000	33000	36000	39000	42000	45000	60000
365	60 months or more	2190	3650	7300	10950	14600	18250	21900	25550	29200	32850	36500	40150	43800	47450	51100	54750	73000

Paul C. Thompson, International President
p_thomps@utu.org

Rick Marceau, Assistant President
r_marceau@utu.org

Dan Johnson, General Secretary and Treasurer
d_johnso@utu.org

James M. Brunkenhoefer, Nat. Legislative Dir.
utunld@aol.com

Contact the UTU:
via telephone at (216) 228-9400
via fax at (216) 228-5755
via e-mail at utunews@utu.org

CSX should be ashamed

In the criminal justice system, the word “recidivism” is often used. It describes perps who relapse into delinquent habits.

In the railroad industry, recidivism also is a problem. Notwithstanding warnings, entreaties and instructions from Congress and regulators, some railroads cannot stop stalking, harassing and intimidating workers.

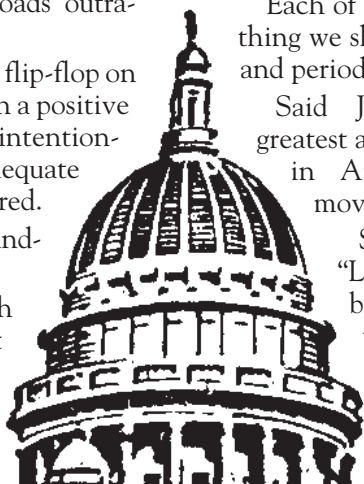
As reported on page 1, CSX has gone so far as to institute a quota system. Pressure has been brought on managers to target one percent of the workforce for stalking, harassment and intimidation. Such corporate behavior is immoral, reprehensible and spiteful. It should not be tolerated by the federal government.

UTU President Paul Thompson and BLET President Don Hahs demanded an explanation from CSX President Michael Ward. What they received was a wishy-washy response that sidestepped the railroads’ outrageous behavior toward its employees.

Especially galling is that CSX’s vicious attack on workers is a flip-flop on its publicly stated policy to investigate accidents and injuries in a positive manner, beginning with an assumption that employees do not intentionally make mistakes or violate rules – that factors such as inadequate training, fatigue and poor management also should be considered.

FRA’s top safety officer, Jo Strang, said the agency has demanded an explanation from CSX.

We urge, in the strongest terms, that the FRA follow through on a past promise of Administrator Joseph Boardman to halt such shameful, shocking and despicable conduct.



WASHINGTON WATCH

By James M. Brunkenhoefer

Rail executives: Stop telling lies

Rail chief executive officers should be asking why employees hate them. Answer: We have heard your promises before.

Most turned out to be fool’s gold. The treatment we receive on the job makes your statements regarding respect and teamwork absolutely ludicrous.



Brunkenhoefer

In the midst of your greatest profits ever, you want givebacks from employees while scooping out large portions of those profits for yourselves.

Think about that as you hold your town hall meetings. We see them as indoctrination sessions.

Talk as you will about a rosy future, but the reality for conductors and trainmen is an end to their craft because that is what you’re demanding at the bargaining table.

What you want is elimination of one of the two remaining crew members. Were this to be accepted, the first to suffer would be those at the bottom of the seniority roster.

As those rosters are frozen, those at the bottom would become stuck in the same lousy jobs with bad off days that no one with higher seniority wants.

The next group of losers under your one-person crew scheme would be those offered buyouts. History records that before the ink is dry on your promises, you have your lawyers

Two bright stars

By Paul Thompson
International President

At our Asheville regional meeting last month, what we can only hope is the future of American politics was illuminated by two relatively young, extremely bright and labor-friendly politicians: John Edwards and Heath Shuler.

John Edwards, you may remember, ran unsuccessfully for vice president on the John Kerry ticket in 2004 – a loss that every thinking American now regrets and mourns. Edwards also is a former U.S. senator from North Carolina who was one of the best friends organized labor has ever had.

Heath Shuler is entering politics for the first time. He was a great college football player when he starred at quarterback for the University of Tennessee; and he later was a National Football League quarterback. Heath brought us all to our feet with a touching story of how his father so cherished his union-membership longevity pins that he kept them in a special place with family heirlooms including wedding rings.

Each of these guests said something we should write down, save and periodically reflect upon.

Said John Edwards: “The greatest anti-poverty movement in America is the labor movement.”

Said Heath Shuler: “Labor unions are the backbone of American working-class families.”

Edwards added,



Thompson

“We need to make it easier, not harder, for unions to organize the workplace.” He also called for a legislative “ban” on the hiring of permanent replacements for strikers and an immediate increase in the minimum wage.

In calling for new policies to end “economic and racial segregation,” Sen. Edwards said that “there is a hunger in America for moral leadership.” He decried that 46 million American families are without health-care insurance. “An honest, moral and just America” is a nation with effective policies to provide universal health-care, eliminate poverty and remove economic barriers to higher education,” he said.

Shuler, who is running against an anti-labor incumbent in North Carolina’s 11th congressional district, is a son of a 35-year union member (a rural mail carrier) and was a proud union member himself while playing professional football.

“The ring I choose to wear is not a class ring (from the University of Tennessee, where he set numerous Southeast Conference passing records), but a union ring,” Shuler said. “Unions give employees a say-so in the workplace.”

Shuler promised that, if elected, he would fight against privatization of Amtrak, Social Security and Medicare, and fight for “good, affordable universal health-care insurance.” It is now up to us to ensure that leaders with positive visions similar to those of John Edwards and Heath Shuler are elected this Nov. 7.

and friends in Congress figuring out how to void them.

When we previously agreed to reduce crew size, you made promises about preserving two-person crews. Recall we had to take you into court to stop you from breaking those contracts. And still, you persist.

