



The Official Publication of the United Transportation Union

Welcome to the "Voice of Transportation Labor"

"It's time for us to take a stand against the ill treatment of our husbands."

- WARR (Women/Wives Against the Railroad) co-founder Kathy Beisner (see Feedback, Page 5)

News & Notes

Accident kills member

Eugene A. Janik, general chairperson on the Belt Railway of Chicago and a member of Local 1597 in Chicago, Ill., with 35 years of experience, was killed last month in a switching accident, the second fatality on the property this year and the third in the last 22 months. In February 1998, Mike Mallin died after being hit by a railcar, and in March 1996, a switching accident took the life of Andrew Shiu. Both

Lump sum payment due

In accordance with the provisions of Article I, Section 5 of the Award of Arbitration Board No. 559, eligible employees of railroads party to the award will receive a 3 1/2% lump-sum payment based upon their 1997 compensation. From this amount will be taken a pre-tax deduction of \$167.22, which is the employees' contribution to the increased payment rate for health benefits under the Railroad Employees' National Health and Welfare Plan. Eligible employees should receive the lump-sum payment on July 1.

Ladies Auxiliary convenes

The Ladies Auxiliary of the United Transportation Union will hold its Seventh International Convention Aug. 24-29 at the Adam's Mark Hotel in Columbus, OH; (614) 228-5050. Room reservations must be made by July 25. The 162 delegates from the U.S. and Canada will elect officers and consider amendments to the Ladies Auxiliary Constitution. For more information contact Ladies Auxiliary International President M. Louise Riley at (614) 459-4443.

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Read the UTU Daily News Digest on the UTU web page at <www.utu.org>

UTU, BLE agree to explore creation of new organization

LIVINGSTON, MONT. - The UTU and BLE have reached an agreement to "explore the creation of a new organization, uniting the two rail operating unions" after a three-day meeting concluding on May 21 here.

Former AFL-CIO President Tom Donahue acted as the federation's facilitator. The Montana agreement calls for the UTU and BLE to "exert every effort to conclude the examination of all issues and negotiations by September 30, 1998." The unions have created five committees to examine specific details of principal union operations.

The overall process will be managed by an oversight committee composed of UTU International President Charles L. Little, BLE International President Clarence Monin, UTU Assistant President Byron A. Boyd, Jr., and BLE First Vice President Edward Dubroski.

"We would like to thank Tom Donahue for his leadership and creativity in guiding this process," Little said. "He is a true asset to labor."

Little added, "We have a great deal of work to do in a short time. The UTU intends to do what is prudently needed to give this new organization its best chance for success."

The unions also agreed to continue in effect their earlier agreement to refrain from interfering with each other's members.

The five committees and their members are:

Structure: UTU-Tim S. Secord (Canadian LD), C.M. Vahldick (GC, BNSF), D.G. Strunk, Jr. (GC, NS), Bernie J. McNelis (VP, Bus), J.T. Reed (GC, CSXT), A. Martin III (Assoc. GC, UP); BLE-G. Halle (VP/Canadian Director), L.A. Parmalee (Pres., ATDD), C.L. Roy (GC, CSX), S.J. Bruno (GC, SEPTA), M.A. Young (GC, UP), M.W. Simpson (GC, CN).

Finance and Membership: UTU-R.D. Griffith (GS&T), R.W. Earley (VP), P.L. Kalil (Staff), Stuart Collins (Consultant); BLE-R.W. Bennett (GS&T), E. Rodzwick (VP), H.F. Volpe (Controller), R.D. Broka (Director, Records).

Constitution/Unity Agreement: UTU-Clinton J. Miller III (General Counsel), P.C. Thompson (VP), R.A. McHenry (Staff); BLE-G.H. Cohen (Bredhoff & Kaiser), D.M. Hahs (VP), C.E. Anderson (Staff).

Legislative Operations (state and national): UTU-James Brunkenhoefer (NLD), James

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STB approves Conrail break-up

WASHINGTON-The Surface Transportation Board (STB) approved last month the \$10.2-billion acquisition of Conrail by Norfolk Southern Corp. and CSXT, the largest rail merger in U.S. history.

The UTU is close to finalizing implementing

Read Assistant President Byron A. Boyd's comments on the Conrail breakup on Page 4

agreements with the purchasing carriers.

"It is extraordinary for a labor union and two carriers to come to an agreement so quickly," UTU International President Charles L. Little said. "The key to the agreement is gaining automatic certification protections for our operating union members."

The automatic certification of affected mem-

Continued on page 11

Pilots vote to join UTU

BILLINGS, MONT.-Seeking the support of a strong organization to increase their bargaining leverage, the airline pilots of the Big Sky Pilots' Association voted in May to affiliate with the UTU.

The vote represented a major boost to the UTU as it continues to expand its membership base to include individuals employed in a variety of transportation-related occupations.

The UTU and the BSPA have filed with the National Mediation Board a petition for transfer of certification and are awaiting its decision.

Pilots represented by BSPA are employed by the Big Sky Transportation Company, a regional commuter airline headquartered in Billings, Mont. The airline serves eleven cities in Montana, as well as Spokane, Wash.

Through a mail-in ballot, the pilots of Big Sky

Continued on page 11

Around the UTU

News from around the U.S. and Canada

Local 77, New York, N.Y.

Congratulations go to member and Metro North General Chairperson A.J. Botallico, who was recently elected by a coalition of 14 unions to fill an 18-month term as labor representative on the MTA board. At deadline, Brother Botallico was scheduled to go before the governor for confirmation.

Local 215, Harrisburg, Pa.

Eddie Gault recently received an award from the Harrisburg/Enola Labor-Management (HELM) group in recognition of action above and beyond the call of duty. On vacation, Gault witnessed a collision between a CSX train and a cattle carrier. Bringing his Critical Incident Response Team (CIRT) training into play, he called 911, and began helping the crew deal with the incident. Later, he made follow-up calls to the crew members. Among those at the award presentation was HELM Labor Liaison William (Billy) J. Merritt, local chairperson of Local 1390, Trenton, N.J.

Local 284, Cleveland, Ohio

Like CSX workers around the country, members of the local are concerned with how the recently approved acquisition of Conrail by Norfolk Southern and CSX will affect them. Local Chairperson Larry Ashby said members meet at 5 p.m. on the fourth Saturday of the month at the Budget Inn of America on Brookpark Road.

Local 324, Seattle, Wash.

After a long debate and by a slim margin, members of the combined rail and bus local who work for BNSF voted to rejoin the safety committee, according to Local President Steve Sanders, who urges members to report unsafe practices and conditions. Meanwhile, General Chairperson Carl Vahldick has established a toll-free hotline to address BNSF crew-calling and payroll complaints, according to secretary/treasurer Larry Rutledge, editor of the local's newsletter *The Informant*. Report problems by calling 1-877-TELL-UTU (835-5888).

Local 473, LaGrande, Ore.

The "Rail Day" event held last March, one of two such meetings sponsored annually by the local, led the regional FRA director to meet recently with a Union Pacific superintendent to discuss problems with train line-ups, crew handling, fatigue, and a number of other issues, according to Local President David J. Thielen. The next "Rail Day" event, tentatively set for November, will bring together representatives from the FRA, the state's DOT safety officials, UTUIA and other insurance representatives, and UTU officers from all levels of the organization.

Local 759, Newark, N.J.

Members working for Community Bus and Transportation under General Chairperson Tony Ortiz face competition on work they've performed for years now that another union has allowed employer New Jersey Transit (NJT) to bid on work using only part-time employees. Previously, the other labor organization and NJT used bids based on full- and



Past events guide approach to future

Illinois Central engineer Milton L. McDaniel, Sr., has not only changed the course of human events, but continues to do so, one person at a time, while engaging in a project to preserve the past for the benefit of future generations.

A member of Local 565 in Centralia, Ill., who hired on in August 1967, McDaniel was the first African-American on the railroad's St. Louis District to reach his position by coming up through the ranks as a fireman. "My hiring was against a policy in the handbook that said no Negro firemen were allowed north of the Ohio River," the 31-year member noted.

"In East St. Louis, while I was a member of the old Brotherhood of Locomotive Firemen & Enginemen, we had to change meeting locations so blacks could attend and be served meals," McDaniel said.

McDaniel and his wife, Coreen, are taking steps to ensure a brighter future. Participants in a state-funded program that places children in foster homes when courts rule their parents have lost guardianship, the McDaniels care for children, ranging in age from infancy to 18, until they can go back to their natural parents or are put up for adoption.

The program, started in 1980 and working primarily through African-American churches, is known as One Church One Child, and it recently honored the McDaniels with its Foster Parent Recognition Award.

The couple also are engaged in the early stages of establishing a black history museum in Carbondale.

Those who can contribute information or artifacts to the museum can contact the McDaniels by calling (618) 529-1466.

part-time employees, the situation which prevails at Community Bus and Transportation. UTU International Vice President Bernie McNelis (Bus Dept.) has filed an Article XX charge under the AFL-CIO Constitution against the other union.

Local 1558, Bergenfield, N.J.

After initially rejecting a proposed agreement with Rockland Coach, members have ratified a five-year pact that retains all previous benefits, boosts pensions, increases pay, and supplies medical coverage with a 10% co-pay on the family portion applying only in the fourth and fifth years, according to General Chairperson Ed Glover. Members can ask

questions about the contract at the regular meetings, held the first Friday of each month at 8:30 p.m. at the Knights of Columbus hall in Westwood, N.J.

Local 1614, St. Paul, Minn.

Members are mourning the loss of Legislative Representative Craig Dickey, who "lost his fight with cancer but never lost his spirit or his love of life," according to Secretary and Treasurer Timothy R. Forsman. Brother Dickey received numerous awards and high praise for his union work, was dedicated to safety and improved working conditions, and was known for going out of his way to serve customers as a way to ensure job security for his brothers and sisters on the property.

Local 1697, Lubbock, Tex.

Members working for Texas, New Mexico & Oklahoma Coaches (Panhandle Trailways) are hauling record-setting numbers of passengers, according to Local Treasurer Pat Tuman, who notes member-of-the-month in June was Tony Conchola of the El Paso Division, known for his courtesy to customers and spit-shined appearance. Meanwhile, General Chairperson Roy Arnold welcomed new members Grover Black, Tom Beeman and Ernesto Ramirez into the local, and thanked all members for their suggestions for the upcoming contract negotiations.

Local 1722, York, Pa.

Members of the local, along with those from other locals and various crafts, helped produce a 25-minute film to be shown at the UTU Regional Meeting in Toronto. The film illustrates the efforts of Conrail's Critical Incident Response Team (CIRT), a voluntary labor-management project that offers peer support to crews witnessing incidents resulting in serious injuries or fatalities. CIRT Chairperson Michael Lydon, Jr., said the film shows the viewpoint of the various crafts, as well as management, police, and emergency workers.

