Memorial honors UTU leaders

Eighth Quadrennial Convention in Miami

The vote was a crucial victory for organized labor, which remains opposed to the McCaín/Feingold campaign-finance bill. At issue was the question of whether unions should get members' written approval before using their dues for political purposes, such as voter registration or television advertisements. (The UTU does not allow the use of members' dues for political activity. Its lobbying efforts on behalf of members are financed through voluntary contributions to the union's Transportation Political Education League.)

Corporations do not have to get such approval from shareholders before using corporate funds for lobbying, opponents argued.

Senator rejects curbs

WASHINGTON, D.C. - The Senate voted last month to reject an amendment to campaign-finance legislation which would have curbed political activity by unions, a provision favored by the Bush Administration.

The amendment was defeated, 52-48, with 11 Republicans joining all but four Senate Democrats in voting against it. The vote was a crucial victory for organized labor, which remains opposed to the McCaín/Feingold campaign-finance bill.

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Member dies in accident

WILLMAR, Minn. - Terry Weyh, a 36-year-old Burlington Northern Santa Fe switchman and member of Local 1000 at Minneapolis, Minn., was killed Saturday, March 3, about 7:30 p.m. at the carrier's Willmar, Minn., yard.

Weyh had recently transferred to Willmar from the BNSF Northtown Yard in Minneapolis because of labor cutbacks there. He is survived by a young daughter and his parents.

Martin dead at 56

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Martin began his rail career in 1963 with the Texas & Pacific Railroad Company in Fort Worth, Tex., and was promoted to yardmaster in December 1970. He was selected to serve as the UTU Yardmaster Department's assistant director in May 1999 following the retirement of his predecessor, Robert C. Arthur.

He was subsequently elected by acclamation to that position by delegates attending the UTU's Eighth Quadrennial Convention in Miami Beach, Fla., in August 1999.

Complete obituary on page 5.

Railroad retirement bill introduced as H.R. 1140

WASHINGTON, D.C. – The Railroad Retirement and Survivors’ Improvement Act of 2001 was introduced into the U.S. House of Representatives as H.R. 1140 late last month by members of the House Committee on Transportation and Infrastructure.

The measure, nearly identical to one which last year came within hours of approval by the 106th Congress, includes all the benefits and funding improvements agreed to last year by rail management and a coalition of organizations representing labor and retirees.

“This measure speaks to our members’ values and includes something for all rail workers and their families,” said UTU International President Byron A. Boyd, Jr. “We are committing the same level of energy and resources as we did last year to get this bill passed into law.”

H.R. 1140 represents the fruits of an agreement between rail management, labor and retiree organizations that resulted from two years of negotiations.

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Continued on page 8

National rail talks continue

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UTU International President Byron A. Boyd, Jr., chairperson of the UTU National Negotiating Committee, indicated that talks continue to focus on health and welfare issues and the date of the elimination of entry rates.

Negotiators are also awaiting details of the pending Brotherhood of Maintenance of Way Employes (BMWE) settlement which, according to reports, may contain offsets of up to 35% in future wage increases to be applied toward health care costs.

“I haven’t seen the full document,” Boyd said, “so I am hesitant to comment on the BMWE proposal at this time.”

Continued on page 8

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See editorial, page 4

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The panel’s report this year proposes dividing Amtrak into a profit-focused company responsible for train operations, a separate government-owned corporation to oversee assets such as track and stations, and a new government oversight agency.

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Continued on page 11
Around the UTU
News from around the U.S. and Canada

Local 4, Charny, P.Q.
Members are joining with various local groups to organize the annual “Railway Colloquium on Safety and Security,” scheduled this year for Thursday, May 3, in Ste. Foy. For more information, contact Secretary and Treasurer and Legislative Representative Louis-François Garceau at (418) 832-1502, or send e-mail to <tchap@total.net>.

Local 23, Santa Cruz, Cal.
Members employed by the Santa Cruz Metropolitan Transit District recently conducted a successful experiment in which quarterly job bids could be submitted and monitored in real time via the Internet through the local’s website, said Steve Paulson. Those interested in how it works can send e-mail to Paulson at <spaulson@local23.org>. View the local’s website at <http://www.local23.org>.