And what might become of those accepting a promised buyout? The business pages report accurately what is happening to blue-collar jobs in America. Any senior employee accepting a buyout would face future unemployment, and then an end to promised continued health-care insurance and other benefits.

At the first sign of a business downturn, you would again put your lawyers and political friends to the task of undoing those promises. If we laid the previous broken promises of railroads end to end, they would exceed the length of all track in North America.

And what else are you seeking? Didn’t we hear you demand wage freezes for existing employees, wage reductions for new hires and significantly higher cost sharing of health-care insurance premiums?

Heads, you win; tails, we lose. The only certain outcome in the railroad industry is higher rates for captive shippers and bigger bonuses for rail executives.

The solidarity among rail labor unions now extends to solidarity with rail shippers, whom you similarly abuse. You’ve lied to us in the past; we have good reason to think you are lying now.

State Watch *News from UTU State Legislative Boards*

Nevada



UTU members in Nevada are being urged to support Jack Carter, son of former President Jimmy Carter, for the U.S. Senate. Carter recently visited with UTU members at the Reno regional meeting to thank them for their endorsement. Above, Assistant State Legislative Director and Local Chairperson Rod Nelms (left) and State Legislative Director Jack Fetters (second from left) greet Carter and wife Elizabeth Carter.

Minnesota



The members of Local 911 in Minneapolis recently held a meeting with U.S. Senate Candidate Amy Klobuchar, the UTU-endorsed candidate. "Let's all get on board and help the woman," Legislative Director P.J. Qualy said. "Her opponent, Mark Kennedy, is no friend of transportation labor." Qualy said the UTU is looking for volunteers to help out on various campaigns statewide. Call him at (612) 827-4595 if you can help out. Qualy also thanked Local 911 President Bruce Oswald and Legislative Rep. Jack Wrich for their hard work in arranging the meeting.

Wyoming



Wyoming Legislative Board Chairperson Stan Blake (middle), a member of Local 1857 in Green River, is seeking a seat in the state's House of Representatives. He recently met with UTU National Legislative Director James Brunkenhoefer (right) and State Legislative Director Terry Ungricht to seek their counsel. Brunkenhoefer congratulated Blake for his commitment to better government. There are two UTU members currently serving in the Wyoming House: Local 28 (Cheyenne) member Wayne Reese and former State Legislative Director George Bagby, (Local 866, Rawlins). Blake said he hopes to team up with them and make sure that safety and working conditions for railroad workers are considered at the Wyoming capitol.

Michigan

UTU members in Michigan are being urged to support one of their own.

Steve Kauffman, who serves as local chairperson and legislative representative for UTU Local 1765, which represents CSX workers in the Grand Rapids area, is running for the 74th District seat in the Michigan House of Representatives.

"Many of you may know Steve as the UTU 1765 Local Chairmen and Legislative Representative and his passion for assisting and preserving the rights of our members and their families," Michigan State Legislative Director Jerry Gibson said. "Steve has done an outstanding job to date of getting his name out onto the streets, making great strides in a historically conservative district.

"What Steve does need, and is beginning to be in short supply of, is financial assistance, a.k.a donations," Gibson said. "Please take the time and visit his Web site and make attempts to give a little to a person that will pay big dividends to the working families of Michigan once elected. View Kaufmann's Web site at www.stevenkauffman74thhouse.com.

Ohio



Ohio State Legislative Director Joe Boda (left) and Assistant State Legislative Director Glenn Newsom (right) recently met with Ted Strickland, the state's Sixth District congressional representative, who is the UTU's endorsed candidate for governor. "We know Ted Strickland well," Boda said. "He is sympathetic to the concerns of the UTU and all of labor. We strongly urge all members in Ohio to register to vote, then vote for Ted Strickland."

West Virginia



West Virginia State Legislative Director Mark Mewshaw (left) and Local 605 (Grafton) Legislative Rep. Jeff Greene (right) recently conferred with Rep. Alan B. Mollohan of the state's First District. The UTU is supporting the re-election campaign of Mollohan.

Bus Department

By Roy Arnold, vice president/director

UTU protects like Superman's cape

The new version of the movie *Superman* prompted me to recall that, as a boy, I had a Superman cape – usually my mother's best bath towel. Trailing the cape behind me, I would run faster than my sister's silver tricycle, leaping tall shoe boxes in a single bound.

Today, I often wear an invisible cape – becoming super dad, super friend or super union official. Each of these characters expresses, in my mind, who I am at the time.

The lesson is that we can maintain a balance in life and be able to handle each situation we encounter as if we wore a real Superman cape.

As union members, it is important to remember we are brothers and sisters in a family united with common goals. The UTU Bus Department is here for you and each of us has the ability to wear a cape designating us as super union man or super union woman. Solidarity is our super strength when times are tough.

Get involved in the affairs of your local and support your union at every level. Don't be a complainer or someone who rides the fence, because without you, our real strength – solidarity – evaporates.

We battle each day with stubborn companies wanting to cut wages and benefits and eliminate work rules. When union solidarity disappears, we lose our defense against employer Kryptonite.

In reality, my mother's bath towel has been exchanged for the strength of union solidarity – the most potent defense against employer Kryptonite. When employees are united, Lex Luthor cannot prevail. Let us not be our own worst enemy. Our union is our strength – our Superman cape.



Yardmasters

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

Are you registered and ready to vote?

The mid-term elections Nov. 7 will decide the make up of the U. S. House of Representatives and Senate. If current national negotiations reach an impasse and a Presidential Emergency Board is created, the Congress we elect Nov. 7 could decide the terms of our next contract.

UTU members not covered by the national agreement also have an important economic stake in the makeup of the next Congress. Members of the National Mediation Board, for example, must be confirmed by the Senate, and a Democratic-controlled Senate is less likely to accept a White House nomination of an anti-labor individual.