Local 1900, Miami, Fla.

UTU International Vice President (Bus Dept.) Bernie McNelis recently welcomed the local's new General Committee of Adjustment to the UTU Bus Department. The committee will represent truck drivers working for PARSEC in Miami and Jacksonville, Fla., who were formerly regulated by the Railway Labor Act but are now governed by the National Labor Relations Act. McNelis looks forward to working with General Chairperson Earl White, Vice Chairperson Art Mincey, Local President Prince Gibbs, and all the officers and members of the local.

Local 1923, Prince George, B.C.

Members co-host with members of Local 1778 (N. Vancouver, B.C.) a recently revamped website that now includes a complete section of UTU Engine Cab Committee reports dating back to 1995, some new links, new features, and a surprise, according to Local 1778 Secretary/Treasurer David Moorhouse. Visit the website at <<http://www.ultra-net.ca/utu>>.

Colorado

State Legislative Director Jack Shaver recently recognized the members of UTU Local 945 at LaJunta, Col., for having the highest average TPEL contribution per member in the state, and the second highest in the nation.

While attending a meeting in LaJunta in May, Shaver congratulated the members of Local 945 for their average contribution of \$8.86 per member.

In his address to the membership, Shaver read from a letter he received from former UTU International President Al Chesser, commending the members for their participation in the legislative process.

Chesser wrote: "A labor union operating in state legislative bodies and the Congress of the United States today without a successful political action fund is like sending an army into battle with bean shooters instead of modern weapons. State legislators and especially the U.S. Congress have the power to tear the cover off our contract and throw the contents in the trash."

Local 945 members are employed by the Burlington Northern Santa Fe Rail Railway.

Wisconsin

On June 3, Wisconsin Governor Tommy Thompson signed into law SB 462 which requires that all driver's education students in that state receive instruction in regard to the hazards of railroad grade crossings and how to safely deal with such hazards.

Wisconsin Legislative Director Thomas P. Dwyer reported that UTU Local 311 Legisla-

UTU recommends...

Arizona

State Legislative Director Scott T. Olson reports that the Arizona State Legislative Board has made the following recommendations for the state's Sept. 8, 1998, primary election.

U.S. Senate
Ed Ranger (D)

House of Representatives

Dist. 1 John Cox (D)
Dist. 2 Ed Pastor (D)*
Dist. 3 Stuart Starky (D)
Dist. 4 Eric Ehst (D)
Dist. 6 Steve Owens (D)

Governor
Paul Johnson (D)

Georgia

The Georgia State Legislative Board's Executive Committee met on May 7, 1998, for the purpose of making recommendations for the state's primary, scheduled for July 21, 1998. Listed below are the candidates

endorsed by the executive committee:

U.S. Senate
Michael Coles (D)

House of Representatives

Dist. 2 Sanford D. Bishop (D)
Dist. 4 Cynthia McKinney (D)
Dist. 5 John Lewis (D)

Missouri

The Missouri State Legislative Board has made the following recommendations for the state's August 4, 1998, primary election.

U.S. Senate
Jeremiah W. "Jay" Nixon (D)

House of Representatives

Dist. 1 William Clay (D)*
Dist. 3 Richard A. Gephardt (D)*
Dist. 4 Ike Skelton (D)*
Dist. 5 Karen McCarthy (D)*
Dist. 6 Pat Danner (D)*
Dist. 8 Anthony J. Heckemeyer (D)

*denotes incumbent

tive Representative James E. "Jet" Tomten was instrumental in drafting and introducing this bill, as were the many UTU members who testified in support of the legislation.

Tomten, an active participant in Operation Lifesaver, approached President of the Wisconsin Senate Brain Rude (R) and State Rep-

resentative Eugene Hahn (R), the "railroad safety gurus of the Wisconsin Legislature," about submitting the legislation to the General Assembly.

"Everybody who had a hand in seeing this bill passed should be proud of what he or she has accomplished," said Dwyer.

Bus Column



"We believe that now is the time to put forth a major effort to organize these employees who are making minimum wages, have poor working conditions and are forced to work 60 or more hours weekly."

-Bernie J. McNelis, vice president, director, Bus Department

Get Involved

The theme of this year's regional meetings is about membership involvement, something I believe in and I am sure most our members do as well.

Any organization is only as strong as its membership is involved and supportive. That is not to say that we have to always agree with each other, but we must be able to agree to disagree with respect and dignity toward one another.

The Bus Department is looking to organize the many van drivers who shuttle our railroad crews around. We have started this effort in Florida, Georgia and Alabama. We now have organizing efforts ongoing in Nashville, Tenn., Bakersfield, Cal. and in Gillette, Wyo., among others.

We believe that now is the time to put forth a major effort to organize these employees who are making minimum wages, have poor working conditions and are forced to work 60 or more hours weekly.

Our rail crews can play an important part in this effort through membership involvement. Maybe you do not have time to assist your union at all times, but you do ride with these van drivers. We are seeking your assistance in having these drivers sign authorization (A) cards wherever you may be riding with them throughout the United States and Canada.

The UTU has the unique resource of having our railroad crews ride with these drivers daily. We have the perfect opportunity to promote unionism, the UTU and the UTU Bus Department. By organizing these employees we all benefit: the van drivers, rail crews and the UTU. There are thousands of van drivers out there to organize. LETS DO IT! LETS GET INVOLVED! EVEN IF ONLY IN THIS EFFORT.

Yardmasters



"The Surface Transportation Board has authorized CSX Transportation and Norfolk Southern to purchase Conrail. The transaction will have greater impact on the yardmaster craft than any past authorization."

-Don Carver, assistant to the president, yardmasters

A time of change

The government has authorized CSX Transportation and Norfolk Southern to purchase Conrail. The transaction will have greater impact on the yardmaster craft than any past authorization.

Tentative agreement has been reached between the NS and the yardmaster committees with jurisdiction over those portions of Conrail to be controlled by the NS. General Chairpersons W. B. Headrick, Jr., Robert J. Cooper and James R. Cumby are to be commended for their diligence and determination in negotiating a tentative agreement for protection of their memberships.

Negotiations are continuing with CSX. Additional negotiation sessions are set for early this month. Our goal is to reach an agreement with CSX covering and protecting our yardmasters affected. Reaching a satisfactory agreement will require cooperation and teamwork between the general committees. CSXT General Chairpersons Doyle K. Turner, Eric C. Howell, Richard P. DeGenova and Conrail General Chairperson James R. Cumby represent the yardmaster committees in these negotiations.

Union Pacific actions raise concern of the department. The UP continues to challenge the Yardmaster Council by seeking ways to provoke and create disputes. Day-to-day operations on this troubled carrier, or any other carrier, brings issues to be resolved by the committees. The UP is not satisfied with the resolution of routine problems, but chooses to provoke unnecessary disputes.

Mediation sessions have been scheduled for resolution of the Soo Line and Grand Trunk Section 6 Notices. It appears that arbitration is the only means of reaching an agreement with Amtrak on protective conditions.

Charles L. Little, International President
 Byron A. Boyd, Jr., Assistant President
 Roger D. Griffeth, General Sec./Tres.
 James Brunkenhoefer, Nat. Legislative Dir.

Now, the real work begins

By September 30, we will have a good idea whether the UTU and BLE can agree to create a new organization. That is the date the leaders of both operating unions said they would pursue in "good faith" to conclude the examination of all issues and negotiations while meeting in Livingston, Montana under the thoughtful guidance of former AFL-CIO President Tom Donahue.

And that is what we intend to do. Because it is the right thing to do for all of you.

Both unions have named capable people to the five committees that will work on creating this new organization for all railroad operating employees. Their work will set the framework for future movement in that direction.

Be assured that whatever we do will ensure the protection of historical craft autonomy and seniority, as well as the existing rights of representation.

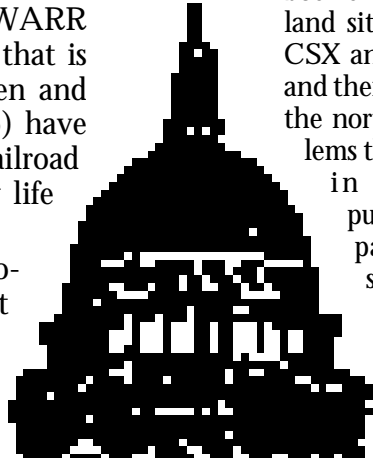
WARR against the railroads

WARR, what is it good for? Absolutely nothing!

So go the lyrics (with a slight spelling change) of a song by Edwin Starr.

But to the wives of Union Pacific Railroad employees, WARR is what they have decided to wage against the carrier that is ruining their families' lives. A group of railroad women and wives in North Platte, Nebraska, (see article on Page 5) have formed a group called Women/Wives Against the Railroad (WARR) because the UP is literally destroying family life and working their husbands into the ground.

The group's name is an attention-getter. But it is appropriate and justified. We welcome the involvement because when the women and wives of railroaders get involved, it can only help make the union that represents their families stronger, and the railroads more nervous.



WASHINGTON WATCH

Spotlight: Conrail carve-up

The Conrail carve-up went down just as we predicted. The result is just as we thought, with CSX and Norfolk Southern roughly dividing the carrier in half.

But a few things are different about this deal.

First, the UTU leadership decided to invest our time in making sure our members got the best deal possible. We decided to spend our time constructively working for your job security, not ranting and raving to grab some empty-calorie headlines.

Second, the Union Pacific meltdown has brought a renewed spotlight on the troubled state of America's railroads. CSX and NS can thank the UP for causing the Surface Transportation Board to impose more strings and conditions on the Conrail carve-up than anyone thought was possible.

Winning the right to control almost all freight traffic east of the Mississippi River also cost CSX and NS many more millions than they thought. Once again, they can thank the Union Pacific.

The big winner in the what-can-we-squeeze out of CSX and NS is Cleveland, headquarters of both the UTU and BLE. Cleveland sits at the nexus of where CSX and NS will swap systems, and therefore is the "Houston" of the north. With all of the problems the Union Pacific has had in Houston, Cleveland pushed the two carriers to pay up—and they did (with some government funds thrown in) to the tune of \$100 million.

CSX and NS will pay more for safety and infrastruc-

ture improvements in Cleveland and other communities, largely thanks to Union Pacific botching its merger with the Southern Pacific and creating the biggest railroad traffic jam in U.S. history.

While the Conrail carve-up was a so-called *fait accompli*, the long laundry list of strings, concessions, and millions of dollars won by cities east of the Mississippi River was unexpected. And that is good. It means more people, and politicians, are paying more attention to the railroad industry.

The American public is starting to wake up.