Local 212, Albany, N.Y.
Members are pulling for Brian Halding, a CSX employee who was seriously injured last month when he was pinned between two rail cars, said Vice General Chairperson (Yard) Rick Manell. As this issue reached deadline, it appeared doctors would be able to save Halding’s left leg, which sustained the most massive damage. More than 50 rescue personnel were involved in the effort to free Halding from the wreck, some of whom were fellow volunteer firemen with whom Halding was well acquainted. An investigation is pending.

Local 240, Los Angeles, Cal.
Members employed by the Union Pacific offer their congratulations and thanks to Brother Dave Torres, who recently retired after 39 years of service with the railroad and 10 years of service as the local’s secretary and treasurer. Members also send their best wishes to recent retirees Don Hoover, Jerry Horne and Bob Kramr, said Secretary and Treasurer Fred Coseau.

Local 257, Morrill, Neb.
All are invited to attend an informational seminar sponsored by the local on April 17, 2001, from 9 a.m. to 5 p.m., at the Gering Civic Center in Gering, Neb. Representatives from United HealthCare, Regence (Blue Cross/Blue Shield), and the U.S. Railroad Retirement Board will be on hand, and a Federal Railroad Administration representative will address engineer licensing, motive power, operating practices and other topics. Also attending will be a representative from the Nebraska Public Service Commission’s transportation department, UTU Auxiliary President Edythe M. Walter, Nebraska State Legislative Director Ray L. Lineweber, UTULIA representatives, and Ron Barczak of UTU Designated Legal Counsel Yaeger, Jungbauer, Barczak & Roe. Participants will enjoy a continental breakfast, a deli lunch buffet and a dinner buffet at 6 p.m. Plan to attend by contacting Local Secretary and Treasurer Dave Martin at (308) 635-7522 or by sending e-mail to him at <tcham@nebraskaweb.com>.

Local 385, Croton-on-Hudson, N.Y.
Members working on the New York & Atlantic Railroad have ratified a five-year contract that includes wage increases of 4% for the first three years and 5% in the final two years, as well as a number of other economic and benefit enhancements. Among those participating in negotiations over several months were Local Chairperson Bob Gobblary and Anthony Mazzella, General Chairperson R.C. McVeen (GO-619) and State Legislative Director Sam J. N. osca.

Local 473, La Grande, Ore.
Among items on the agenda for the annual informational “Rail Days” is the implementation of the Union Pacific’s Portland Zone 2 and 3 Hub and Spoke, said Local Chairperson and Secretary and Treasurer Larry J. Romine. International Vice President Arthur Martin III, General Chairperson Dean Hadett (GO-953), Associate General Chairperson L.L. Nelson (GO-953) and Oregon State Legisla
tive Director Delmer Hanson are scheduled to attend. Also on hand will be representatives from the Railroad Retirement Board, various health and welfare providers, the Oregon Department of Transportation, and Designat
ed Legal Counsel Bricker, Zakovics, Querin, Thompson & Ritchey. All are invited to attend the two-day event, set for 9 a.m. to 4 p.m. on April 11, at the La Grande Eagles Lodge, and on April 12 at the Hermiston Community Center.

Local 1202, Fort Wayne, Ind.
Plans have been finalized for the 7th annual golf outing, to be played at Autumn Ridge Golf Course in Fort Wayne on June 4, according to Secretary and Treasurer Jim Hoag. The event, which raises funds for the local, begins at 10 a.m., with representatives from Designated Legal Counsel Yaeger, Jungbauer, Barczak, Roe & Viccinovich handling details, contact Hoag at (219) 597-7451 or send e-mail to him at <jhoag@pariocity.com>.

Local 1393, E. Buffalo, N.Y.
Cong. Jack Quinn (R-N.Y.) addressed mem
ers at a special meeting of Locals 1 and 1393 last month, said President Bob Kramer.