If this is going to be a one-issue vote for you, I hope the issue that decides how you and your family votes is a pocketbook issue.

Your job security, wages, work rules and benefits could be decided Nov. 7. The UTU, along with UTU state legislative boards, will make recommendations based primarily on the labor friendliness of congressional candidates.

Protecting our families and our agreements should be our top priority when casting votes. The UTU recommendations of House and Senate candidates will appear in the centerspread of the October issue of *UTU News*.

Time is also running out for you, your family and friends to register to vote. If you, your family members, neighbors or friends are not registered to vote, the UTU has made registering to vote simple.

Go to the UTU Web site at www.utu.org and register to vote online. At the bottom left-hand corner of the Web page is an American flag. Click on that flag and follow the instructions. Help yourself and your family. Register and vote for labor-friendly candidates Nov. 7.





Regional Meeting Photo Scrapbook

Asheville, N.C. – August 22-24, 2006



Former U.S. senator and 2004 vice presidential candidate John Edwards, left, speaks with UTU International President Paul Thompson before addressing the regional meeting crowd.



North Carolina State Legislative Director Dickie Westbrook, left, and International Assistant President Rick Marceau, right, greet North Carolina congressional candidate and former NFL quarterback Heath Shuler, who addressed the meeting attendees. An autographed Shuler football was auctioned off to benefit the UTU PAC; Local 511 (Norfolk Southern, Atlanta) Secretary/Treasurer Howell Keown was the successful bidder.



The Asheville regional meeting local committee worked hard to make the event a success. They are (left to right) Ron Ingerick (L-782, Asheville); Dickie Westbrook (L-1129, Raleigh) and wife Janie; Craig Patch (L-1596, Charlotte); Jack Rackley (L-1011, Hamlet); Gail and Glenn Lamm (L-1129, Raleigh).



Vice Presidents Tony Iannone (left) and Roy Boling are pictured following International President Paul Thompson's state of the union address, which hammered home the message, "The nation's railroads: They use us - then abuse us!"



Getting ready to tee off at the Asheville regional meeting's golf outing are, left to right, International Vice President Carl Vahldick; Local 1175 (BNSF Railway, Duluth, Minn.) Local Chairperson Frank Hickman; Local 303 (BNSF Railway, Springfield, Mo.) President Joe Russell and Norfolk Southern General Chairperson Delbert Strunk.



Alternate National Legislative Director James Stem, left, and Yardmaster Department Vice President Jim Cumby, right, greet Federal Railroad Administration Associate Administrator for Safety Jo Strang, who told the regional meeting attendees that the FRA is investigating UTU and BLET allegations of stalking, harassment and intimidation of employees by CSX Transportation.



Motorcyclists who participated in the first annual Scott Belden Memorial Motorcycle Ride are shown outside the front entrance of the Grove Park Inn, site of the Asheville regional meeting. The event and sale of commemorative T-shirts (logo, lower right) helped to raise \$5,000 for the UTU PAC. The event was organized by Florida State Legislative Director Andres Trujillo and Auxiliary National Legislative Director Charlie Belden.



BNSF Railway General Chairperson Robert Kerley (left) is pictured with North Dakota State Legislative Director John Risch and wife Kathi.



Seen enjoying the regional meeting festivities are, left to right, Local 1138 (CSXT/FEC, Miami, Fla.) Local Chairperson Kenny Brookins; Local 1138 member Alfredo Peña; Local 903 (CSXT, Jacksonville, Fla.) member Bob McVay and Local 1138 member John Tillman.



Pictured on one of the patios of the historic Grove Park Inn, site of the Asheville regional meeting, are, left to right, Local 281 (CN/Soo Line, Milwaukee, Wisc.) Local Chairperson Timothy Morris; Local 1233 (CN West, Edmonton, Alta.) member Rob Wallace and Canadian Board of Appeals member Ed Seagris (L-1229, Sioux Lookout, Ont.).



Pictured between workshops are, left to right, Alternate to the UTU Executive Board Mike Anderson (L-1570, Roseville, Calif.); Los Angeles County Metropolitan Transportation Authority General Chairperson James Williams and Local 1608 (LACMTA, Chatsworth, Calif.) Local Chairperson Victor Baffoni.



UTU members and family were do-see-doed to and fro by the world-famous Southern Appalachian Cloggers with kick-up-your-heels times provided by the Bluegrass Band.

UTU for Life

Rail Retirement okay for at least 36 years

By V.M. "Butch" Speakman Jr.

The Railroad Retirement Board's 23rd triennial actuarial valuation of the retirement system indicates that, barring a sudden, unanticipated, large drop in rail employment or substantial investment losses, the pension system will experience no cash-flow problems during the next 36 years.



V.M. Speakman

The long-term stability of the system, however, is not assured. Actual levels of railroad employment and investment return over the coming years will determine whether corrective action is necessary.

Projecting income and outgo under optimistic, moderate and pessimistic employment assumptions, the valuation indicated no cash-flow problems occur for the 75-year projection period of calendar years 2005-2079 under the optimistic and moderate assumptions. Problems occur under the pessimistic assumption, but not until 2042. These results compare favorably with past reports.

The valuation did not recommend any change in the rate of tax imposed by current law on employers and employees.

As of Sept. 30, 2005, total Railroad Retirement system assets, comprising assets managed by the National Railroad Retirement Investment Trust and the Railroad Retirement system accounts at the Treasury, equaled approximately \$29 billion. The trust was established by the Railroad Retirement and Survivors' Improvement Act of 2001 to manage and invest Railroad Retirement assets.

The RRB's 2006 financial reports on the retirement and unemployment insurance systems are available in their entirety at www.rrb.gov. Information on the National Railroad Retirement Investment Trust, including its quarterly and annual reports, is also available on that site.