One thing that became obvious is that it takes people to run the railroad. The UP meltdown happened in large part because it thought it could get rid of thousands of workers and run more efficiently. They guessed wrong, really wrong.

For the Conrail carve-up to work, CSX and NS must look hard at the UP and not copy its arrogance or tactics. The implementing agreements the UTU is negotiating with CSX and NS are pointed in the right direction.

But both carriers need to know that we will not tolerate a repeat of the UP/SP fiasco east of the Mississippi River. Neither will Cleveland, Buffalo, Indianapolis and everywhere else. And neither will every shipper who fears the worst.

It takes men and women to operate a railroad. It takes the right number of conductors, engineers, switchmen, brakemen and others to operate a railroad safely and efficiently. If the CSX and NS remember that then they have a chance.



Byron A. Boyd, Jr.



"Our piece of legislation... urges all parties of the railroad community... to find a way to fund improvements in railroad retirement survivor benefits."

-UTU National Legislative Director James Brunkenhoefer

Growing apples, or House Con. Res. 52

The long and difficult process of getting a piece of legislation enacted is a lot like growing an apple tree. You don't want to wait until you have a taste for a Granny Smith before you plant the apple seed. With legislation, as with growing apple trees, you need proper care to produce the results that you want. Many times, with legislation, as with apples, the blooms appear, but they stagnate and fall off the tree. We have such a situation right now in Washington, D.C. The apples are fine here; it is the legislation that needs our attention.

We have some legislation that is stagnating, much like a bud that refused to bear fruit. We cannot let this bud fall off the tree because it is too important.

Our piece of legislation is House Concurrent Resolution 52 (HCR 52). It urges all parties of the railroad community, including labor, management, and retiree organizations, to find a way to fund improvements in railroad retirement survivor benefits. The need for this legislation is dire. The legislation seeks to bring railroad retirement into line with social security. Generally, under the Social Security Act, a surviving widow or widower receives a benefit at least equal to what the deceased worker had been receiving. Unfortunately, under our current railroad retirement system, the surviving spouse almost always receives less than the deceased rail worker had been getting. This often leaves the surviving spouse, almost always a widow, at the poverty level.

HCR 52 was introduced last year by Cong. Jack Quinn (R) of New York and now has more than 115 cosponsors. The bill

has been referred to the Transportation Committee, but no action has been taken. On Mar. 5, 1998, Senator Moseley-Braun introduced a companion bill in the Senate (S. Con. Res. 80) where it languishes in the Labor and Human Resources Committee.

We have had more calls and inquiries about HCR 52 than any other piece of legislation this session of Congress. We ask both Republican and Democratic subcommittee leaders virtually weekly to move this legislation. I urge everyone to contact the Republican membership of this committee and urge that this legislation be moved. The time for signs that this tree will bear fruit is at hand.

There is very little time left in this session. If the resolution is passed, Congress is not needed to complete the process and does not have to be in session for it to take place. Since the legislation merely encourages dialogue, without actually amending the law itself, it would cost absolutely nothing if the bill were enacted. Because this is non-binding legislation, there is no excuse for Congress not to pass this legislation.

The Republicans to contact are Spencer Bachus (Ala.); Sherwood Boehlert (N.Y.); Tillie Fowler (Fla.); Jon Fox (Pa.); Bob Franks (N.J.); Kay Granger (Tex.); John Mica (Fla.); Jerry Moran (Kan.); Joseph Pitts (Pa.); Jack Quinn (N.Y.), and Bud Schuster (Pa.). All can be reached by writing the House of Representatives, Washington, DC 20515, or check local telephone listings for regional offices.

Feedback

Women/wives declare WARR on railroad working conditions

By Mary Pierce
The North Platte (Neb.) Telegraph (published with permission)

Kathy Beisner feels like a single parent. She is raising four children, does all the yard work and is responsible for all home and car repairs.

Beisner is not a single parent, however. She is married to Ron Beisner, an engineer and 20-year veteran of the Union Pacific Railroad, who is often away from home. He has worked 35-40 days in a row.

"That's when I put my foot down," Kathy said. Ron Beisner calculated that from March 1-9 he was home a total of 27 hours. Kathy said when he is home he is often stressed out and very tired.

"He walks in the door and the children and I bombard him with our needs and the only thing he wants to do is go to bed," Kathy said.

The final straw for Kathy Beisner may well have been when Ron wanted to be off for his daughter's high school graduation. "Here's a grown man begging to get off for this," Kathy said.

Kathy is angry. She is trying to channel that anger into something useful. She is organizing a non-violent action group called WARR (Women/Wives Against the Railroad) and she wants anyone, male or female, with similar concerns to join her.

"I cannot write letters to Washington by myself and expect to get anywhere. I believe as a united group we can make a difference on a national, state and local level," she said.

Why aren't the employees fighting their own battle? "Women in history have gotten a lot done," she said. Her husband Ron agrees. "I've talked to a few of the guys at work. It seems that women have a better way of getting things done," he said.

What is WARR going to do? For starters a letter writing campaign to elected officials, stockbrokers and Union Pacific officials expressing the groups concerns about the working conditions. Beisner said they may picket the railroad starting this summer. "It's time for us to take a stand against the ill-treatment of our husbands," she said.

Pat McConahay and Arlene Clark, wives of Union Pacific Railroad conductors, agree with Beisner. They are anxious to get a group formed so the issues can be addressed.

McConahay's husband, Mack (Sec./Tres., Local 200), has worked for the railroad for nearly 22 years. She too often feels like a single parent and also a single person. "I do everything alone," she said. "I feel already what a divorced woman feels. I catch myself every weekend alone. I'm 40-years-old and I'm sitting at home by myself."

Arlene Clark of Brady knows about being alone. Her husband, Charlie (Local 286), has worked for the railroad for more than 30 years. He is on call 90 hours a week. In 31 years they've only had 10 Christmases together.

Trying to get time off from the railroad seems to be a common com-

plaint. "You shouldn't have to beg to get off for a funeral," Arlene Clark said. She said that her husband has had personal leave time denied.

What about the unions who represent the railroad employees? Beisner said that as much as the unions have helped, the "government has still tied their hands in one way or another."

McConahay said the men have tried to get better working conditions through the union, but to no avail. "Without the union it would be worse," McConahay said.

Being away from the family takes its toll, not only on the wives, but on the men. "My wife used to be my best friend, now it's my cell phone," Charlie Clark said. Arlene Clark said their friends are basically only other railroad employees. "Other people don't understand why Charlie can't be there."

When Ron Beisner got sick in November 1997 while working, he was investigated for delaying trains. The Beisners see the railroad's reaction as a form of harassment. "If you're sick at work you shouldn't have to worry about it," Kathy Beisner said.

Promises from railroad management always fall through, Pat McConahay said. "We've been hearing for the last three years 'We're going to hire more men,'" she said. "The question remains, when?"

"If you guys will help us through the summer. We've heard that one," Ron Beisner said. "They even dangle a bonus. Money is not the issue. Time is the issue."

Not knowing when he is going to have to go to work, too many hours, not enough rest are some of his concerns. Frustrated by slow orders because of bad track sections also are concerns. "Our track is in the worst shape now than in all the time I have worked here," he said.

Charlie Clark believes there are some answers to the problems, but it can't be fixed overnight. "First and foremost we have to have adequate rest. We have to be able to go to bed without any fear of being awakened by that telephone. We have to have a better fixation of when we go to work. If the railroad could tell us within four hours when I was going to go to work I'd be happy," he said. "It all goes back to one thing. How many people do we need to operate a railroad this size and be effective, servicing the shippers with the required service and yet be cost effective? I can guarantee you it's a hell of a lot more than we have."

As the group prepares to fight the battle for all railroad employees, especially their spouses, Kathy Beisner remembers vows taken years ago. "I want him around when I get old. He promised he'd do that and I'm going to hold him to that."

For more information on WARR, call Kathy Beisner at (308) 532-2236.



Arlene Clark (left), Pat McConahay (center) and Kathy Beisner have formed a group called WARR, which stands for Women/Wives Against the Railroad. (Photo by Tamra Turnbull)



Woman rescued by members

DES MOINES—Two members of UTU Local 867 recently stopped their train in Des Moines, Iowa, to rescue an 83-year-old woman who had been kidnapped and sexually assaulted.

The victim had been walking from her car to Iowa Lutheran Hospital around 1:15 a.m. when she was abducted and forced back into her car by her assailant, who drove the vehicle about a mile east of the hospital and stopped near some railroad tracks, according to a report carried in the *Des Moines Register*.

Unfortunately for the assailant, Union Pacific conductor Michael D. Chapman and engineer Bill R. O'Hara noticed what they thought was suspicious activity around the stopped car and decided to investigate.

The two stopped their train about 250 feet down the tracks, and Chapman ran to help the woman, who was without shoes or a jacket, as

a man sped away in her car.

"We see suspicious things from time to time," said O'Hara. "There was some kind of commotion, and then the guy gets in the driver's seat and took off."

The alert UTU members called their dispatcher, who relayed the information to police.

Authorities made an arrest about 40 minutes later after a high-speed chase, which ended when the driver of the victim's car crashed into a fence and tried to flee on foot.

The driver was charged with kidnapping (a first-degree charge in Des Moines because of the sexual assault), first-degree theft, operating a motor vehicle while under the influence, and operating a motor vehicle with a suspended license.

Conductor saves two

ROUND ROCK, TEXAS—An Amtrak conductor has won praise for rescuing two fellow rail workers from an overturned railroad locomotive leaking diesel fuel.

In May, near Round Rock, Tex., an Amtrak train plowed into a garbage truck, killing the driver and injuring the engineer, assistant engineer and 10 passengers.

The locomotives ended up on their sides, trapping engineer Rudy Quesada of Local 857, San Antonio, Tex., and assistant engineer Lawrence Human inside.

Conductor Arthur Guevara, also of Local 857, climbed on top of the overturned lead unit, beat open the stuck side door and pulled to safety the two injured employees.

The assistant engineer was badly bruised; the engineer was bleeding profusely from a severe head wound.

Following the rescue of his fellow workers, Guevara returned to the passenger coaches to assist with the evacuation of the 112 remaining passengers.



Where We Stand Today

A speech by UTU International President Charles L. Little presented at the UTU Toronto Regional Meeting on June 22, 1998.

Brothers and Sisters, I applaud the more than one thousand two hundred of you who have carried the torch here to Toronto. When we leave here in a few days, the flame of the UTU will be burning even more brightly.

Three years ago, when I was elected International President, the UTU was not in the best of shape. Today I am proud to report that our finances are sound and our membership is growing. And the UTUIA is in the best financial shape in its history.

We are truly a union that's on the move.

We have a lot to talk about, and now I'd like to take a few minutes to talk about our union and the challenges we are facing.