Local 1608, Chatsworth, Cal.
Regular monthly meetings of members employed by the Los Angeles County Metropolitan Transportation Authority (LACMTA) are now held at 8 p.m. on the second Fri
day of the month at the San Antonio Boys Town at 21000 Plummer Street in Chatsworth, said Local Secretary Jack Dedrick. Last month’s meeting was graced by Los Angeles mayoral candidate Antonio Villaraigosa, who is urging LACMTA to slash fares and buy 850 new buses.

Local 1748, Albuquerque, N.M.
Members working for Albuquerque Transit Lines recently ended a long dispute when they signed a new two-year contract that will boost hourly wages for most bus operators to $15, said General Chairperson Robert Gutierrez. Operators also will receive improved medical benefits, and the city agreed not to hire tem
torary drivers.

Monthly winner
This month’s lucky winner of his choice of any item of apparel bearing the UTU logo is Paul L. Pratt of Local 196, Beartown, Ill., which represents work
ers on the Burlington Northern Santa Fe.

This month’s winners are awarded every month by random drawing as a show of apprecia
tion to the many members who have been supportive of the UTU throughout the years.
North Carolina
The Norfolk Southern (NS) has plans to abandon or close 475 miles of track in the state, from between Raleigh and Chocowinity and from Chocowinity to Plymouth, Lee Creek and New Bern, that could cost 12 to 15 employees their jobs, according to Legislative Director Richard Westbrook. The lines serve several major customers, including the Weyerhaeuser Corp., and without a Class I railroad along the corridor, it would be difficult to lure other industry to the area.

“The line we are most concerned about right now is 174 miles of track in eastern North Carolina. The NS does not plan to close this line, but would like to put a non-union short-line carrier in its place,” Westbrook said.

The legislative board is working with the general assembly and the state department of transportation to prevent any abandonments or short-line attempts. Westbrook said members should contact their county commissioners to voice opposition to what NS is trying to do.

Ohio
The Ohio General Assembly has completed action on S.B. 11, which enhances civil penalties on contractors for using foreign-pro-duced steel in public improvement projects.

“The Ohio Legislative Board strongly sup-ports this legislation, not only because it affects our members who are employed on steel railroads throughout the state, but because it is in the best interest of our state’s economy and of our union brothers and sisters in the steel industry,” Legislative Director Tom Thompson said.

According to a spokesperson in Gov. Bob Taft’s office, the governor was tentatively set to sign the bill into law before the end of March, Assistant Director Joe Boda said.

Nebraska
L.B. 185, the two-person train crew bill sub-mitted by the UTU, is on the speaker’s list of priority bills and passage is likely before the end of the legislative session, reports State Director Ray Lineaweber.

“We are very confident and we are certain it is going to pass,” Lineaweber said, adding that there is still opposition from the Brotherhood of Locomotive Engineers and the railroads. If passed, the bill would require an engineer and conductor on any freight line or locomotive operating between terminals in Nebraska. It passed the Business and Labor Committee last month without a dissenting vote.

In addition, the Midwest Interstate Passen-ger Rail Compact (L.B. 249) also passed and was signed by Gov. Mike Johanns. The legisla-tion places Nebraska in a “multi-state” comp-act focused on retaining and growing inter-state passenger service.

North Dakota
Legislative Director John Risch is inviting all active and retired members, regardless of local affiliation, to attend one of the special meetings to be held at locations around the state the first week of May. International officers, general chairpersons, UTUIA rep-representatives and healthcare providers will be present.

The meeting schedule is as follows:
Local 255 will meet at the Ramada Inn at Grand Forks at 3:30 p.m. on May 1. A meal and social hour will follow.
Locals 982 and 1137 will meet at the Holiday Inn in Fargo on May 2 at 2 p.m., with a meal and social to follow.
Local 1344 will meet at the American Legion Club in Mandan on May 3 at 1 p.m. CST, with a social hour at 5 p.m. and a dinner served at 6 p.m.
Local 1059 will hold a special meeting in conjunction with its annual retirement banquet on May 4 at 1 p.m. at the International Inn in Minot. A 6:30 p.m. social hour will be followed by the retirement banquet at 7:30 p.m.

In other news, Risch said that S.B. 2309, which requires contract van operators to carry adequate amounts of uninsured and underins-ured motorist coverage, has passed. However, the bill will have to go back into committee as the $4-million coverage sought was amended to $1 million.