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



UTU for Life members get two chances to win prizes

Attention all retirees! The UTU, as a way of offering thanks for your continued support of union activities, is giving you two exciting ways to win valuable merchandise!

In the first offer, all retirees who enroll, or continue their membership, in the union's exclusive money-saving plan for retirees, the *UTU for Life* program, during calendar year 2006 will be entered into a drawing to receive a beautiful wall clock from noted railroad artist H.L. "Scotty" Scott III.

In the second offer, all retired members who contribute \$100 or more to the UTU PAC during calendar year 2006 will be entered into a drawing to win his or her choice of one of the fine watches offered by the UTU. Second- and third-place winners will receive their choice of an attractive jacket bearing the UTU logo.

The more you donate, the better your chances of winning! Each donor will get one entry per \$100 UTU PAC donation; if you donate \$300, you will earn three entries in the contest, five for a \$500 donation, etc.

Technical accuracy and attention to detail are the strongest characteristics of Scotty's railroad

art style. Each drawing is carefully reproduced on high quality, acid-neutral paper by lithographic printing process, then embossed with Scotty's signature.

The 12" x 21" clock includes a print of Union Pacific steam locomotive #119, three accent pins and a quartz-movement clock, all housed in a beautiful oak frame. Retail value of the prize is \$109.95 plus shipping.



Winners of the watch can select from the UTU's regular or 35th anniversary medallion watch, pocket watch, pad print watch or clipper watch. All are available in styles for both men and women and are available for viewing on the UTU Web site at www.utu.org. The retail value of the prize ranges from \$75 to \$125, depending upon the watch selected.

All applications for membership in the *UTU for Life* program and UTU PAC donations must be postmarked by Dec. 31, 2006.

New chapter, Opryland trip planned

The *UTU for Life* program keeps getting better, with a new chapter being planned for the Wildwood, Fla., area, and a return trip to the Gaylord Opryland Hotel in December now taking reservations.

Thanks to the efforts of retired Tri-Rail conductor **William (Bill) C. Stewart**, a *UTU for Life* chapter will soon be a reality for retired members in central Florida.

"We'll soon be sending out an invitational mailing to UTU retirees living within a 50-mile radius of Wildwood, which was a CSXT hub," said Stewart, a member of Local 30 in Jacksonville, Fla. He invited retired members to contact him at 716 Shelly Terrace, Inverness, FL 34450, phone him at (352) 637-5403 or send e-mail to saundraa@earthlink.net.

Meanwhile, retirees won't want to miss the

holiday package offered at the Gaylord Opryland Hotel in Nashville, Tenn. The deadline to participate in this incredible experience is Oct. 1!

The package, set for Dec. 11-13, includes tickets to the Radio City Christmas Spectacular, featuring the Rockettes; "Ice," a show of larger-than-life ice environments; the Pam Tillis Christmas dinner party; the Grand Ole Opry; a lunch cruise aboard the General Jackson paddle-wheeler; the *Treasures for the Holidays* art, antique and craft fair, and a Gaylord discount card valued at more than \$250.

Call the UTU's designated travel agency, Gone With the Wind Travel, toll free at (800) 886-4989, at (216) 221-2121, or send email to marcia@gwtw.webmail.com. Details are also available on the travel agency's Web site at www.gonewiththewindtravel.com.

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
31	Lee, Raymond D.	Folsom, Calif.
60	Noonan, Kenneth E.	St. Petersburg, Fla.
94	Brown, Leonard M.	Sun City, Ariz.
94	Fridblom, Arthur E.	Lawrence, Kan.
195	McLandsborough, John D.	Creston, Iowa
212	Jensen, Martin G.	Sterling, N.Y.
234	Connor, William F.	Bloomington, Ill.
234	Groves Jr., S.J.	Norlina, N.C.
284	Perron, Samuel R.	Twinsburg, Ohio
298	Dellinger, John A.	Ft. Wayne, Ind.
298	Johnson, Paul J.	Auburn, Ind.
305	Lindbloom, Elvis C.	Lincoln, Neb.
377	Oyler, Emerson J.	Salamanca, N.Y.
414	Miller, Orville A.	Edmonton, Alta.
462	Lee, James L.	Pine Bluff, Ark.
464	Plush Jr., Jerrold W.	Arkansas City, Kan.
469	Waddle, Raymond D.	Sappington, Mo.
490	Gatewood, Larry W.	Evansville, Ind.

Local	Name	City/State
496	Smith, Raymond F.	Owings Mills, Md.
507	Moore, Wayne D.	Oklahoma City, Okla.
584	Ward, Dupree	Starkville, Miss.
590	Possehl, Bruce C.	Portage, Wis.
631	Hooe, Hugh P.	Charles Town, W. Va.
645	Ryjacek, John W.	Virginia Beach, Va.
662	Sayers, Lonnie F.	Hampton, Va.
744	Myers, Verrill H.	Frankfort, Ind.
756	Shaw, Max	Benbrook, Texas
771	Skinner, Courtland H.	Mohave Valley, Ariz.
847	Powell, Wayne L.	Cedartown, Ga.
857	Craig, Roy A.	Magnolia, Texas
898	Enos Jr., John J.	Arlington, Mass.
982	Hunt, William	Batavia, N.Y.
1000	Richards, Wesley	Longville, Minn.
1006	Kornosky, Albert	Monongahela, Pa.
1033	McClure, James L.	Toccoa, Ga.
1033	Whitley Jr., Eddie J.	Riverdale, Ga.
1033	Wooten, Dan W.	Marietta, Ga.
1081	Rosner, John J.	Glendale, Ariz.
1202	Huffman, Roy C.	Crossville, Tenn.
1216	Kiefer, Edward C.	Falls City, Neb.

