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849

FROM: Frank Jones
General Manager, Alaska Railroad

The following conforms with the Alaska Railroad's contractual agreement with the operating unions:

(a) No person operating an Interstate Commerce Commission-regulated railroad offering passenger service in this state may operate a train or engine, outside of yard limits, regardless of the form of energy used for propulsion, unless it meets the following requirements:

(1) a passenger train or a mixed passenger-freight train with more than two cars carrying passengers shall have at least a minimum passenger crew, which shall consist of one locomotive engineer, one locomotive fireman (or helper), one conductor, [ONE BRAKEMAN,] and one flagman;

(2) a freight train shall have at least a minimum freight crew, which shall consist of one locomotive engineer [, ONE LOCOMOTIVE FIREMAN] (or helper), one conductor, and one [TWO] brakemen;

(3) a light engine without cars shall have at least a minimum light engine crew, which shall consist of one locomotive engineer, one locomotive fireman (or helper), or [AND] one conductor.

(b) Except for hostling movements and duties as negotiated for each railroad company, no person operating an Interstate Commerce Commission-regulated railroad offering passenger service in this state may operate an engine or locomotive, regardless of the form of energy used for propulsion, for switching cars or in transfer movements, unless every engine or locomotive is manned by a minimum crew consisting of one locomotive engineer, [ONE LOCOMOTIVE FIREMAN (OR HELPER),] one conductor, and one brakeman [TWO HELPERS].



united transportation union

March 15, 1982

To: Senator Bill Ray

This letter should provide you with some information on Bill Number 849, "an act relating to train crews", a bill to which our membership is definitely opposed. I have put this brief together to explain how this bill affects us here in Skowhegan.

This is a critical issue to us in Skowhegan, and we would certainly appreciate any assistance which you could give us in the matter. We are at your disposal for further information and dialogue at any time.

Thank you very much.

I remain,

Corrigan L. Gates

Corrigan L. Gates
Legislative Representative
United Transportation Union
Local 1787

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ORIGINAL.



united transportation union

March 15, 1982

U.T.U. Brief on Senate Bill Number AS 23.10.420(a)

Background Information

The White Pass & Yukon Route Railroad, a Canadian-owned corporation with home offices in White Horse, Yukon Territory, is the last operating common carrier three-foot wide narrow gauge railroad in North America. Built at the height of the Klondike Gold Rush in 1898, it runs 110 miles from tidewater at Skagway, Alaska, to Whitehorse in the Yukon Territory. Since 1970, American crews (who used to operate all trains on the railroad) run the 41 miles to Lake Bennett, T.C., the division point, and Canadian crews take the trains the balance of the distance to Whitehorse.

Though "modern" in some respects, such as diesel locomotives and a containerized freight handling system, the W&YR contends with some of the worst terrain and climate conditions in the world. The Canadian side from Bennett to Whitehorse is flat with only a few grades; the U.S. division is the "trickiest part of the road".

Alaskan crews must drag their trains up 21 miles of 3.0% grade to reach the summit, and then contend with another pass and two short (but equally steep) grades before reaching Bennett. The return to Skagway presents the problem of controlling 60-car trains of lead-zinc ore concentrates on the steepest railroad grade in America.

The railroad is interspaced with high wooden trestles and cliff-like retaining walls which perch the track a thousand feet above the canyon floor for miles. Blizzards have dumped over four hundred inches on the summit of White Pass, and though there are "good" years, the railroad has been blocked sometimes for weeks on end. The worst storm shut down the road for 21 days.

The geography and weather create more than just momentary problems; they compound the dangers of railroading to the highest extent. Even on a well-maintained railroad, running safe operational standards is critical. Here it is very literally a matter of life and death. Avalanches and rock slides periodically wipe cars over the side, and derailments (which occur very frequently) could mean disaster at many locations. Such a disaster would even be environmental in its scope, since the prospect of tons of lead and zinc dumped into the Skagway River would certainly affect life in the water, and down to the sea.