As Byron Boyd said, we are living in some of the most exciting and challenging times this union and the rail and transportation industry has ever seen. These are times when history is being made and we are part of that history.

During the last year, these changes have affected the lives of nearly everyone who belongs to this union, and they will continue to affect your lives for years to come. That is a fact of life.

Each of us, I am sure, can recite the list from heart...the Conrail takeover...the Union Pacific meltdown...Amtrak and VIA Rail...safety and fatigue and hours of service problems...the continuing consolidation of the rail and bus industries....

And the real possibility that the UTU and BLE will finally join together in a new organization representing all of the historical operating crafts.

Conrail decision

First, let me talk about Conrail. As you know, this union saw the handwriting on the wall and set out to protect its members by agreeing not to oppose the deal and to work toward realistic implementing agreements that would benefit our members.

Unlike other rail unions, we decided to put our energies toward finding a solution to the inevitable STB decision to split Conrail between Norfolk Southern and CSX. We believe our decision, in light of the STB's decision, was the right one and that we have the framework of an agreement that will resolve many of our issues.

Make no mistake about it, the Conrail carve-up by NS and CSX is not the end of the consolidation in the rail industry. There is more to come, like the Canadian National's takeover of the Illinois Central, and whatever comes after that. In fact, in a few years, there may be only two or three major carriers in North America, and we must be in a position to deal with that inevitable reality.

But the problems caused in the wake of the Union Pacific's takeover of the Southern Pacific are coloring future mega-mergers in the rail industry. As ironic as it may seem, the UP's failure to successfully com-

bine with the SP is helping us win arguments and concessions now as other deals are taking place.

It is a known fact that the UP's problems had a major effect on the Surface Transportation Board's approval—with its many conditions attached—of the Conrail deal. This will be the most scrutinized rail merger in history because failure will possibly doom future deals, and could doom the STB itself.

Union Pacific meltdown

Now let me take a moment to talk about the Union Pacific. I do not have to tell you about the problems on the UP. They are very well documented. To date our UP hotline has received more than 750 calls, and that's just the tip of the iceberg.

Our 15,000 UP members have worked beyond the call of duty during this very real crisis. They have kept UP from falling apart. They and their families are the real heroes of the worst rail crisis in U.S. history, and I applaud them.

We know what the problems are and so does the UP. All railroad workers—and all shippers and consumers—have suffered and we continue to push for solutions, including the hiring of new operating workers to relieve the strain, and a major change in UP's attitude toward its workers.

The jury is still out on all of that.

But one thing has become very clear to us as we witnessed the UP meltdown and the worst rail traffic jam in U.S. history. We must take the lead to protect our own safety and improve working conditions or else others will impose conditions on us that we will not like.

We are the ones who must put our best efforts and energies toward coming to workable solutions to the safety issues, including stress and fatigue. If we don't, and mark my words, one will be imposed on us at the negotiating table that might not resolve our problems. That is why we are actively working to control our own fate.

Wages and rule panel

And that is why we have invested so much of our time and energy on the National Wage & Rules Panel. This is our best hope to take charge of the safety issue and come to real-world solutions working in a unique

partnership with the FRA and the carriers.

The FRA must continue to push the carriers to create a safer workplace where every worker comes home in the same condition in which he or she reported to work.

There is no doubt we are in a new era in the railroad industry. Our plan is not to hold onto the past, because the past is being taken away from us, but to assure our place in the future of this industry. Our work at the National Wage & Rules panel is our way of guiding the future of operating rail in the best interests of our members. We intend to drive the panel to make the right decisions for you.

Amtrak troubles

But while some things change, some things sadly stay the same. I'm talking about Amtrak, which remains in deep financial straits with a Congress that wants it to stand on its own tracks.

We are still negotiating a wage and rule Agreement on Amtrak, but it is difficult as we tackle issues like train crew size, with management contending that they should have the prerogative to assign crews as they see fit. Al Suozzo and Bill Beebe are working hard to strengthen the role of conductor and assistant conductor on the Amtrak trains.

At VIA RAIL here in Canada, we have fought to preserve the roles of conductors and assistant conductors that management is trying to eliminate. We will continue to wage that battle.

Now, let me take a moment to talk about the Bus and Yardmaster Departments.

Consolidation in the bus industry is presenting a special challenge to Bernie McNelis and the Bus Department, but they've been up to the task. They have been very actively organizing bus and other transportation properties, including Big Sky Airlines and their pilots in Montana. They are also working to represent the van drivers who drive our railroad crews around. And they are organizing in Tennessee and California with PTI and Rentzenberger Van Lines, and elsewhere in the U.S. and Canada.

Membership I

I'm sure while you are here, many of you will tour *Membership I*, our mobile education and training coach that is here at this Regional Meeting. *Membership I* is our way of taking our education and training programs to the members where they live and work. *Membership I* is a commitment to bring you the information you need to be successful on location where you need, and to help in the recruitment of new members. Our bus members operate it, and I want to thank them for all they are doing.

I'm also proud to say that the UTU Yardmaster Department under the direction of Don Carver and Bob Arthur recently won an overwhelming representation victory on the Union Pacific by a vote of 420-12. Now, we are in U.S. Federal Court fighting UP because it is not willing to fully honor the NMB certification. The yardmasters have also reached agreements and had them ratified on the BNSF, DH, IC and IHB. They are in mediation with the GTW, Soo Line and Amtrak.

I'm glad to say that yardmasters are joining our union in increasing numbers

because they know we offer the kind of representation they need in a shrinking railroad environment.

Membership involvement

The theme of this summer's Regional Meetings is about membership involvement and action. One way UTU members stay involved is through our political action committee, TPEL. Recently, in California, a TPEL drive netted more than 900 new members from the Los Angeles Metropolitan Transportation Agency.

TPEL, for your information, is the largest rail labor PAC in the United States, and one of the top three transportation PACs operating today. Our ability to engage at the top levels of the political process help us work with political leaders to pass beneficial legislation or to stop laws that would harm us.

In Wisconsin, the effort of our members led that state to pass what Gov. Tommy Thompson called the "UTU Two-Man Crew Bill." It's a law that requires every train operating in the state to have two people in the cab. That law, which we are pushing in other states, is just one example of what UTU members can do when they are involved.

In Washington, D.C., we are increasing our profile in the nation's capital by purchasing the former Amnesty International building to house our national legislative office headquarters.

Here in Canada, Tim Secord continues to do a yeoman's job leading our political efforts.

Improved communications

UTU members are now more involved in the *UTU News* than ever before. Last summer we revamped the *UTU News* to include reports from locals and general committees from across North America and news from state legislative directors. We added an editorial page and feature special in-depth reports on important subjects in every issue. The reception from our members to the new *UTU News* has been outstanding.

Our website has evolved into a valuable communications vehicle very quickly. It is loaded with in-depth information, and now offers a daily news digest about the rail and transportation industry that's of interest to everybody. In fact, the UTU has the only transportation union website that offers fresh, daily information for its members and the news media. We are pleased that more and more people are looking at it daily from all across North America.

Everything I have just talked about touches each of you in some way. I can talk about Conrail or UP or Amtrak or safety or any of these topics for hours.

And during the course of this Regional Meeting we will talk about all of those for hours—and more.

We will talk a lot about safety and what you can do to make your workplace safer. We will talk about your involvement in our new safety program on the CSX Railroad in cooperation with the FRA and NS, and how you have the real opportunity for the first time on those carriers to improve your safety on the job. If the UTU/CSX/NS/FRA safety programs are to work, it's because our members want it to work. The opportunity is now ours to make the difference.

On these carriers, we have gained the level playing field to call the plays on safety. Now, it's up to you get involved on the local level and drive it home.

“ Quotable

Now, after we stuck to our guns, took the heat, and bucked the status quo that has paralyzed rail labor for too long—and we all know the status quo must change—the UTU and BLE are seriously talking about creating a real future together.

It's about time, and it is the right time.



A time for unity

But now I want to talk about making a special kind of history. I want to talk about the opportunity we have to unite all of operating rail labor under one banner in one strong organization.

On January 12, when we began our Operating Unity Initiative, it was because we believed it was the right thing to do for all of the historical operating crafts. We knew that it was the right time to do it for all of the right reasons. We have already touched on the profound changes taking place in the railroad industry.

It is time that we shape our own destiny instead of having destiny imposed on us. It is time that we look at profound changes in rail labor, too.

When we asked the U.S. National Mediation Board to rule that all historical operating crafts should be represented by a single union, it was because we wanted what was best for all of the crafts—not just one over the others. We wanted to protect historical craft autonomy and seniority for all operating rail workers, not one craft at the expense of the others.

Now, after we stuck to our guns, took the heat, and bucked the status quo that has paralyzed rail labor for too long—and we all know the status quo must change—the UTU and BLE are seriously talking about creating a real future together.

It's about time, and it is the right time.

As you know, under the guidance of former AFL-CIO President Tom Donahue, we have agreed to work together to explore the possibility of creating a new organization. This organization will not be the UTU and it will not be the BLE. It would be a new union where historical craft autonomy and seniority would be sacrosanct, and where we would work together for the benefit of all as a union of equals.

A new organization

In Livingston, Montana, about a month ago, the leadership of the BLE—Clarence Monin and Ed Dubroski—joined Byron

Boyd and me in supporting the process of creating a new organization. We intend to do everything we can to make it a reality, because there is no better choice.

We have established five committees to explore all facets of this new organization. The committees are comprised of an equal number of representatives from both unions. They have been charged with reporting back to us by September 30 with their best recommendations on how to implement the creation of a new operating rail and transportation labor organization.

It is my hope that we will come to an agreement that suits both the UTU and BLE and their members and that together we will vote democratically to create a new union.

We should be able to do it because it is in the best interests of all operating rail workers. We should be able to do it because it is what history demands that we do. To paraphrase an old saying, 'If not now, when? If not us, who?'

100,000 members strong

We are working toward the day when there will be one great North American operating union combining the best of what the UTU and BLE offers their members.

We are working toward the day when more than 100,000 members of the historical operating crafts take control of their destiny by being involved in every facet of their union, and that, through their union, they gain control over the vital issues of safety, hours of service, pay and benefits, quality of life, and the other things that affect their lives.

Make no mistake about it, your International leadership is committed to bringing all of operating labor together. Our first wish is to do it, if we can, under the umbrella of a new organization born out of the same spirit of fraternalism that helped create the UTU in 1969. Or, if failing in that, and that's the way it must be, under the flag of the UTU.

The future is now

Brothers and sisters, the future is now. It is not tomorrow. It is not next month. It is not next year.

We need you to be involved now. We need you to be involved in safety programs like the ones on CSX, NS and UP.

We need your support now as we work at the National Wage & Rules Panel.