Local	Name	City/State
1238	Kienitz, David H.	Vancouver, Wash.
1258	Beck, Kenneth N.	Franklin Park, Ill.
1315	Poff, James T.	Berea, Ky.
1374	Kerr, Harold R.	McKees Rocks, Pa.
1375	Hendricks, John J.	West Melbourne, Fla.
1382	Nooyen, Nickolas C.	Waukesha, Wis.
1389	Shelton, Winston B.	Westminster, Md.
1400	Maietta, Dominic V.	South Portland, Maine
1409	Piersee, Warren R.	Shawnee Mission, Kan.
1477	Himes, Simon S.	North Street, Mich.
1529	Fell, Donald E.	Fostoria, Ohio
1529	Penney, Gordon E.	Roseville, Calif.
1564	Carpenter, Calvin C.	Grass Valley, Calif.
1564	Whitlock, Booker T.	Los Angeles, Calif.
1574	Thaler, William H.	Sun City, Calif.
1589	Finne, Ralph	Sand Lake, N.Y.
1663	Lydy, David A.	Indianapolis, Ind.
1872	Weir, James E.	Chateaugay, Que.
1881	Arnold, Paul R.	Westminster, Ill.
1929	Cousins, Clarence E.	Roxana, Ill.
1948	Metcalf, Garvin W.	Live Oak, Texas
1949	Kehoe, William J.	Pennsauken, N.J.

Erroneously included in this listing recently was **Arthur L. Kroll** of Local 1382, who resides in Port Orange, Fla.

Start saving for retirement now!

WHAT ARE YOU WAITING FOR? IF NOT NOW, WHEN? NEED A FEW GOOD REASONS?

Let's talk about 98,521 reasons. If you contribute \$2,000 to a retirement annuity today and each year for the next 19 years, and you increase that contribution by only 5% each year (in year 2 you would contribute \$2,100), in 20 years your retirement annuity would be worth \$98,521 assuming the current 4.25% interest rate. As interest rates continue to rise, a 5.00% rate would grow your annuity to \$106,132!

WAIT – IT GETS EVEN BETTER...

After 20 years, assuming you make no additional contributions, each month you let your retirement annuity continue to grow at 5.00% you will earn more than \$442 per month. By leaving your annuity untouched for another five years, you will be earning \$537 per month. And five years after that, you will be earning \$686 per month. That's money that is working hard for you and your retirement. But you have to take the first step.

SO, WHAT ARE YOU WAITING FOR?

We offer a Traditional IRA, Roth IRA, and a Flexible Premium Deferred Annuity. One of our field supervisors can help you decide which plan best fits your needs. Whichever one you choose, the most important thing is to "pay yourself first" by committing to a long-term savings plan. Once you do that, you can enjoy all the benefits described above plus tax free accumulation, the magic of compound interest, guaranteed minimum interest rates, the avoidance of probate, no sales charge, service charge or maintenance fees, and the security of doing business with a company you know.

To learn more, talk to a UTUIA field supervisor today, or call the UTUIA Sales Department at (800) 558-8842, or complete and mail the coupon at right.



Information, please

I would like more information on retirement savings plans.

Please print



Full name

Date of birth

UTU local number

Address

City

State

ZIP

Telephone number with area code

Are you currently working? ☐ Yes ☐ No

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

09/06

UTU members staff *Railway Age* train



Railway Age magazine recently celebrated its 150th birthday by chartering a special inspection train and operating it as a fundraiser for the American Public Transportation Association scholarship foundation.

The magazine's editor, William C. Vantuono, wanted the run to be staffed by the best, and with the help of New Jersey Transit General Chairperson Xavier Williams (GO-610), he enlisted the services of brakeman Bobby Nemeth (left) and conductor Linda Maldonado, both members of Local 60 in Newark, N.J.

The two are "conductors for the Jersey Shore Commuters Club private car on the North Jersey Coast Line, of which I am president," Vantuono said.

"Bobby, who is retiring in about two years and started his career on Penn Central, loved working the vintage PRR cars and E8 locomotives and said our train was 'a great retirement gift,'" Vantuono said.

UTU, CN reach deal on former B&LE line

The UTU and Canadian National have reached a new three-year agreement covering train and engine service employees on the former Bessemer & Lake Erie Railroad, which is now part of CN North America and now known as CN's Bessemer Subdivision.

The agreement was ratified by the affected employees.

UTU International Vice President Steve Thompson, who assisted in the negotiations, said the hourly compensation agreement protects employment of those UTU-represented engineers and trainmen by permitting them to transfer to CN subsidiary Grand Trunk Western should the Bessemer & Lake Erie trackage be sold or abandoned.

The agreement provides assigned days off to those on the extra board.

Thompson praised the efforts of General Chairperson John Leasure in negotiating the new agreement.

The Bessemer Subdivision carries primarily coal, iron ore and limestone between the Lake Erie port of Conneaut, Ohio, and steel mills in the Pittsburgh area.

UTU yardmasters ink agreement with D&H

UTU-represented yardmasters on the Delaware & Hudson Railway have ratified – by a three-to-one margin – a new agreement covering wages, work rules and health and welfare benefits.

The agreement is retroactive to Dec. 31, 2005, and its provisions extend to Dec. 31, 2008, when the agreement can be reopened.

In addition to annual general wage increases, the agreement establishes a yardmaster performance plan that could further increase compensation by up to five percent annually.

It also eliminates entry rates for new hires, provides 401(k) plan enhancements and guarantees a separation allowance of the D&H is sold or leased and the Surface Transportation Board does not provide labor protection as a condition of the transaction.

Jim Cumby, vice president of the Yardmaster Department, praised the efforts of General Chairperson Bob Keeley "for all his help in securing this agreement and explaining its positive provisions to members."

Thompson

Continued from page 1

Mediation Board, the White House (which appoints Presidential Emergency Boards) and among conservatives now controlling Congress, strikes no longer are an effective weapon in the fight for better wages, benefits and working conditions,” Thompson said. “A new and completely different strategy is needed in these difficult times.