“While this is less than the coverage we origi-nally sought, it is far superior to the coverage that was required, which was the state mini-mum,” he said.

Jerry Martin will be missed by all
Alternate Assistant to the President-Yardmasters Jerry D. Martin passed away following a brief illness. (See article, page 5)

Delegates at the 1999 UTU convention elected Jerry to the office of alternate assistant to the president-yardmasters.

In the early morning hours of March 14, 2001, Jerry made his final call. The UTU lost an officer dedicated to the betterment of, and service to, our membership.

Jerry loved people and loved to have fun, but he was serious in his con-cern for the welfare of the members.

He never met a person with a problem that he did not want to help. He always had a funny story to tell to cheer you up when you were down.

The ability to laugh at himself and be the focus of his own humor showed strength of character and self-confidence rarely seen today.

Those of us who worked closely with Jerry through the years lost a loyal friend for whom there will be no replacement.

More than 20 years of his life were spent as a union representative. Jer-ry was a person I was proud to call friend.

Our prayers and thoughts are with Catherine, Chris and their family in this time of great loss.

Laidlaw finances sound, Hatch says
Robert Hatch, president of Laidlaw’s Education Ser-vices Department, speaking in the February 2001 edi-tion of School Bus Fleet magazine, stated that Laidlaw’s school bus division is financially healthy, despite the parent company’s financial distress.

All of us who have been reading about Laidlaw’s financial problems or hearing rumors about Laidlaw operations believed the problems were with their entire operations. Hatch states that the financial problems are with the parent company and not the school bus division, which should ease some of the concerns on our school bus properties.

According to Hatch, disastrous investments in U.S. waste-management and ambulance services sectors have forced the company to enter into a complicated and precarious debt-restructuring plan. Hatch says that the only problem of the Education Services Department is hiring drivers, the same problem experienced by most school bus companies, public and pri-vate transit employers.

The UTU believes the company should feel completely confident Laidlaw’s Edu-cation Services Department is okay for the future. Because of competition from overseas companies, we have to continue to watch for takeovers of school district contracts where we currently have existing, and sound, labor contracts with Laidlaw. The competition could undercut our cur-rent employers, which could mean lower wages and benefits for UTU-represented drivers.

I have seen and heard the term “privatization” coming out of Washing-ton too often recently; that is another concern we will be facing over the next four years.

Bus Department
By Bernie McNelis

Yardmasters
By Don Carver
Ahead of the curve

Having spent two years and many millions of dollars, the 11-member Amtrak Reform Council (ARC) has released a report which includes some statements that sound strangely familiar.

In bold-face type on page three of the report’s executive summary is the following sentence: “The Council believes Congress should provide a stable and adequate source of federal funding for the capital needs of the NEC and other rail-passerenger infrastructure.”

As a source of funding, the panel suggested creation of a “dedicated rail passenger transportation fund, perhaps funded by adding a new penny to the existing federal excise tax on gasoline and requiring a state match of an additional penny per gallon. Since each penny of the federal excise tax on automobile gasoline generates $1.6 billion, a penny at both the state and federal levels could raise about $3.2 billion annually.”

Also in the report are five options for Amtrak, including one for full privatization that the council ultimately rejected as “politically and economically impracticable.”

Meanwhile, in Great Britain, the privatized rail system has so deteriorated that the government has discovered it needs to spend the U.S. equivalent of $88 billion to keep the trains on the rails. Strategic Rail Authority Chairman Alistair Morton recently remarked, “Privatization was a flawed structure and did not deliver what was needed.”

The above examples seem to underscore that UTU members knew at least as much about railroad ing as the “experts.” “We’re sorry that the ARC panel and our friends overseas had to spend so much money and time only to discover what we’ve been saying all along. But we’re ready and willing to offer our expertise to anyone willing to listen.”

I am truly honored to serve as your assistant president alongside International President Byron A. Boyd, Jr. He and I established a friendship and admiration for each other more than 25 years ago. We always worked well together, and our immediate intentions are to work well for you.