And we need your support now as we work at creating history by finally combining the locomotive engineers and their proud historical union with their natural brothers and sisters in the other operating crafts.

We need to keep the flame of fraternalism burning brightly on both sides of the cab and among all of the historical operating crafts. We have, for the first time in a long time, the opportunity to make history.

Brothers and sisters, will you join me in writing that new history?

Will you join me in creating a better future for you and your families and those that come after us?

Will you join me in seizing the opportunity and making the commitment to be better tomorrow than you are today?

And to be open to creating a better organization for tomorrow to represent you?

Thank you very much.



LACMTA members pledge thousands to TPEL

Some 916 UTU-represented employees of the Los Angeles County Metropolitan Transportation Authority recently pledged more than \$35,600 per year to the union's Transportation Political Education League. They are to be commended for

their foresight and dedication to union ideals. "All of the UTU members at MTA who participated in this effort to expand TPEL are to be congratulated," California State Legislative Board Director James Jones said. Below are their names:

Local 1563

Abbott, Roy
 Acevedo, Samantha
 Alcocer, Pedro
 Alvarez, John C.
 Andrews, Derald
 Aparicio, Richard
 Arciniega, Eric H.
 Arreola, Hugo
 Arriaga, Yenner
 Arteaga, Dina
 Barajas, José
 Barela, Maria
 Barragan, Ralph
 Beasley, Valecia
 Beckwith, Veronica
 Benavidez, Joe A.
 Benitez, Rebecca
 Bereal, Thomas C.
 *Berry-Neyland, A.
 Betancourt, John
 Bowen, Jerome
 Branch, Gregory L.
 Bryant, Patricia V.
 Cano, Miguel
 Cardenas, Reynaldo T.
 *Cardenas, Rudy
 Carr Jr., Sidney
 Castellanos, Ralph J.
 Castro, Abel C.
 Cavanias, David
 Ceaser, Norita
 Celaya, Jesse
 Cherry, Bruce
 Collins, Robert L.
 Cook-Peters, Dionne
 Coronel, José M.
 Cowell, Michael
 Credit, Will H.
 Cuevas, Richard
 Daughtrey, Samuel
 Davis, Donald R.
 *De LaFuente, Robert
 Dorado, Joanna
 *Duran-Diaz, Erick
 Eldridge, Carolyn
 Etienne, James
 Favela, Margaret M.
 Fierro, Lisa
 Figueras, Henry
 Figueroa, Jaime
 Flechas, John
 Flores, Ben
 Flores, Ruben
 Foley, Emile
 Foster, Anna E.
 Fradejas, Joel
 *Frazier, Don J.
 *Fulwiley, Willie
 Gainer, John A.
 Gallegos, Arthur M.
 Garcia, Alberto
 *Garcia, Carlos
 Garcia, Margaret
 Garcia, Mary E.
 Garcia, Phillip
 Gholizadeh, Ramtin
 Gholston, Wallace
 Gibson, Ethel
 Girod, Victor P.
 Gleman, Shari
 Gomez, Albert A.
 Gomez, Edward
 Gomez, Pedro
 Gonzalez, Paul N.
 Gonzalez, Robert
 Gonzalez, Roberto
 Gonzalez, Yvonne E.
 Grande, José
 Grant Jr., Nelson
 Grover-Shaw, Sheila
 Guerrero, Sandra E.
 Haggerty Jr., Floyd
 Hailey, Woodie
 Halliburton, Loretta A.
 Hardway, Cathy L.
 Harper, Samuel
 Harris, Dianna
 Harris, Mike
 Hayes, De Quinn
 Hays, Curtis
 Henry, Donald R.
 Henry, Lorraine A.
 Hernandez, Carlos
 Herrera, Arnold A.
 *Hinojos, Alberto
 Holmes, Ruby
 Huggins, Devonna
 Ibarra, Bernabe
 Jobity, Lloyd
 Johnson, Barbara
 Johnson, Connie B.
 Johnson, Michael
 Jones, Linda
 Kleven, Kathleen
 Koenig, Rose
 Kraut, Cleifton H.
 *Lara, Pedro
 Latin, Teodoro A.
 Lazo, Jacinto G.
 Lewis, Maxine
 Limon, Gabino
 Little, M.C.

Litz, Hal
 Lopez, Eddie
 Lopez, Rolando
 Lozano, Rosalia
 Lueken Jr., James J.
 Luna, Oscar
 Luna, Rodolfo A.
 Macias Jr., Gilbert R.
 Madrid, Henry J.
 Maes, Vicky L.
 Malbrough, Tonya
 Maloney, R.
 Mandujano Jr., Raymond
 Martell, Ray
 Martin, Wendy
 *Martinez, Carlos C.
 Martinez, Luis
 Martinez, Noe
 Mathews, William C.
 Maximo, Dorothy
 McClintock, David R.
 McCrury, Erwin J.
 McHenry, Margaret
 Medina, Juan T.
 Mejia, Julio C.
 Mencias, Henry R.
 Miles Jr., Benjamin C.
 Mitchell, Joann
 Mix, Jim C.
 Molina, José A.
 Morales, Esteban
 *Moran, Ramón R.
 *Moran, Viola V.
 Moreno, Miguel
 Mosley, Alfred
 Mota, Ramiro E.
 Mumford, Rose
 Navidad, Antonio
 Navarrete, Hernan
 Nerí, José
 Orozco, Tony
 Paz, José
 Paz, Manuel A.
 Penaloza, Erland
 Perez, Alonso
 Perez, Armando
 Perez, José R.
 Perez, Pedro L.
 Perez, Ricardo
 Pitts, Wellden D.
 Plasencia, Gerardo
 Portillo, Alfred
 Ramirez, Ana R.
 Ramos, José
 Razura-Anaya, Carlos
 Rejon, Wilbert A.
 Resendiz, Raul
 Reyes, Roberto
 Reyes, Yolanda
 Rodriguez, Irene
 Rodriguez, Miguel A.
 Rodriguez, Richard
 Romo, Juan
 Rosales, Joel
 Ruiz, Timothy
 Salas, Rafael
 Salcido, Juan
 Salto, Margarita
 Sanchez, Eric
 Sanchez, José G.
 Sanchez, Rodolfo
 Sanchez, Vicente
 Sanders, Patty
 Santiago, Wilfredo D.
 Sarabia Jr., Roberto
 Saucedo, Nooh
 Scott III, Thomas
 Scott, Natalie
 Sedillo, Richard
 Sierra, José G.
 Sims, Cordell
 Smith, Angela
 Smith, David
 Smith, Jessica
 *Soberanes, Laura
 Steyn, John E.
 Stokes, Phillip R.
 Stratton, Monte D.
 Streppone, Michael
 Sullivan, Vonshelia M.
 Tapia, Danny
 *Thomas, Shirley
 Thommes Ernest
 Tillmann Jr., Richard
 Tovar, Alecia
 Trejo, Henry
 Vazquez, Bernardo
 Ventry, Ora L.
 Ventura, Mario R.
 Villa, Anthony
 Villegas Jr., J.M.
 Wallick, Denise
 Walsh, Harriet
 *Welch, Benjamin H.
 Wert, Joan Gayle
 White, Eulice N.
 *Whitworth, Susie
 Williams, Dawn L.
 Williams, Pamela
 Wong, John
 Yamagata, Yusaku
 Yee, George
 Zamorano, Miguel A.
 Zelden, Robert

Local 1564

Aldana, George
 ♦♦Allen, Dwight
 Alvarez, Danilo
 Amerson, Horace

Anthony, Cheron
 Arnold, Alice
 Awosika, Gregory S.
 Barber, Alvin L.
 Barr, Robert N.
 Bender, Theresa
 Berry, Clence
 Berry, Deborah
 Beyene, Berhane T.
 Billingsley, Ronald R.
 Billups, Douglas C.
 Blackburn, Delores
 Bledsoe, Charlene
 Bobb, Alisia
 Bossett, Diane
 Bowman, Nedra
 Breland, Rachel D.
 Brooks, Hazel
 Brown, Eric G.
 Brown, Frances A.
 Butler, Elnora
 Calderon, Carlos
 Campbell, Darryl
 Canelas, Hoffman E.
 Carter, Andy
 Carter-Lacey, Agnes
 Castelletto, John
 Chacon, Xavier
 Clark, David A.
 Clay, Tyrone
 Clincy, Robert
 Cobb, Debra L.
 *Cole, Michael D.
 Corbin, Willie L.
 Courtney, Leon T.
 Crawford, Garvieste
 Crawford, Sandra
 Cuellar, Frank
 Cunningham, Ernest
 Dashiell, Dawn
 Davis, Jerome
 Dawood, Majid
 De Silva, Perumadura
 DelCid, Lucio H.
 Dennis, Bertha
 Derden, Melvin
 DeRouen, Lester
 Diaz, Luis E.
 Dillard, Ernestine
 Dillon, LaVonda
 Dimson, Edgardo
 Portillo, Alfred
 Ramirez, Ana R.
 Ramos, José
 Razura-Anaya, Carlos
 Rejon, Wilbert A.
 Resendiz, Raul
 Reyes, Roberto
 Reyes, Yolanda
 Rodriguez, Irene
 Rodriguez, Miguel A.
 Rodriguez, Richard
 Romo, Juan
 Rosales, Joel
 Ruiz, Timothy
 Salas, Rafael
 Salcido, Juan
 Salto, Margarita
 Sanchez, Eric
 Sanchez, José G.
 Sanchez, Rodolfo
 Sanchez, Vicente
 Sanders, Patty
 Santiago, Wilfredo D.
 Sarabia Jr., Roberto
 Saucedo, Nooh
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 Sedillo, Richard
 Sierra, José G.
 Sims, Cordell
 Smith, Angela
 Smith, David
 Smith, Jessica
 *Soberanes, Laura
 Steyn, John E.
 Stokes, Phillip R.
 Stratton, Monte D.
 Streppone, Michael
 Sullivan, Vonshelia M.
 Tapia, Danny
 *Thomas, Shirley
 Thommes Ernest
 Tillmann Jr., Richard
 Tovar, Alecia
 Trejo, Henry
 Vazquez, Bernardo
 Ventry, Ora L.
 Ventura, Mario R.
 Villa, Anthony
 Villegas Jr., J.M.
 Wallick, Denise
 Walsh, Harriet
 *Welch, Benjamin H.
 Wert, Joan Gayle
 White, Eulice N.
 *Whitworth, Susie
 Williams, Dawn L.
 Williams, Pamela
 Wong, John
 Yamagata, Yusaku
 Yee, George
 Zamorano, Miguel A.
 Zelden, Robert