“We have risen to the task,” Thompson said, explaining how the UTU, in solidarity with other labor organizations, has forged an alliance with another group suffering abuse by railroads – captive shippers. “By linking arms with captive shippers, we have hit the carriers where it hurts most – in the pocketbook,” Thompson said. “The UTU and other unions have begun lobbying in support of shipper-friendly legislation, including a bill ending the railroads’ antitrust immunity.

“Carriers now understand they no longer can abuse labor without risk,” Thompson said. “It is time for the carriers to harvest a new strategy or reap the harvest they have sown.

“The carriers have forgotten the many times rail labor was there for them when they needed us,” Thompson said. “They ignore how much help labor has provided in boosting carrier profits to their current record level.

“In spite of decades of rail labor support for the railroads’ legislative agenda, carriers abuse their employees, they have lied to us during these negotiations, they have attempted to pit one labor union against the other, they have failed to provide employees with sufficient train-

ing and rest, and they have failed to hire sufficient numbers of train crews,” Thompson said.

“Throughout our working careers,” Thompson said, “rail labor has supported legislation providing carriers with tens of billions of dollars in improved profits. And how do the carriers respond? They use us, then abuse us.

“We supported creation of Amtrak, which allowed freight railroads to eliminate passenger service and save \$1 billion annually.

“We supported railroad deregulation, including the Staggers Rail Act; we supported numerous tax-credit and federal loan programs for carriers; we supported railroad subsidy programs; we provided givebacks to save Conrail; we supported carriers in their fight against reregulation; we helped the carriers win elimination of a diesel fuel tax; and we have supported federal subsidies for highway-rail grade-crossing improvements.

“And what did the carriers do? They use us, then abuse us,” Thompson said.

“When the carriers needed us, we were there for them. When we need the carriers, they are nowhere to be found. I am disgusted that the carriers now have developed a web page containing misleading information,” Thompson said.

“Carriers claim we are among the highest paid workers in America,” Thompson said. “They don’t explain how our members are required to work without days off, or adequate rest, or how we are subject to stalking, harassment and intimidation that we continually must ask the Federal Railroad Administration to investigate and halt.

“Our bargaining committee offers the carriers a means to get back on track,” Thompson said:

•Stop all attempts to eliminate the conductor and trainman through operation of one-person crews that would put public safety and national security at risk;

•Sit down at the negotiating table to address a reasonable training program whose true objective is improved safety;

•Once employees complete their required training, treat them as equals and stop this two-tier pay system that creates an underclass;

•Share some of your record profits with your employees who make those profits happen;

•Treat employees with respect;

•Work with labor and the FRA to address the fatigue problem before another horrific accident snuffs out more innocent lives;

•Reach out to labor to develop a quality of life that makes your company world class in every respect;

•Be honest and truthful in your dealings with labor. We may not always agree, but we should deal with one another out of trust.

Thompson said rail labor would not let up the pressure, which could send a wrong signal and encourage railroads to backslide. “I can assure you that the United Transportation Union is in better shape than ever before to meet all challenges.

As an example of unprecedented labor solidarity, Thompson passed out bumper stickers, with the logos of 11 rail unions, proclaiming: “The Nation’s Railroads: They Use Us – Then Abuse Us!”

CSX harassment

Continued from page 1

Region 2006 Safety Action Plan, updated in June, which orders CSX supervisors to identify so-called “bad actors” at each on-duty location.

The CSX Southern Region Safety Action Plan instructed CSX supervisors to target 1 percent of T&ES employees.

Harassment and intimidation of operating employees is a widespread practice in the rail industry that is not specially limited to CSX. However, it’s rare, if not unprecedented, to see a blatant management directive in writing.

In one case, two CSX supervisors told an injured employee the following:

“...[Y]ou’ve got a long career ahead of you and you don’t want personal injuries on your record so you need to try to work with us.

“By federal law, once you have an injury, we have to give you more tests. Everybody sees this once the paperwork goes in. If there is no paperwork turned in then nobody sees it. All I’m try-

ing to do is keep this thing from going reportable. We are just trying to keep from having a reportable injury.

“If you have to seek medical attention we will have to show you an efficiency test failure and it will go to investigation.”

When that employee said he still wanted to seek medical attention he was notified later that day that CSX had filed charges against him.

These despicable actions are in direct contrast to what CSX says on its Web site: “Accident and injury reporting is important for several reasons, not the least of which is the collection of data and root causes that can be used in an effective program of prevention.” The targeting of CSX employees also is in direct contrast to a CSX video, “Right Results, Right Way.”

The CSX video, produced about six years ago and directed at company officers, explained the “right way” and the “wrong way” to interact with injured employees. What CSX is doing today is exactly what the video says is the “wrong way.”

“CSX has taken a 180-degree turn and aban-

doned the standards previously established by a constructive, positive and progressive thinking rail carrier,” Thompson and Hahs told Ward in their joint letter.

“CSX’s new campaign is nothing more than a stalking, harassment and intimidation adventure which will reap no benefits and prove to be destructive to all involved. The good intentions and ground work initially set in place are appearing to be nothing more than a façade,” Thompson and Hahs wrote.

“Additionally, we have learned that these employees are being targeted specifically for random rules tests and being marked for investigation for any test failures,” Thompson and Hahs wrote.

“We request your immediate involvement and investigation of this coordinated stalking, harassment and intimidation of T&ES employees.”

The FRA’s associate administrator for safety, Jo Strang, announced at UTU’s regional meeting in Asheville, N.C., that the FRA is investigating the UTU/BLET complaints and would be asking specific questions of senior CSX officers.

FRA slaps BNSF

Continued from page 1

are still in their infancy,” said UTU International President Paul Thompson. “The FRA clearly is not satisfied with BNSF’s safety plan for its ETMS, which reflects the carrier’s reckless disregard for public safety.”