Train crews have learned to take safety as more than just the title page in the rule book. After all, we're the ones out there in the middle of it. Five-man crews on the MPVW exist primarily for safety, in spite of management's stand on this bill. Here are a few examples:

1. Ice building up between the wheels and the brake shoes can cause winter brake failures. The Company has refused to upgrade their equipment, and this leaves the crew to deal with problems out on the road.
2. Bridges and trestles on the road are not equipped with walkways. A train which is stretched across a bridge leaves no walking (or climbing) room at the edge. Therefore, a brakeman cannot walk from one end of the train to the other, and a second brakeman is needed to walk the other end in emergencies. This can be critical.
3. In winter months it often takes the combined strength of two men to set a good safe handbrake on a car, and the same force of two men to "knock-down" or remove the brake. On older cars with faulty handbrakes this applies all year, even with brake clubs.
4. The "sophisticated communications system" (two-way radios) in use are continually in for repair and are prone to failure. The crews do not rely on them because of this safety hazard, and hand signals are regularly used in switching moves.
5. The primary job of the crew while underway is to watch for any hint of trouble on or around the train. The railroad is twisted like a piece of spaghetti with 16 to 24° curves, and there are documented cases of the fireman, riding on the left-hand side of the locomotive, spotting danger which was out of the engineer's line of sight and stopping the train. Similarly, brakemen ride at both ends and watch over the train for hotboxes, loads shifting or breaking loose, broken axles or wheels, downed brake rigging, derailed cars, broken rails, fires, washouts, etc. Thus, the manning positions at the head-end with the engineer and fireman watching the track from the lead unit, a brakeman riding the "rear" or trailing unit watching over the train behind, and a conductor and rear-brakeman overseeing the train ahead of the caboose (and the track behind for signs of derailed brake rigging or derailed equipment) have been established for the safe operat-

tion of the train while underway. Scores of documented cases exist of crew men at their positions spotting trouble which would have gone unseen by other crew members, and thus saving the Company thousands of dollars in repairs and wreck clean-up operations.

Most important to the crew members in the light of safety on the road is the grim fact that besides dealing with faulty locomotives, antiquated equipment, and track and bridge maintenance which barely meets the job at hand, employees have to deal with snowslides and cliffs over which a train's plunge would mean certain injury or death. The specter of a passenger train loaded with 400 tourists going through a rotten trestle, or derailling high above "Dead Horse Gulch", or being hit by a rock slide (on top of the 1900-era wood-roofed parlor cars with their old oil stoves) brings chudders to the men who actually are on board as well as to management. Crew members to deal with such accidents are essential. Even more frightening in the winter season are the snow slides. There has been an increase in winter passenger traffic over the last few years, and thus the crew is faced with the added burden of protecting its vehicles as well as themselves.

1. This is the case of the Canadian Pacific Railway, Ltd. of Vancouver. It is owned by Federal Enterprises, Ltd. of Winnipeg. The road is managed as if on an over-all cost-accounting basis at this time, and is trying to eliminate the investment. One of the things has included the so-called "knock-out" of the money--in other words, "knock it 'til it's dead" toward their locomotives, some of which are now 20 years old and in critical need of replacement or complete long-term overhaul. Because traffic is so heavy at this time, the company can't take their engines out of service much more than stop-gap, repairs on the worst problems. Engine failures or malfunctions are a common occurrence on the railroad. It is also worth noting that the average train length in 1969 was 30 cars, operated by five men. Today the same five men have to run trains that can be 100 cars long out of White Pass. This is actually more work for each man involved, with more weight to contend with, more cars to watch (and to walk when checking the train, or in emergencies), and definitely more hazardous.

1. Remarkable but true in light of the terrain and operational hazards on the WPCYS is the fact that White Pass does not usually have to comply with Federal laws concerning safety and operation. The reason: White Pass is "narrow gauge" instead of "standard gauge" (4' 8" wide track), and as such the Company can usually operate under requirements and regulations which would close down a standard gauge road "outside". This appears to be an oversight by the Federal Railroad Administration, but is understandable since the little known and obscure White Pass is the last narrow gauge common carrier left in the U.S. Also, it is generally viewed as a Canadian company. The 24 miles within Alaska under jurisdiction of American law, usually slide by unnoticed.
2. Much of the freight equipment, passenger equipment and airplane equipment is antiquated and of museum vintage. Crews must deal with this as well as other problems, adding to operational hazards.
3. Because of all the previous factors, it is little wonder that the White Pass accident and safety record is atrocious. Summer travel has increased each year, and with it the number of accident reports. Employees must be extra alert at all times to prevent injury or death from faulty equipment, dangerous operational procedures, or management decisions affecting the movement. White Pass enjoys saying that they have "never lost a passenger's life" in their 80-year history. The men who ride the trains can only count the number of dead employees over the years, and laugh on wood. The Company is playing Russian roulette with human lives, and their own odds are poor in producing the number of men on board who will be available to deal with the expected--and unexpected--hazards of operating a line under the most extreme conditions.