*Kemp, Jennifer
 Kemp, Kenneth B.
 LaCour, Lena
 Lam, A.
 Larriou III, Louis A.
 Leftwich, Horace G.
 Lewis, Barney
 Lewis, Cora N.
 Lindsey, Tonny W.
 Lindsey, William E.
 Lloyd, Floyd
 *Lomax, Annette
 Lopez, Nestor
 Lopez, Rosemarie
 Lowery, Cornelius
 Mack, Sheriee E.
 *Marshall, Alpha W.
 Martin, Leon
 Martin, Obbrie L.
 Mata, Fernando
 Matthews, Elvia L.
 Mayes, James E.
 McAdory, Julia
 McCoy, Gregory L.
 McCurdy, John W.
 McGee, Lance
 Meeks Jr., Erwin D.
 Mitchell, John R.
 *Mitchell, LaJourn C.
 Mitchell-Anderson, A.
 Molette, Andre
 Montero, José
 Muhammad, Rafiq
 Myers, Lester
 Ngo, Garry M.
 Owens, Harry
 ♦♦Owens, Vincent
 Palmer, Michael
 Patron, Gonzalo
 Payne, Geraldine
 Pearson Jr, Clarence J.
 Pena, Tomas
 Pittman III, Adolph
 Pittman, Cedric
 Poblano, E. Z.
 Prather, Michael
 Pratt, Andrew
 Pulido, Jaime
 Rangel, Manuel
 Ransom, Michael
 Ratcliffe, Rudy B.
 ♦Reese, Saul L.
 Render Jr., Jimmy
 Richards, Dan D.
 *Richie, April
 Rivas, German
 *Roberts, Aretha D.
 Roberts, Robin
 Robertson Jr., B.W.
 Robinson, Annette M.
 Robinson, Burke
 Rodgers, Lyvon
 Rodriguez, Hilton
 Rodriguez, Joe A.
 *Romo, Stacy
 *Rose, Dianne Freeman
 Saldivar, Anna
 Sang, Hun
 Sapp, Alfred L.
 Scott, Patricia
 Scott, R.
 Seale, Tracy
 Segovia, Omar
 *Shanklin, J. Michael
 Silva-Walker, Catherine
 Simmons, Dianne
 Simon, Terry D.
 Simpson, Ronnie
 *Singleton, June
 Slater, Wendell
 Smith, Gregory
 Smith, Rodney
 Smith, Traci L.
 Solis, Leonardo
 Soto, Bernardo
 Stephens, Darrell
 Stepney, Beverly J.
 Stubblefield, Andrew L.
 Tatum, Kasma H.
 Taylor, Melvin L.
 Teklehaيمانot, David
 Thaigarunwongs, S.
 Thinh, Nguyen
 Thomas, Melvin
 Thompson, Karen
 Tilley, Robert L.
 Tillman, Richard A.
 Toppin, Bobby J.
 Toliver, Rebecca
 Tran, Dinh Thuc
 Trejo, Esther
 Tuan, Newton
 Tucker, Marichal
 Turner, Audrey
 Turner, Darnell
 Tyiska, Marlana D.
 Vargas, Carlos H.
 Vasquez, Carlos A.
 Velarde, Carlos E.
 Villanueva, Eliseo
 Villanueva, José D.
 Vo, Duc Van
 Walker, Chivala
 Ward, Carolyn
 Ware, Annie
 Washington, Anderson V.
 Watson, Hubert D.
 Waymond, Benjamin
 Wedlow, Ricky L.
 White, Bruce

White, Joseph
 White, Landon L.
 Whitlock, Deborah
 Williams, Bruce
 Williams, Lorenzo
 Williams, Tonya A.
 Wilson, Arthur
 Winton, Troy
 Woodard, Sandra
 Wright, Darrion
 Yell, Yolanda
 York, Edward
 Zemonas, Cheryl

Local 1565

Abordo, Manuel
 Advincula, Robert
 Aguilar, David M.
 Alfier, Bette
 Alvarez, Dora
 *Alvidrez, Arlene
 Anaya, Ray M.
 Ara, Diego J.
 Arriola, Oscar B.
 Arthur, Louis
 Bacon, Angela A.
 Bailey, Herman
 *Baylor, Fredrick
 Bettis, Sherry
 Mitchell-Anderson, A.
 Blackmon, Benorce
 Blancarte, Edward
 Blanco, Marcial L.
 Bland, Lila
 *Botley, John
 Brett, Jorge A.
 Brown, Ernest
 Bruce, Michael
 Bryant, Kimberley F.
 Byerley, James W.
 Byrne, Patrick
 Cania, Arnulfo
 Cantor, Barry
 Carr, Ronald
 *Carter, Jeannette
 Carter, Robert
 Chacon, Rogelio G.
 *Chalk, C.
 Chavez, Diana
 Chico, Ronald
 Cleaves Jr., Albert
 Coatsworth, George A.
 Collier, Lamar
 Collins, Eric C.
 Collins, Linda
 Contreras, Frank
 Corley, Dennis
 Cortez, Rodolfo
 Cottledge, John D.
 Crouch, Doris D.
 Crowe, Robert
 *Cuevas, Joseph A.
 Cullom, Donald E.
 Currie, Lorne
 Daniels, Jimmy
 *Dawson, William M.
 Dean, Donell
 Dean, Nathaniel
 Decena, Recto
 *DelCambre, Timothy
 Delagarza, Ramiro
 Dell, Donald E.
 DeMascio, Frank J.
 Demello, Dorothy P.
 DeSantis, John
 Dolliole, Lolita A.
 Dowthard, Beverly
 Dukes, Lloyd D.
 Ebrahian, Vachik
 *Edens, Anthony C.
 Edwards Jr., Harold
 Edwards, Ernest
 Eiselstein, Jimmy L.
 Elliott, Deryll E.
 Ellis, Joe S.
 Erazo, Joe
 Escalante, Danny
 *Escobedo, Francis
 Espinosa, Fred
 Estrada, Luis
 Ewell, Robert
 ♦Firouzi, Kamran
 Flores, Luis
 *Flores, Ramiro
 Ford, Glenn
 *Francis, Joseph D.
 *Franklin, Earl
 ♦Galang, Vickie
 Galland, Roger N.
 Garcia, Nancy
 Garcia, Phillip
 Gaytan, Francisco
 Gibson, Charles
 Gibson, Joel C.
 Gilbert, Lee
 Gillie, Hardie
 *Glenn, Bob
 Godoy, Pete
 Gomez, Richard A.
 Gonzalez, Juan C.
 Gordon, Carole M.
 *Gravillo, Victor
 Green, Randolph
 Griffith, Carlos
 Grumbach, James
 *Guadalupe, José A.
 Guthrie, Milton E.
 Gwinn, Renée
 Hawkins, Patricia
 Haywood, Teresa

Local 1607

Alarcon, John A.
 Albarran, Alma
 Allen, Dorothy
 Alvarez, Socorro
 Anderson, Charles M.
 Aranda, Steve
 Arreola, Ruben
 Barbosa, Andrew
 Berry, Charletta
 Bettis, Charles
 Branch, Troi
 Brawner, Ace
 Brown, Tommy
 Buggs, Ronnie
 *Burke, Michael A.
 Caddell, Russell
 Cade, Nelson L.
 Caffery, Willis A.
 Camacho, Gilberto
 Cardenas, Luis A.
 Carlyle, Lonnie
 Carter, Darrell
 Cary Jr., Charles
 Cervantes, Antonia
 Cervantes, Jorge
 Chavarria, Michael A.
 Chuntaranakorn, E.
 Cisneros, Socorro
 Collins, Mary
 Combs, Robert W.
 Dade, Allen T.
 Damian, George
 Davis, Evelyn M.
 *Davis, Michael
 Day, Sandra
 Dean, Kelly N.
 Delgadillo, Sylvia
 Delira, Carlos R.
 DeLoatch, Romel C.
 Derbigny, Philip
 Diaz, Eloisa A.
 Donaldson, Robert
 Dorado, Alberto
 *Dorsey, Sherman
 Douglas, Sandra
 Dunk, Edward G.
 Elgin, Vernell
 Emilien, Carrie
 Estrada-Cruz, Luis
 Ethridge, Ben
 Evangelista, Octavio
 Febles, Julio A.
 Flores, Dolores
 Fowler, Andrew
 Gage, Gregory
 Galvan, Janier M.
 *Garcia, Juan Fernando
 Garcia, Ricardo
 Garner, Cindy
 Gates, Emmett
 Gates, Patricia
 Glenn, Stephanie J.
 Gomez, Candelario
 Gomez, Francisco
 Green, Melvin
 Grigorian, Armik
 Guerrero, Cesar
 Guyton, Beverly
 Guzman, Francisco
 Harris, Andrew
 Harris, Reginald
 Hauer, Barry
 Hickson, Donald
 Howell, Bridget L.
 Ibarra, F. Javier
 Ines Jr., Albert S.
 James, Betty J.
 Jimenez, Louis
 Jones, Alfred R.
 *Jones, Anthony L.
 Juarez, Wendy
 King, Edward C.
 Lagunas, Rudolph
 Lara, Gloria
 Lee, Elberta
 Lewis, Elmer P.
 Leyva, Pete J.
 Lopez Jr., Ruben G.
 *Lopez, Abel
 Lopez, Guadalupe
 Lopez, Javier
 Love, Teresa
 *Lujan, Robert
 Lyons Jr., Curtis
 Mackingtee, Ronald
 Maldonado, Richard
 Mallabo, Wagner
 Mark, Tat T.
 Martin, Jeanee
 *Martinez, Ernest
 Martinez, Hector M.
 Mauliola Jr., Francis S.
 McNair, Landy
 *Medina, Aaron
 Medina, Antonia
 Medina, Rosalia
 Miller, Danita
 *Montes, Ricardo L.
 Murray, Michael L.
 Nathaniel, Lorenzo
 Nolasco, Ernesto
 ♦Ortega, Enrique
 Ortega, Peter
 Pacheco, Teofilo
 Patterson, Quentin
 *Patterson, Ralph C.
 Patton, Leroy
 *Paz, Kathy E.
 Peralta, Armando
 Perry, Clyde
 Peterson, William
 Ponce, Edward
 Powell, Tracy
 Randolph, Charles K.
 Reyes, Ricardo Delos
 Rivadeneyra, Alberto
 Robateau, Polly
 Roberts Sr., Reginald
 Robinson, Leroy
 Robles, Ernie
 Robnett, Suzanne
 Rodgers, Arredester
 Rodriguez, José
 Rodriguez, Roberto M.
 Rosales, Guillermo
 Ruelas, Daniel
 Ruiz, Ruben
 Salazar, R.M.
 Salcedo Jr., Miguel P.
 Sampson, Gregory
 Sanchez, Elena I.
 Sanchez, Salvador
 *Schmermund, Rosalie
 Schwibs, Michael
 Seto, Jim
 Shahin, Elias
 Sias, Sharon R.
 Simmons, Martha
 Smith, Don
 Soriano, Angel
 Tapia, Estevan E.
 Taylor II, Lonell
 Thompson, Larry P.
 Timmons, Mary
 Tucker, Jackie
 Valenzuela, Angel S.
 Vallejo, Frances
 Vasquez, Tadeo R.
 Vazquez, Carlos E.
 Vazquez, Stella L.
 Vickers, Cesar
 Wallace, John E.
 *Washington, Lois F.
 White, Wallace
 Williams, Fredrick
 Williams, Jimmy L.
 Wilson, Curtis
 Winkelmaier, John G.
 Wyrick, Sonda
 Zepeda, Raymond H.