In a highly critical June 29 letter to the carrier, the FRA said it no longer trusts the basic safety assumptions of BNSF’s positive train control pilot projects. BNSF has been experimenting with ETMS on a little 115-mile subdivision in Illinois and is seeking permission from FRA to expand testing to line segments in Texas and Oklahoma, including routes used by Amtrak.

“These pilot projects have been used by BNSF as baubles to entice investors, the media and lawmakers to believe BNSF was advancing rapidly toward introduction of positive train control technology intended to replace experienced crew members,” said UTU Alternate National Legislative Director James Stem. “The FRA exposed BNSF’s smoke and mirrors approach and validated that BNSF and other railroads are years away, at best, from perfecting PTC to where it might be implemented safely.”

BNSF sought – and failed to gain in February – FRA approval to operate the experimental ETMS technology with but a single crew person. The UTU, Brotherhood of Locomotive Engineers and Trainmen, Brotherhood of Maintenance of Way Employees Division and the Brotherhood of Railroad Signalmen opposed

that BNSF request, telling the FRA that no trains should be permitted to operate with single-person crews until appropriate safety studies have been completed and regulations in place.

“The multiple safety functions of the second operating crew member are not replaced by ETMS,” Stem said. “The second crew member provides an important second set of eyes and ears, as validated by the FRA’s Collision Analysis Working Group, which is on record that “for freight trains, the conductor and engineer work as a team. One member points out situations that may have escaped the other’s attention.”

“ETMS only encourages engineer reliance on a system that doesn’t work as promised and does nothing to address the major problems of employee fatigue, lack of experience, and inadequate training,” Stem said.

FRA to encourage ECP brake installation

Calling it the most significant development in railroad brake technology since the 1870s, Federal Railroad Administrator Joseph H. Boardman announced last month his intention to propose revised federal rail safety regulations to facilitate the installation of electronically controlled pneumatic (ECP) brake systems capable of preventing derailments and shortening train stopping distances.

"ECP brakes are to trains what anti-lock brakes are to automobiles – they provide better control," Boardman said. "It offers a quantum improvement in rail safety."

ECP brakes are applied uniformly and virtually instantaneously on every rail car throughout the train, rather than sequentially from one rail car to the next as is done with current air brake technology, Boardman said.

The system provides improved train control when braking and can reduce stopping distances up to 60 percent, he said.

Boardman said the FRA intends to issue a notice of proposed rulemaking next year to revise the federal brake system safety standards to encourage railroads to invest in and deploy ECP brake technology.

In order to achieve the safety benefits as soon as possible, FRA is open to considering plans from railroads interested in using ECP brakes before the proposed rule changes are completed, he said.

In 2005, 14 percent of train accidents on main line track caused by human error involved improper train handling or misuse of the automatic braking system, according to the FRA.

ECP brakes would give locomotive engineers better control over their trains and prevent many potential accidents, Boardman said.

In addition, current problems such as derailments caused by sudden emergency brake applications, and runaway trains caused by loss of brake air pressure, could be eliminated using ECP brakes.

Also, the technology can perform an electronic health check of the brakes to identify maintenance needs.

Boardman also said the deployment of ECP brakes supports the U.S. Department of Transportation's new National Strategy to Reduce Congestion on America's Transportation Network.

Better brakes mean longer trains can move more freight faster and more safely to help reduce congestion on America's rail system, he said.

UTUIA honors 2005 volunteers of the year



Gary Devall and Marilyn Spangler have been selected as the United Transportation Union Insurance Association's volunteers of the year for 2005.

(Dave and Marilyn Spangler, left, and Gary and Patti Devall, right, proudly display their awards with UTUIA Director of Sales Morgan Cox.)

Devall, a member of UTU Local 1501 at Baton Rouge, La., and Louisiana state legislative director, was selected for his relief efforts following Hurricanes Katrina and Rita.

"In my more than 30 years with the United Transportation Union, I have never seen anyone take charge like this man has done," said UTU International President Paul Thompson. "He has gone forward and hasn't looked back. He personally helped me with our hurricane relief fund, trying to find all of the affected members, not only in Louisiana, but Mississippi and Texas. He has helped railroad employees with their (relief) applications, not only in completing them, but in processing them and sending them to the proper departments at the International."

Spangler, director of updating and auditing at the UTU International, also serves as president of UTUIA Local Unit 1, based at the International in Cleveland. "Marilyn has a knack for getting our projects off the ground, for finding volunteers and for following through to a grand conclusion," Thompson said. "Marilyn keeps the unit's projects in mind when she shops. Because of her, there's always something available at the UTU International to make kits for the homeless and women and children at the battered women's shelter. Many items were also sent to victims of Hurricanes Katrina and Rita. She finds volunteers and together they make deliveries to the City Mission, St. Herman's, the Westside Catholic Center and the Harvest for Hunger Food Bank."



UTU BUS LINES

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

Bus companies hike security

Bus services have beefed up security in response to the heightened alert for air travel in the United States, according to reports.

Bus provider Greyhound said it had remained on the same "yellow" alert status it had before the arrests in the terror plot.

Greyhound said it took some unspecified measures to increase surveillance and security at its major facilities.

But most bus stations are contract facilities that are open for multiple purposes and aren't easily secured, said Grayhound spokeswoman Anna Folmsbee in Dallas.

Though the foiled bomb plot specifically targeted air travel, NJ Transit and the New York/New Jersey Port Authority worked to safeguard their transit systems from the potential ripple effects caused by an attack.

Both agencies increased police patrols – including canine units – at train and bus stations. State police and local law enforcement also assisted and the number of plainclothes patrols was increased.

"Whenever there's a major terror alert, we typically will step up security to provide our customers with comfort," said Dan Stessel, a NJ Transit spokesman.