Statement of Position of the United Transportation Union

Members of the United Transportation Union, Local 177 in Alaska, are concerned over the fact that the U.T.U. will aid a non-union Canadian corporation in obtaining Alaskan jobs on U.S. soil. This is by itself a serious international problem, worthy of close attention--particularly in light of the proposed Alaska Pipeline project.

Few people even know that there is a railroad in South Alaska. Instead of revealing the present law, we propose a rider should be added that would exempt state owned Railroads.

March 15, 1982

Lastly, very few individuals are aware of the delicate balance that exists in Skagway between labor and management. We feel that the introduction of this bill is an attempt by the Company to further drain our union treasury attending a battery of hearings in Juneau. The last time we had to testify it involved long hours and much expense--something which the Company can easily afford.

Even this situation, our membership has nothing except the recent State law to protect us from the whims of a foreign corporation. Our only defense at present lies in "An Act relating to train crews" as set forth in State law. It really thus seem beyond comprehension for our own lawmakers--our own elected representatives--to vote to repeal the only security which we in Skagway have in these difficult days.

Corrican L. Gates
Legislative Representative
United Transportation Union
Local 4737
Skagway, Alaska 99840

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POSITION PAPER

A.S. 23.10.420 sets forth certain minimum crew requirements for the operation of trains or engines in the State of Alaska, if the railroad is operating under an Interstate Commerce Commission license. The only railroad in Alaska regulated under the statute is the Pacific and Arctic Railway and Navigation Company, also known as the "White Pass and Yukon". That railroad operates out of Skagway, Alaska. The U.S.-Canadian Border is less than 50 miles away from Skagway. It is necessary to amend the statute to reflect current needs and technology.

A.S. 23.10.420 was passed during 1970 in Alaska, at a time when most other states had repealed, or were repealing, similar laws then in existence. Across the country, railroads had demonstrated that trains could be operated safely with fewer crew members than required under laws similar to Alaska's. Even since the passage of the Alaska statute, many states have repealed their minimum crew laws. One striking example can be found in the Arkansas Full Crew Law. The Alaska statute currently in existence was patterned after the Arkansas law. Two years after passage of the Alaska statute, Arkansas repealed the very law that the Alaska statute was modeled after.

Full crew laws stem back to the days of steam locomotives, where braking systems were very rudimentary, and signaling was carried out by hand. Today, with modern diesel locomotives, automatic continuous braking systems, and sophisticated communication systems, traditional needs no longer exist.

Rather than repealing the Alaska Minimum Crew Statute, the proposed bill offers a compromise approach. It retains provisions dealing with minimum crews for passenger trains while deleting such requirements for freight trains. Therefore, con-

cerns regarding passenger safety continue to be met by the amended legislation.

Further; provisions identical to the statute in existence, A.S. 23.10.420, are presently incorporated into a collective bargaining agreement between the railroad and the applicable union. Therefore, the present relationship between the railroad and the union would continue to exist until such time as the existing collective bargaining agreement expired and further negotiations were held. The amendment to A.S. 23.10.420, removing unnecessary provisions in the statute, would simply insure that during future labor negotiations parties would negotiate without undue advantage to either party. The parties would be able to negotiate from equal starting positions, a concept which is fundamental to American labor relations.