Occasionally, I have heard someone say our union’s leadership has “lost touch” with the membership. That’s easy to say and sounds good to those who want to think ill of their union, but here are the facts:

Both Byron and I witnessed Arbitration Award 282 in the 1960s. I was a young railroad worker with a wife and two small children. As a result of the award, I lost my job, as did many others with fewer than ten years of service. It is impossible to “lose touch” after suffering through more than two years of job uncertainty outside the railroad industry.

Believe me, I remember, and I also gained an appreciation for the unions that worked for me everyday, held on like a bulldog, never let go, and in the end restored my job and hundreds of others by recognizing the need to merge four unions into one for greater strength.

This type of action helped restore our jobs and illustrated what “remembering the membership” really means.

Throughout that tough period, I never gave up on my union. I paid my dues every month while working outside the industry.

I never heard anyone blame the union for Arbitration Award No. 282. I only heard supportive remarks for our beleaguered officers and the many hours they worked to overturn this injustice.

In the end, our faith and support paid off with job restoration, and I immediately vowed to work for and uphold the ideals of unionism.

I stayed with the newly merged United Transportation Union because I knew they fought for the rank and file.

There have been many changes since the 1960s. Most of the really adverse issues we’ve fought were the result of Republican administrations.

In most instances, the UTU has been successful in protecting employment so job elimination resulted only through attrition.

In addition, agreements have been negotiated with protective provisions.

Now we are seeing ominous signs in the new administration.

Regardless of developments, Byron and I intend to do our part here. We know the 24-hour days, middle-of-the-night calls, setting and waiting to leave and return to the yards, and the loss of family time. We know who we represent, and will give you 100%.

This is our promise.
Yardmasters’ Martin succumbs to cancer at 56

CLEVELAND, Ohio – UTU Alternate Assistant to the President-Yardmasters Jerry D. Martin, 56, succumbed to cancer March 14, 2001, at All Saints Hospital in Fort Worth, Tex.

“Those of us who worked with Jerry over the years knew him for his dedication as a unionist, were impressed by his loyalty to the membership, and greatly respected his abilities as a knowledgeable representative,” said UTU International President Byron A. Boyd, Jr. “Our sympathy goes out to his wife and son. Jerry will be missed, not just by the yardmasters he worked with and represented, but by all who had the privilege to know him.”

A member of Local 574 in Fort Worth, Tex., Brother Martin began his rail career in 1963 with the Texas & Pacific Railroad Company in Fort Worth, Tex., and was promoted to yardmaster in December 1970.

Four years later, Martin was elected to the office of local chairperson in the former Railroad Yardmasters of America (RYA), a post he held through 1978. He also served the RYA as a vice president and a member of the executive board. Briefly a member of the Transportation Communications Union (TCU), he also held the post of local secretary and treasurer for UTU Local 574 from 1972 to 1999, and served as general chairperson of GO-343 on the Union Pacific Railroad’s (UP) former Missouri Pacific property from 1978 to 1999. He was the first yardmaster general chairperson to win a Scope claim in arbitration, and never lost one subsequently.

He was selected to serve as the UTU Yardmaster Department’s assistant to the president and secretary-treasurer, a post he held until his death.

Martin’s skills as an organizer served the craft well, and in 1997 he played a key role as one of the founders of the Union Pacific-Yardmaster Council (UPYUC), a coalition of yardmasters employed on the UP and represented by the UTU and the Transportation Communications Union (TCU). The UPYUC includes the former Missouri Pacific yardmasters (GO-343) and the former Chicago & North Western yardmasters (GO-CNW), as well as the Western Rail Supervisors’ Association of the TCU on the former Southern Pacific.

“Any member who met or dealt with Jerry knew him for his personal concern for, and desire to assist, the membership,” said Don R. Carver, UTU assistant to the president-yeardmasters. “He was one of the best, and I’ll greatly miss him.”

Martin is survived by his wife, Catherine P. Martin, and a son, James C. “Chris” Martin.

**UTU, Union Pacific establish “Team West Colton”**

ONTARIO, Cal. – The UTU and the Union Pacific Railroad (UP) have jointly announced that they will formalize a long-term plan to establish a working group to be known as “Team West Colton.”