Jefferson Bus operators approve new pact

Bus operators who work for the Jefferson Bus Lines in Oklahoma City, Okla., members of Local 1042, have ratified a new contract with the company.

The drivers operate routes between Oklahoma City and Little Rock, Ark.; Dallas and Wichita Falls, Tex., and Kansas City.

The three-year agreement, retroactive to March 1, includes regular increases in wages, a better benefit package, an increased safety bonus, an increase in the guarantee on the extra board and other improvements, according to Rodrick Steele, acting general chairperson.

Steele, with the assistance of Bus Department Director and Vice President Roy Arnold and Alternate Local Legislative Rep. Fred Rayman, completed negotiations on the new contract with the company that were begun by former General Chairperson Keith Tanner, who passed away a few months ago.

Jefferson operates a fleet of modern coaches in passenger and express scheduled service as well as charter and tour services. Jefferson routes extend from Minneapolis to Dallas, serving eleven states in the heartland of America and the province of Manitoba, Canada.

L.A. MTA operators ratify new contract

More than 4,800 UTU-represented bus operators have overwhelmingly approved a contract with the Los Angeles County Metropolitan Transportation Authority that gives them a 10.5 percent pay raise over the next three years.

"This represents the best labor contract that we've had since the 1980s," General Chairperson James A. Williams said. "And, this is the first time in 18 years we have reached agreement prior to the expiration of the contract."

Under the deal, the top hourly rate for those hired before July 1, 1997, goes up to \$24.30, effective immediately. Drivers hired after that date will earn as much as \$20.55 an hour.

Williams said he was proud of his negotiating committee – Vice General Chairperson Victor Baffoni and local chairpersons Robert Gonzalez, Enrique "Rick" Ortega, Benjamin Cooper and Tim Del Cambre – for their efforts on behalf of members.

"It feels good," said Local 1563 (El Monte, Calif.) member Frank Munoz, 26, who has been through two strikes since he began driving an MTA bus in 2000.

Local 1607 (Los Angeles) member Jacqueline Jones, 39, called the contract "the best since 1999," when she joined the MTA as a driver.

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 **Andrew D'Egidio**, a locomotive engineer and member of Local 30 in Miami, Fla. The photo is of the first of six new EMD GP49 locomotives to arrive in South Florida for use by the Tri-Rail commuter system. The photo was taken at Mangonia Park on the engine's maiden revenue-service trip on May 18, 2006, D'Egidio said.*



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Incident illustrates real need for two persons in locomotive

Tragedy may well have been averted recently due to the simple fact that two people – not one – were working aboard a Norfolk Southern (NS) locomotive.

On June 21, engineer Dan Neyhouse and conductor Alan Stuckey, both members of UTU Local 490 in Princeton, Ind., answered the call to operate an NS train to St. Louis, said Mike Lewis, a fellow member of Local 490.

As Neyhouse made preparations for departure, conductor Stuckey released the hand brakes, mounted the third engine of the locomotive consist and advised the engineer he was in the clear and ready to proceed, said Lewis.

Neyhouse failed to acknowledge his conductor, and when conductor Stuckey made his way to the lead locomotive, he again advised the engineer to proceed. Without verbally responding to Stuckey, engineer Neyhouse released the brakes and the train began to move.

Stuckey reminded Neyhouse of a speed restriction at an upcoming crossing, but the engineer again failed to respond verbally, a situation Stuckey found odd.

With his view of Neyhouse obstructed by the control stand, and his uncertainty rising due to the lack of verbal acknowledgement from his crew mate, Stuckey left his seat and approached the engineer's side of the cab, only to find Neyhouse staring blindly out the window.

Stuckey asked again if the engineer heard and understood his instructions about the speed restriction, and suddenly realized Neyhouse couldn't respond. Instead,

the engineer, with a contorted expression, swiveled strangely in his seat, mumbled incomprehensibly, motioned toward the ceiling with his right hand and drew his left hand across his chest.

Comprehending the gravity of their situation, conductor Stuckey put the train into emergency before it reached the dangerous crossing and called on the radio for an ambulance. As Stuckey radioed for help, Neyhouse collapsed, face down, onto the floor of the cab.

Stuckey immediately went to Neyhouse's aid, propping him up into a seated position and splashing bottled water on his face in an effort to revive and comfort him.

Neyhouse was transported to a local hospital, while Stuckey was assigned a replacement engineer.

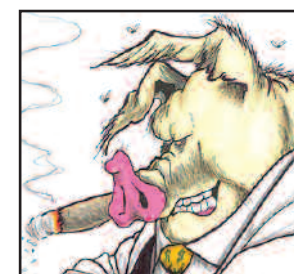
Doctors treated Neyhouse and released him later that evening, but a definite cause of his ailment could not be determined, Lewis said. The doctors theorized that Neyhouse may have been suffering from severe dehydration.

"This incident is an example of the potential disasters being averted because two employees are required in the locomotive to ensure its safe operation," Lewis said. "And I feel that UTU-represented conductor Alan Stuckey deserves recognition for his alert, calm reaction and dedicated service."

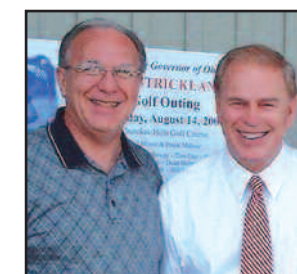
This is another reason that an FRA working group on collision avoidance, which includes representatives of carriers, labor and the FRA, recommends two sets of eyes and ears in the cabs of all trains.



Inside this issue of the UTU News:



Alan Nash's cartoons are worth a thousand words. See page 2.



UTU members are gearing up for Election Day. See page 5.



John Edwards addresses Asheville regional meeting. See Pages 6 and 7.



UTUIA honors volunteers of the year for 2005. See page 11.