Lastly, the effect of the current law penalizes one Alaska railroad. It is important to maintain this railroad in Alaska. Simple economics indicate that, for the railroad to survive, it must either increase its revenues or decrease unnecessary costs. Though the Company continues to vigorously pursue new forms of revenue, initial capital outlays preclude rapid development of new sources of revenue. The amended legislation would serve to decrease unnecessary costs for the railroad. Pacific and Arctic Railway and Navigation Company not only creates employment for many Alaskans, but provides essential services in Alaska.

Will Caboose Ride Off Into the Sunset? Railroads Hope So

* * *

Unions Say They Are Needed For Safety, Even Though Other Uses Are Obsolete

By JOHN D. WILLIAMS

Staff Reporter of THE WALL STREET JOURNAL

If the nation's railroads have their way, the jaunty red caboose soon may be clattering off into oblivion.

To streamline operations, the railroads would like to permanently uncouple these little lookout cars from freight trains. "Caboose are dead weight," says a vice president of a Western railroad. "They are inefficient and belong to a different era."

Caboose have also emerged as a symbol of the railroad industry's latest efforts to modernize operations in the face of bitter opposition from the men who ride the rails. Engineers, conductors, brakemen—and their unions—argue that cabooses are a vital safety feature. "If you see something from the caboose that averts just one accident, it has paid for itself," declares John Mogan, an official with the 160,000-member United Transportation Union.

In talks described as "fighting and scratching" by one union man, both sides are sporadically bargaining in Washington. Besides the fate of cabooses, the agenda concerns the revision of a freightload of work and pay rules dating back to the days of the horse and buggy.

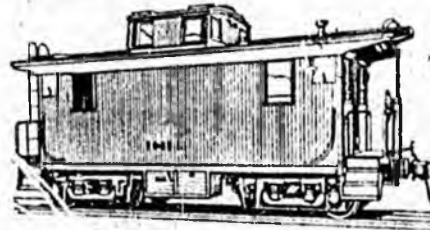
Paying by the Mile

The most distasteful of these, in management's view, is the currently accepted measure of the day's pay on the railroads: traveling a distance of 100 miles. Formulated back when trains crept along at some 10 miles an hour, the rule often allows crew members to pocket fat paychecks for a few hours' work. For example, an engineer who makes the six-hour, 216-mile run between terminals in West Virginia and Ohio collects over two days' pay, or about \$200. (If paid by the hour, he would make only about \$70.)

Then there is the matter of "arbitraries." Under current rules, management makes these extra payments for certain tasks that it argues should be routine duties. Crews on some railroads, for example, get \$5.37 a day extra for coupling or uncoupling air hoses. And the extra pay goes to each member of the train crew, even though only one man does the work.

For over two decades, railroads have been trying with varying degrees of intensity to unsnarl this tangled thicket of work rules. Now that recent mergers have extended the distances spanned by single rail systems—and with more such mergers planned—the struggle has taken on new urgency. Railroads, eyeing a new growth era hauling coal and other bulk products longer distances, are determined to end costly labor practices they see as obstructing that goal.

The stakes are high. Ending the 100-mile-day basis of pay and paying by the hour



would save the railroads hundreds of millions of dollars annually. The issue is so controversial that it will probably be handed over to a special study commission. Ending arbitraries alone would save between \$250 million and \$445 million a year, estimates an industry negotiator, a vice president of labor relations for a major carrier. And scuttling the nation's fleet of 13,000 cabooses, he says, could mean annual savings of \$381 million. "But we surely won't be able to win all we want," he concedes.

Comfortable Cabooses

Indeed, the unions seem unwilling to budge much on the caboose issue, or on any other. Countering management's demands, the UTU has even asked several railroads to add amenities like air conditioning and shock absorbers to make cabooses more comfortable.

Derived from the Dutch word "kabuls," meaning ship's galley, cabooses first were hitched to trains around 1855. Initially little more than converted boxcars, they were mainly a refuge for the crew, who gathered here to eat, sleep and spin yarns. These ker-osene-lit, coal-heated shelters quickly acquired a host of nicknames, many of them—like "glory wagon," "chariot" and "dog-house"—laden with irony.

By the 1920s, observation cupolas had been added, and the caboose was serving a multitude of practical functions. It was a place for the conductor to do his paper work, and it was a perch from which to flag down approaching trains or to watch for "hot-boxes," the smoldering axles that cause derailments.