As a result of the commitment of local management and union officials to such a process in the past, the issue of several factors led to the representation election.

The members of Local 693 at Brewster, Ohio, chose the UP over a group identifying itself as the Customer Service/Crew Dispatcher Steering Committee that sought UTU decertification.

The UP Executive Vice President-Operations Dennis Duffy and Vice President-Labor Relations John Marchant made the announcement with the GCA.

“Without Jerry’s dedication to the UTU and its membership on the UP, a victory would have been harder to come by,” Boyd said. “The parties’ commitment to problem solving at West Colton has made the lawsuit irrelevant,” Marchant said.

“UP is committed at the highest levels to see that this locally generated process succeeds,” said Duffy.

Workers on W&LE vote to reaffirm UTU representation

BREWKSTER, Ohio – Workers on the Wheeling & Lake Erie Railway have reaffirmed the UTU as their bargaining representative in a close representation vote, according to the National Mediation Board.

The members of Local 693 at Brewster, Ohio, chose the UP over a group identifying itself as the Customer Service/Crew Dispatcher Steering Committee that sought UTU decertification.

“Any member who met or dealt with Jerry knew him for his personal concern for, and desire to assist, the membership,” said Don R. Carver, UTU assistant to the president-yeardmasters. “He was one of the best, and I’ll greatly miss him.”

Martin is survived by his wife, Catherine P. Martin, and a son, James C. “Chris” Martin.

**FRA finds reporting violations in NJ Transit review**

NEWARK, N.J. – A review of record-keeping procedures involving accidents and injuries at New Jersey Transit (NJT), the Federal Railroad Administration has uncovered 91 violations by the agency over the last several months.

Most of the violations were for not reporting incidents involving railroad equipment, but 23 of the violations were for “willfully not reporting on-duty employee injuries,” and 14 instances of not reporting passenger injuries.

Although many of the injuries involved “slips, trips or falls,” FRA spokesman Mike Purviance said that federal regulators have ordered an audit of all NJT safety records for the next three years.

“Not only are they lying to the public and to the FRA about their safety record, they’re also lying to their own board of directors,” said UTU General Chairperson Donald J. Bogen, Jr., a conductor on the property.

Bogen added that he has complained to NJT administrators about “willfully not reporting on-duty employee injuries,” and 14 instances of not reporting passenger injuries.

“We are very concerned about their record-keeping,” said Bogen. “But it does not mean NJT’s trains are unsafe. If they were unsafe, we would have taken extraordinary measures,” Purviance said.

**SEPTA general committee officers chosen in vote**

PHILADELPHIA, Pa. – Members of UTU Local 61 employed as commuter rail workers by the Southeastern Pennsylvania Transportation Authority (SEPTA) have elected Geoffrey T. Johnson, Sr., to serve as their general chairperson.

The local, which includes about 350 members, also elected Ralph A. Vasquez as 1st vice chairperson, Edward J. Connelly as 2nd vice chairperson, and Bernard E. Norwood to serve as 3rd vice chairperson of the recently created general committee of adjustment (GCA).

In addition, Michelle L. Duncan won election to the post of secretary of the GCA.

The officers and members of the UTU join me in offering congratulations and best wishes to the newly elected officers of this committee and to the workers they represent,” said UTU International President Byron A. Boyd, Jr. “They can be assured that we will continue to extend to them our full backing and support.”

Members of the local affirmed the UTU as their collective bargaining agent in December 2000, turning back an attempted raid by the Brotherhood of Locomotive Engineers, which had been quoted as “we will not work under an ‘engineer-only’ operations plan on planned SEPTA extension.”
Diversity is the theme of this year’s UTU/UTUJA Regional Meetings, and that theme is reflected in the diversity of workshops, speakers and social events planned for the meetings.

Each meeting unofficially begins with a golf outing the Sunday morning before the start of the meetings. A reception with light hors d’oeuvres will be held Sunday evening.

**Monday**

Monday morning begins with greetings by International President Byron A. Boyd, Jr., the showing of a specially prepared video, and Boyd’s state of the union address.