Local 1608

Anderson, Shirley
 Bennett, Robert
 *Bethel, Maceo M.
 *Confesor, Agustin
 DeArmond, Patricia
 Engle, Dennis
 Ferguson, Aaron
 *Fontanez, Louis
 George-Tucker, Monica
 Gunasekera, Shan
 Gustafson, Jerome
 Hormaeche, John R.
 *Impliazzo, Thomas J.
 Ineguez, Rodolfo L.
 Jarrett, Frances
 Jones, Horace
 Kalalag, Ivon
 Kushner, Steven
 Lawson, James
 Lee, Michael
 Liwig, Mario R.
 *Maranto, Donna
 Martin, Mary
 Martinez III, Manuel T.
 Martinez, Rodolfo R.
 McFarland, Anderson
 Monjarez, Miguel A.
 Noya, Leo A.
 Pitts, Victor Carlos
 Plasencia, Estella D.
 Ricco, R.
 Robinson, William
 Sandoval, Luis
 Sherman, James
 Singleton, John
 Smiley, Matthew
 Staley, Karen
 Valdes, Timothy
 Watson, Emmerett
 Williams, Sheila Willis

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- ♦♦ = Double Diamond Club
- ♦+ = Diamond Plus Club
- ▲ = Dollar-A-Day Club
- ◆ = Diamond Club
- * = Gold Club



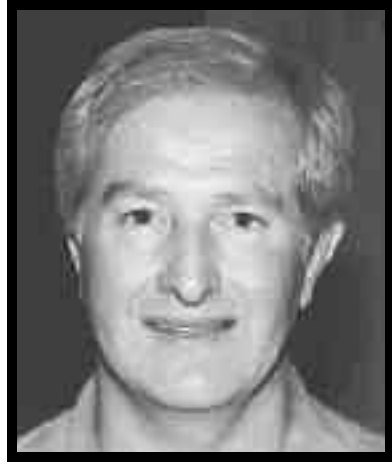
Voices: Is AFL-CIO affiliation advantageous for the UTU?



Stephen Noyes

L-1525, Carbondale, Ill.

"I think labor needs to have a united front. I'm for a strong, united affiliation of labor of some kind, and because of that, I think our affiliation is an advantage. If we weren't affiliated, it would make us seem to be outsiders. Also, I wouldn't completely discount the political power the AFL-CIO has. As we saw in California, the AFL-CIO did a lot to help turn around the public's thinking on Proposition 226 and to get out the vote, and that benefited all of labor. They do have an influence."



Edmond Glover

L-1558, Bergenfield, N.J.

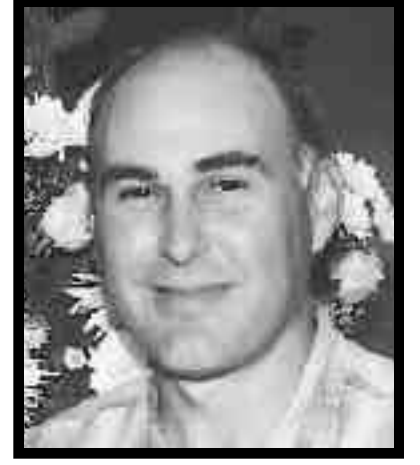
"Affiliation works to our advantage because we act together. For example, my wife works in a grocery store as a member of an AFL-CIO affiliate. When they were trying to get a new contract, I asked my fellow UTU members not to patronize her store until management there began to cooperate, and it helped her and her co-workers. When we were doing a contract, they were voicing their support for us through the store. It's hand-in-hand, union respecting union."



Jack Miller

L-1962, Toledo, Ohio

"We should be facing management with a united front, and I think the AFL-CIO is a help in that direction. I'm a firm believer that if you can get all the union people together and talking, you may not agree on everything, but if you can talk, I think it promotes unity and solidarity. And that's what we're sadly lacking in this country. As long as we're split up, management will work one group against the other. Dropping our affiliation could be detrimental to the UTU."



A.J. Bottalico

L-77, New York, N.Y.

"In my opinion, it's a disadvantage for commuter railroads, for a couple reasons. I think the AFL-CIO hinders good representation. They don't know our industry, and they don't care about our industry. I think there's too many rail labor unions, and the AFL-CIO stands in the way of consolidation. We have the intelligence and resources to represent our people better than anyone else around. The reason things work well for us here is because of strong UTU and BLE leadership."

FELA Update: Legal counsel available to answer questions

"Do I really need a lawyer if I get hurt?"

Isn't it better for me to deal directly with the railroad's claim agent, and then I don't have to pay a fee to a lawyer?"

This statement is very common and often makes a great deal of sense.

Many claims are the kind that can be handled without legal help.

There is no reason to hire a lawyer if you miss only a few days of work, and you do not have any serious injury.

In other situations it probably is obvious that you should retain legal counsel.

These situations include permanent injury, amputation, death and inability to return to your regular job.

What about those cases which appear to be somewhere in between these examples: an injury which keeps you off work for more than a few days but one which does not appear to be permanent?

One of the reasons the United Transportation Union has appointed designated legal counsel is so that **you can feel free to call**

and discuss these matters with them.

Without obligation they will give you advice on how to handle your claim and whether or not you should seek help.

You should not hesitate to take advantage of this system whenever you want to talk to a lawyer.

*Monte Bricker, coordinator
Designated Legal Counsel
1-800-547-8811*

UTU, BLE explore options

Continued from page 1

Stem (ANLD/SLD, N.C.), Jack Shaver (SLD, Colo.), Tim S. Secord (Canadian LD); BLE-L.D. Jones (VP/NLP), T.G. Hucker (VP/NLP), T.O. Young (SLBC, Ark.), R.A. Holmes (SLBC, Texas), D.J. Anderson (PLBC).

Media/Public Affairs: UTU-Dan Johnson (VP-Administration), David Eden (Eden Communications), Jeff Weisbarth (Staff); BLE-W.C. Walpert (VP), J.V. Bentley (Associate Editor), A.A. LaGanke (Editorial Assistant).

Daniel Johnson, VP Administration, has been named coordinator of these meetings by President Little. Dennis C. Simmerman has been named coordinator of the meetings by the BLE.

THE FINAL CALL

Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at the 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	Local Name	City/State	Local Name	City/State
0048 Palin, Nathaniel E.	Chesapeake, VA	0744 Coomer, Carl W.	Frankfort, IN	1518 Harrington, Dice W.	Brownsburg, IN
0060 DiCarlo, Henry D.	Hightstown, NJ	0769 Fields, Robert C.	Alexandria, VA	1522 Cooley, Carl E.	Silver Springs, MD
0168 DiLella, Vincent J.	Elgin, IL	0898 Joyce, Stephen F.	Holbrook, MA	1570 Barba, Curtis E.	Citrus Hts., CA
0195 Weidenhamer, W. L.	New Boston, IL	1043 McNabney, Alister B.	Walnut Creek, CA	1594 Williams, Melvin	Sharon Hill, PA
0202 Seale, Allen L.	Littlefort, CO	1066 Dill Jr., Elijah B.	Chalmette, LA	1928 Duke Jr., James W.	Oregon, OH
0226 Reed, Joseph W.	Moberly, MO	1074 Wirl, Wm. J.	Bethel Park, PA	1949 Nash Sr., James	Baltimore, MD
0320 Ulrich, Kenneth J.	Bay City, MI	1083 Black, Jerry H.	Villa Grove, IL		
0328 Misbach, Charles H.	W. Haven, CT	1177 Borgrud, Marlin O.	Richville, MN		
0340 Fields, Ewing B.	Connellsville, PA	1183 Geick, Donald H.	Marysville, MI		
0432 Jones, Paul L.	Champaign, IL	1238 Halbrook, Carl E.	Vancouver, WA		
0508 Zimmerhanel, H.E.	Smithville, TX	1292 Brassard, Joseph J.	Duluth, MN		
0584 Harper, Edwin L.	Meridian, MS	1294 Gillins, Reed J.	Milford, UT		
0633 Cookson, Michael E.	Littlestown, PA	1366 Tooley, Donald M.	Salt Lake City, UT		
0646 Sullivan, Harold J.	Council Bluffs, IA	1413 Schmidt, Henry L.	Jackson, NJ		

Senior News

Retiree's efforts aid veterans, disabled

Retiree Program member Barry J. Holliday provides proof that "disabled" doesn't mean "unable."

A member of Local 1422, Los Angeles, Cal., the 72-year-old serves as legislative advocate for the California Paralyzed Veterans Association (CPVA).



Barry J. Holliday

Confined to a wheelchair by multiple sclerosis, Holliday now realizes he experienced the first symptoms of the progressive disease in 1947, but it wasn't diagnosed until 1967.

Holliday began his transportation career in 1946 after a stint in the South Pacific with the Marine Corps. He worked for the Los Angeles Transit Lines, but soon decided to rejoin the military, this time serving with the Army.

In 1948, he went back to work on the transit line's Yellow Cars (narrow gauge). He resigned in 1951 to take a switchman job with the UP, becoming a yardmaster in 1961.

In 1968, he went to work for Los Angeles Airways as an FAA aircraft dispatcher until the company's bankruptcy in late 1970. In March 1971, he went back to the UP as a yardmaster, but a year later his disease forced him to take a disability retirement.

That year, he got involved with the CPVA. Proud of the group's accomplishments, he noted that progress sometimes comes slowly and in small steps.

"The CPVA was formed in 1947, but it took 20 years before the first California laws went on the books, and those only addressed public facilities," he said.

In 1980, the state adopted a law requiring self-service gas stations to serve disabled persons without charging the full-service price. Later that year, state laws affecting public and private facilities were adopted, bringing access regulations affecting doors, bathrooms and parking lots.

Today, Holliday works on issues related to veterans' benefits and rights, and now stages a Memorial Day service each year at the Roosevelt Park Cemetery in Gardena, Cal.

Cherryl T. Thomas confirmed to chair Rail Retirement Board

Cherryl T. Thomas has been sworn into office as chairperson of the U.S. Railroad Retirement Board following Senate confirmation of her nomination by President Clinton.