Today, even union men concede that cabooses have outlived much of their past usefulness. Railroads put crews up overnight in motels, paper work is fed into computers.

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Wall Street Journal
March 18, 1982

Will Cabooses Ride Off Into the Sunset? Railroads Hope So

Continued From First Page

and track-side electronic devices monitor for hotboxes or signal when a rear-end collision threatens.

On the issue of safety, however, the unions refuse to yield. "Some trains today are a mile long," a UTU spokesman says. "There could be a derailment in the middle without the engineer knowing it, unless the conductor called him on the radio from the caboose." He adds that the automatic safety equipment is neither fail-safe nor in universal use.

Moreover, cabooses have undeniable nostalgic appeal as one of the last surviving links to the early days of railroading. With railroads figuring so prominently in the settlement of the West, the caboose became a stock fixture in Tom Mix serials and other early Westerns. Hardly an episode went by without a harrowing leap to or from a caboose by a long succession of desperadoes.

The price of keeping these antiquities rolling is considerable. A newly minted caboose, depending on refinements, costs somewhere between \$50,000 and \$100,000 today. Demand has been soft of late, according to the nation's largest caboose maker, the International Car division of Paccar Inc., the Bellevue, Wash., castings and forgings concern. International Car suspended production at its Kenton, Ohio, plant four months ago for lack of orders. In 1969—its peak year—the plant turned out 299 cabooses.

"A Headache"

"The caboose is very romantic and picturesque, but for modern-day railroads, they're a headache," says a vice president of an Eastern railroad. Besides their cost and the need to regularly maintain them, he says, they tend to get in the way when trains are being formed or broken up in switchyards.

Reluctantly, the UTU has permitted several railroads to run short trains without cabooses as an experiment. The Illinois Central Gulf Railroad, a unit of IC Industries Inc., ran such a freight train successfully from 1974 until last January, when the contract expired.

And in 1968, the Southern Railway became so fed up with cabooses that it simply stopped using them—until the UTU won a federal court order forcing their reinstatement.

The current labor dispute heated up last December, after the railroads with little fuss, reached agreement on a pay package with 10 rail unions representing workers not directly involved in train operations. However, snags developed when management got down to bargaining with the two major unions, the UTU and the Brotherhood of Locomotive Engineers. Insisting that by precedent work rules and cabooses are local bargaining matters, the UTU is negotiating on those issues with only three large, profitable railroads: the Atchafalaya, Topeka & Santa Fe, the Seaboard Coast Line and Burlington Northern Inc.

Legal Battle Ahead

The National Railway Labor Conference, the industry's bargaining body, has gone to court to block such local bargaining. The conference, representing 117 railroads, recently filed suit against the UTU in a federal court in Washington to prevent a strike against any carrier while national bargaining continues.

While a protracted legal battle looms, at least one railroad chief executive suggests that a brief strike could result. Meanwhile, the recession is hardening management's resolve to update work rules that have helped push the average salary of a freight engineer up to \$42,000 a year and that of a freight conductor to \$38,000 a year.

High on management's hit list: rules concerning "deadheading," "lap backs" and "penalty pay." Railroads want to pay crews by the hour—rather than by the higher mileage rate—while they are deadheading, or riding home as a passenger after the end of a work shift. They also want to eliminate the lap-back penalty, whereby crews receive a second full day's pay if, while on a run over 100 miles, they are ordered back in the opposite direction even a few miles. Management would also abolish penalty pay, by which both the train crew and the switchyard crew are paid a bonus if either performs the work of the other.

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Official Business

Alaska State Legislature

Senate

Office of the President

Pouch V
State Capitol
Juneau, Alaska 99811

March 25, 1982

Corrigan L. Gates, Legislative Representative
United Transportation Union
Local 1787
Skagway, Alaska 99804

Dear Mr. Gates:

Your recent correspondence regarding SB 849 has been received in my office.

I enjoyed your presentation and will be happy to work with you and Senator Ray (your Senator) on this issue.