Thomas succeeds Glen Bower, who received notification from the White House on December 18, 1997, that his services were no longer necessary.

Terms of office for members of the RRB are of five years duration and are scheduled to expire in different years. One member is nominated upon recommendation of railroad employers, one is nominated on the recommendation of rail labor, and the third, who serves as chairperson, is nominated to represent the public interest. All appointments are subject to confirmation by the U.S. Senate.



Cherryl T. Thomas

Prior to her appointment to the RRB, Thomas had served since 1994 as commissioner of the Department of Buildings for the City of Chicago, the second-largest building department in the U.S., with a budget of about \$28 million.

Study shows benefits smaller in privatization

Partially privatizing Social Security to include investment accounts would result in smaller guaranteed benefits than the program now promises, according to a recent study conducted by the Congressional Research Service (CRS).

Events which affect Social Security generally have an impact on the tier I portion of railroad retirement benefits.

The CRS study, requested by privatization foe Cong. Charlie Rangel (D-N.Y.), analyzed some of the leading privatization plans being eyed by Congress, but evaluated only the basic retirement portion of social security.

A plan introduced by Sen. Bob Kerrey (D-

Neb.) and Sen. Daniel Moynihan (D-N.Y.) would reduce retirement benefits paid to a worker with average income retiring at age 65 in 2025 by 11%, according to the CRS study.

Another leading plan, devised by the National Commission on Retirement Policy, a privately convened study group of Republican and Democratic lawmakers, would slash by a third the benefits due the same worker, the study said.

Supporters of the various plans note, however, that without any change, a cash shortfall is expected to leave social security unable to pay at least 20-30% of benefits owed starting in 2032.

Rangel said the study shows "that vast cuts in benefits are inescapable under any social security privatization plan."

History Channel show to feature UTU's Boyd

UTU Assistant President Byron A. Boyd, Jr., will be among the railroad engineers offering the public a behind-the-throttle look at the craft's past, present and future on Saturday, August 8, when cable television's History Channel broadcasts a segment of its "Trains Unlimited" documentary series entitled "Engineers."

The hour-long segment is one of 26 episodes produced by Greystone Communications for the History Channel, many of which have involved the input of UTU members.

A segment of the show entitled "Cabooses," broadcast on May 18, featured the recollections and insights offered by UTU member Robert A. McHenry of Local 425, Indianapolis, Ind.

Brothers Boyd and McHenry related their experiences and expertise for a camera crew that came to Cleveland, Ohio, with Greystone's producers and writers in March 1998. Other UTU members also responded to notices on the UTU's website regarding Greystone's search for those who could contribute to its efforts.

Roundup: *UTU International receives reports of deaths of two retired officers*

Retired SLD Sludden dies

Charles J. Sludden, Sr., 84, retired UTU Pennsylvania state legislative director, and a member of Local 150, Carnegie, Pa., passed away May 22, 1998.

Brother Sludden began his career on the Monongahela Connecting Railroad in February 1936 as a yard brakeman and conductor, joined the Order of Railway Conductors and Brakemen in 1937, held a variety of local offices and was elected general chairperson. Later, he joined the Brotherhood of Railroad Trainmen when it became the bargaining agent for the railroad.

He was elected BRT's Pennsylvania state legislative representative in January 1949,

a position he continued to hold after unification and until his retirement in 1978.

He was vice president of the state's chapter of the AFL-CIO, a member of its executive committee and executive council, and a delegate to six Democratic national conventions.

Sludden also established the Pennsylvania Trainmen's Scholarship Aid Fund in 1963, subsequently known as the Pennsylvania UTU Scholarship Aid Fund, serving as its president until his retirement, and was first president of the Railroad Retiree Club of Pennsylvania.

He is survived by his wife Margaret, three daughters, one son, and seven grandchildren.

Ben Norton passes away

Retired Illinois Central general chairperson Ben W. Norton died Apr. 15, 1998, following a lengthy illness. He was one week shy of his 84th birthday.

He was a member of UTU Local 565 at Centralia, Ill.

Norton began his career in 1942 as a trainman with the former Gulf, Mobile and Ohio Railroad. He became interested in the affairs of the Brotherhood of Railroad Trainmen and progressed through a number of local offices before being elected general chairperson in 1967. He held the post for 12 years, retiring in 1979.

He is survived by a widow and two daughters.

NTSB blames crash on "overworked" dispatchers

DEVINE, TEXAS—The National Transportation Safety Board (NTSB) said that dispatcher error caused last summer's head-on collision of Union Pacific trains here that killed four people.

Among the dead were two UTU members, Neal A. Wilhelm and Terry E. Yarbrough. A third UTU member, Randy W. Dennis, was seriously injured.

The Devine crash was the first of three fatal accidents last summer that

highlighted the severe problems on the Union Pacific Railroad in the aftermath of its merger with the Southern Pacific.

The NTSB report noted that overworked and undertrained dispatchers were on duty the night of June 22 when a dispatcher allowed a southbound freight train to enter a segment of the main track occupied a few miles ahead by a northbound train. The dispatcher failed to tell the southbound train to wait on a sidetrack for the oncoming train to pass, according to the report.

In addition to the two UTU members, two stowaways were also killed and the exploding diesel fuel created a fireball seen miles away. Damage was estimated at \$6 million.

The NTSB urged the Federal Railroad Administration to move more quickly to develop standards for train dispatchers. The agency also was criticized for what was termed "inadequate and ineffective" enforcement of existing rules that apply to UP's Harriman Dispatch Center.

BNSF halts rail sales

BISMARCK, N.D. — Citing an unstable regulatory climate in Washington, D.C., Burlington Northern Santa Fe Railroad officials said the carrier has halted its systemwide rail line sales program.

At a meeting held with the North Dakota Public Service Commission, a BNSF official said the carrier was halting the program because the short-line industry was pushing for regulations that would nullify existing agreements between spin-off railroads and their former Class I owners.

He said most sales were concluded at well below market value, with the provision that traffic generated on the track could only be interchanged with BNSF, but the regulations being sought would undercut the carrier.

"We've been working for more than a decade to stop shortline sales because they steal our members' jobs and reduce wages in the industry," noted UTU's North Dakota State Legislative Director John Risch. "Now, it looks as though the greed on the part of shortline owners has done it for us, at least with the BNSF for now."

BNSF said it had 10 pending rail line sales totaling some 421 miles of track that it intends to complete.

Amtrak council asks for boost

WASHINGTON—In one of its first official acts, the new Amtrak Reform Council has asked that its own \$50,000 budget be increased to \$1.9 million.

That has caused the Transport Workers Union, which represents 2,000 Amtrak workers, to bash the council and its chairwoman, New Jersey Governor Christie Todd Whitman. The TWU's legislative director said the budget request and six-figure salaries proposed for staff members show the council intends to become "a shadow administration of Amtrak."

Congress created the Reform Council in 1997 and charged it with making recommendations for how Amtrak can contain costs and improve productivity.



Iowa enacts rail vandalism law

Iowa State Legislative Director Pat Hendricks, second from left, was present when Iowa Governor Terry Branstad, seated, signed Iowa House File 2482 into law recently. The legislation, which was vigorously supported by the UTU, criminalizes various acts of vandalism and trespassing on railroad property that could endanger the lives of railroad personnel. Also present at the signing were, from left, State Rep. Bev Nelson, UTU Local 17 Legislative Representative Bill Backoff, Iowa Operation Lifesaver Coordinator Skip Nelson, State Sen. Dick Drake, and UTU Local 17 member John Smith.

STB approves Conrail break-up

Continued from page 1

bers guarantees that they will be covered by New York Dock protective conditions.

Conrail General Chairperson Frank Pickell said 98% of the UTU's implementing agreement with the NS is in place, and the remaining 2% concerns the master implementing agreement that will take both NS and CSX to agree upon.

The implementing agreement guarantees that train and engine service employees' seniority is assured, and preserves the carrier's productivity trust fund, two very important issues for Conrail workers.

"I see few train and engine service employees affected by this," Pickell said. "We would much rather have this behind us while the getting is good. Once the (new owner) takes over,

it gets tougher" to negotiate with them.

The STB mandated some conditions to the transaction in order to try not to repeat the debacle of the UP takeover of the SP and to help cities impacted by the Conrail carve-up.

The board also gave labor some of what it wanted, including a statement that approval of the transaction does not give the buyers the automatic right to override collective bargaining agreements. Instead the STB urged negotiation and arbitration to resolve any disputes.

Pilots vote to join UTU

Continued from page 1

voted 22-to-3 in favor of UTU representation. Montana State Legislative Director Fran Marceau said that he has received signed authorization cards from about 80% of the pilots.

The BSPA currently represents 33 employees, but Marceau said that the BSPA's ranks should grow by the end of the summer, due to increased flights. In the first three months of 1997, Big Sky carried 5,912 passengers compared to 11,755 this year.

Computer network produces benefits

A new computer network, linking the UTU International electronically with officers and members in the field, as well as with employees and others within the International offices in Cleveland, is producing many benefits for the union.

The network has reduced telephone, paper, printing and copying costs dramatically, according to UTU System Integration Director Greg Reichwein.

Ozone emissions from laser printing and photocopying are also reduced, along with office-machine maintenance and supply costs, Reichwein said.

The UTU officers and staff now can communicate internally and externally electronically, instead of by paper memos, telephone calls and faxes, he noted.

As a result, overall communications has improved, with speedy feedback on e-mail replacing much of the delay and frustration of "telephone tag," Reichwein said.

E-mail addresses for UTU staff and officers may be found on the UTU web site (www.utu.org) by clicking on "Feedback" on the main page.

Monthly winner

This month's lucky winner of his choice of any item of UTU-logoed wearing apparel is Walter R. Burrows of N. Vancouver, B.C. Brother Burrows is an active member of Local 1778 in N. Vancouver, which represents workers employed by the British Columbia Railway. Congratulations.

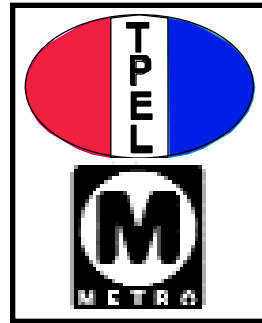
UTU News *Look Inside*



2 Illinois Central engineer Milton McDaniel has been honored with a Foster Parent Recognition Award. He's in the Local Spotlight this month.



5 Wives of Union Pacific railroaders have declared WARR on the way the carrier treats its workers. "We can make a difference" is their cry.



8 Some 916 UTU members working on the Los Angeles County Metropolitan Transportation Authority have become TPEL members.



10 Retiree Program member Barry J. Holliday provides proof every day that "disabled" doesn't mean "unable." He's in the Senior Spotlight this month.



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- Q:** Is that all?
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