Sincerely,

Senator Jay Kerttula
Senate President

JK/gt/bb



THURSDAY

United Transportation Union

March 15, 1982

To: Senator Jalmar M. Kerttula

This letter should provide you with some information on Bill Number 49, "an act relating to train crews", a bill to which our membership is definitely opposed. I have put this brief together to explain how this bill affects us here in Skarway.

This is a critical issue to us in Skarway, and we would certainly appreciate any assistance which you could give us in the matter. We are at your disposal for further information and dialogue at any time.

Thank you very much.

I remain,

Corrican L. Gates

Corrican L. Gates
Legislative Representative
United Transportation Union
Local 1707

BILL MILES > LOBBYIST
FOR WHITEPASS REQUEST
SB 849



United Brotherhood of Carpenters and Joiners of America

March 15, 1972

U.B.C. Brief on Senate Bill Number AS 23.10.420(a)

Background Information

The White Pass & Yukon Route Railroad, a Canadian-owned corporation with home offices in White Horse, Yukon Territory, is the last operating common carrier three-foot wide narrow gauge railroad in North America. Built at the height of the Klondike Gold Rush in 1898, it runs 110 miles from tidewater at Skagway, Alaska, to Whitehorse in the Yukon Territory. Since 1970, American crews (who used to operate all trains on the railroad) run the 41 miles to Lake Bennett, B.C., the division point, and Canadian crews take the trains the balance of the distance to Whitehorse.

Though "modern" in some respects, such as diesel locomotives and a containerized freight handling system, the W.P. & Y.R. contends with some of the worst terrain and climate conditions in the world. The Canadian side from Bennett to Whitehorse is flat with only a few grades; the U.S. division is the "trickiest part of the road".

Alaskan crews must drag their trains up 21 miles of 7.5% grade to reach the summit, and then contend with another 21 miles and two short (but usually steep) grades before reaching Bennett. The return to Skagway presents the problem of controlling 60-car trains of lead-zinc ore concentrates on the steepest railroad grade in America.

The railroad is interspaced with high wooden trestles and cliff-like retaining walls which perch the track 100 feet above the canyon floor for miles. Glaciers have advanced over four hundred inches on the summit of White Pass, and although there are "good" years, the railroad has been blocked sometimes for weeks on end. The worst storm shut down the road for 21 days.

The geography and weather create more than just maintenance problems; they compound the dangers of railroading to the highest extent. Even on a well-maintained railroad, keeping safe operational standards is critical. Here it is very literally a matter of life and death. Avalanches and landslides periodically wipe cars over the side, and derailments (which occur very frequently) could mean disaster at many locations. Such a disaster would even be environmental in all score, since the prospect of tons of lead and zinc dumped into the Skagway River would certainly affect life in the water, and down to the sea.

Train crews have learned to take safety as more than just the title page in the rule book. After all, we're the ones out there in the middle of it. Five-man crews on the B&O exist primarily for safety, in spite of management's attitude on this bill. Here are a few examples:

1. Ice building up between the wheels and the brake shoes can cause winter brake failures. The Company has refused to upgrade their equipment, and this leaves the crew to deal with problems out on the road.
2. Bridges and trestles on the road are not equipped with walkways. A train which is stretched across a bridge leaves no walking (or climbing) room at the edge. Therefore, a brakeman cannot walk from one end of the train to the other, and a second brakeman is needed to walk the other end in emergencies. This can be critical.
3. In winter months it often takes the combined strength of two men to set a good safe handbrake on a car, and the same force of two men to "knock-down" or remove the brake. On older cars with faulty handbrakes this applies all year, even with brake clubs.
4. The "sophisticated communications systems" (two-way radios) in use are continually in for repair and are prone to failure. The crews do not rely on them because of this safety hazard, and hand signals are regularly used in switching moves.
5. The primary job of the crew while underway is to watch for any hint of trouble on or around the train. The railroad is twisted like a piece of spaghetti with 15 to 20° curves, and there are dangerous cases of the fireman, riding on the left-hand side of the locomotive, spotting danger which was out of the engineer's line of sight and stopping the train. Similarly, brakemen riding at both ends watch over the train for hotboxes, load shifting or breaking loads, broken axles or wheels, downed brake rigging, derailed cars, broken rails, fire, washouts, etc. Thus, the manning positions at the head-end with the engineer and fireman watching the track from the lead unit, a brakeman riding the "rear" or trailing unit watching over the train behind, and a conductor and posse riding over the train ahead of the engine (and the trailing unit) for signs of downed brake rigging or car load equipment) have been established for the safe operation.

tion of the train while underway. Dozens of documented cases exist of crew men at their positions spotting trouble which would have gone unseen by other crew members, and thus saving the Company thousands of dollars in repairs and wreck clean-up operations.

2. Most important to the crew members in the light of safety on the road is the grim fact that besides dealing with faulty locomotives, antiquated equipment, and track and bridge maintenance which barely meets the job at hand, employees have to deal with snowslides and cliffs over which a train's plunge would mean certain injury or death. The specter of a passenger train loaded with 400 tourists going through a rotten trestle, or derailling high above "Dead Horse Gulch", or being hit by a rock slide (on top of the 1900-era wood-roofed parlor cars with their oil stoves) brings shudders to the men who actually are on board as well as to management. Crew members to deal with such accidents are essential. Even more frightening in the winter season are the snowslides. There has been an increase in winter passenger traffic over the last few years, and thus the road is loaded with the added burden of protecting its visitors as well as themselves.

3. This is the case with Yukon Ltd. of Winnipeg. It owned a Federal Electric, Ltd. of Winnipeg. The Company managed it on an over-all basis at this time, and are trying to tighten their operation. Part of this has included the replacement of track rolling--a major rail replacement program knocked out to save money--and an attitude of "let it 'til it dies" toward their locomotives, some of which are now 25 years old and in critical need of replacement or complete long-term overhaul. Because traffic is so heavy at this time, the Company can't take their engines out of service such more than stop--as repairs on the worst problems. Engine failures or malfunctions are a common occurrence on the railroad. It is also worth noting that the average train length in 1959 was 36 cars, operated by five men. Today the same five men have to run trains that are 100 cars long out of this area. This is usually more work for each man involved, with more weight to contend with, more cars to watch for when checking the train, or in emergencies, and infinitely more risk involved.

- 1. Remarkable but true in light of the terrain and operational hazards of the WPSYS is the fact that White Pass does not actually have to comply with Federal laws concerning safety and operation. The reason: White Pass is "narrow gauge" instead of "standard gauge" (4' 8" wide track), and as such the Company can usually sneak by under requirements and regulations which would close down a standard gauge road "outside". This appears to be an oversight by the Federal Railroad Administration, but is understandable since the little known and obscure White Pass is the last narrow gauge common carrier left in the U.S. Also, it is generally viewed as a Canadian company. The 31 miles within Alaska under jurisdiction of American law, usually slide by unnoticed.
- 2. Much of the freight equipment, passenger equipment and air equipment is antiquated and of museum vintage. Company must deal with this as well as other problems, which are operational hazards.
- 3. Because of all the previous factors, it is little wonder that the White Pass accident and safety record is atrocious. Passenger travel has increased each year, and with it the number of accident reports. Employees must be extra alert at all times to prevent injury or death from faulty equipment, hazardous operation, procedure, or management decisions affecting safety. White Pass enjoys a claim that they have "never lost a passenger" in their 100-year history. The only way this can be true can only count the number of passengers over the years, and that is a good deal of work. The Company is finally beginning to deal with human lives, and this is an odd situation in reducing the number of accidents--but it is not available to the public. Although unexpected--and unexpected--hazards of mountain railroading under the most extreme conditions.

Statement of Position by the United Transportation Union

of the United Transportation Union, Local 177 in Alaska, and accordingly referred to Senate Bill 100, which will aid a new-... Canadian corporation in... Alaska... This is... international... worthy of... especially in... process...

Remember... there is a... Alaska. In... the... should... would exist...

March 15, 1942

Lastly, very few individuals are aware of the delicate balance that exists in the way between labor and management. We feel that the introduction of this bill is an attempt by the Company to further drain our union treasury attending a battery of hearings in Juneau. The last time we had to testify it involved long hours and much expense--something which the company can easily afford.

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Morrison L. Gates
Legislative Representative
United Transportation Union
Local 1747
Skagway, Alaska 99840