Following a short break, those participating will be able to attend either:
- a workshop on witness preparation and cross-examination techniques for more effective representation in rail disciplinary investigations;
- a workshop for bus members offering information on the processing of grievances, internal organizing, communication with members and arbitration research in support of cases;
- a secretary and treasurer panel, which will review the responsibilities of the local secretary and treasurer, then shift to an overview of the local treasurers’ automated bookkeeping application, WinStabs 2001, or
- a program presented by the UTU A auxiliary on that organization’s purpose, goals and activities.

On each day of the Regional Meetings, members will enjoy a hearty lunch and short speech by a prominent politician or noted dignitary.

Following lunch on Monday, those attending the Regional Meetings will participate in a “4 P’s Workshop” (FELA, Federal Employee Liability Act) presented by UTU National Legislative Director James M. Brunkenhoefer and others on the importance of political activism on the local, state and national level.

Monday afternoon, Regional Meeting participants can attend either:
- a workshop on work schedules, rest and fatigue, presented by a joint labor/management panel, where participants will discuss the impact of fatigue, quality of life issues, demographics of the work force, and a discussion of Federal Railroad Administration regulations and legislation concerning possible solutions to these problems;
- a state legislative board meeting, where state legislative board representatives will offer insights into UTU activities on the individual state level.

Monday evening, all those attending the Regional Meeting are invited to a reception, with heavy hors d’oeuvres, refreshments and entertainment.

**Tuesday**

On Tuesday, Regional Meeting participants can begin their day by attending either:
- a local chairperson workshop, featuring a panel of experts offering advice on providing effective local representation during formal railroad investigations;
- a second local secretary and treasurer workshop, continuing the program from Monday’s workshop on the WinStabs 2001 program, or
- a bus workshop, where Vice President Bernie McNelis and guest presenters will provide information on contract negotiations, preparing witnesses and cross-examination techniques.

The UTU A auxiliary tour also is scheduled for the Tuesday of the Regional Meetings. (See the box on this page for more information on this activity.)

After lunch on Tuesday, National Legislative Director Brunkenhoefer and others will hold a legislative workshop, where they and attendees will discuss the Railroad Retirement and Survivors’ Improvement Act of 2001, the importance of grassroots participation in the political process, the union’s Transportation Political Education League, and other legislative and regulatory issues.

Tuesday evening, all those attending the Regional Meetings are invited to attend a reception and dinner, featuring top-notch entertainment.

**Wednesday**

Regional Meeting participants will kick off Wednesday with either:
- a presentation by the Federal Railroad Administration (FRA) and National Transportation Safety Board (NTSB) on the roles of the two regulatory groups and their effects on the rail industry and its employees;
- a workshop on local grievance procedures, where a panel of experts will offer tips on the effective handling of local grievances and appeals;
- an effective local leadership workshop, for local officers and members, on the local’s mission, membership, business ethics, internal and external audits, action strategies, marketing the local and communications with members. Also, tips on developing a local website and newsletter;
- a local secretary and treasurer workshop, WinStabs 2001 review;
- a bus workshop, where presenters will provide an overview of the arbitration process and conduct an open session on issues within the industry.

Later that morning, participants can attend a designated legal counsel panel discussion, held by UTU designated legal counsel, where important information will be provided on the Federal Employers’ Liability Act (FELA) and how it affects the rail employee.

After lunch on Wednesday, participants can attend workshops on:
- power brake regulations, where experts will review the new power brake regulations anticipated to become effective the fall of 2001;
- transportation stock analysis, where trained financial analysts will offer unique perspectives on how UTU members should view transportation stocks, how the stock market works, and investors’ views on the value of railroad stocks and services;
- locomotive engineer certification, where changes in the locomotive engineer certification regulations will be discussed;
- alcohol and drugs, where a panel of experts will present an overview of changes in alcohol and drug regulations that will become effective August 1, 2001, along with a discussion of on-site testing;
- health and welfare panel discussion, where representatives of the health and welfare providers will present an overview of the many benefits of the respective plans, along with answering any questions.

Wednesday afternoon, general committee officers will conduct general committee workshops for members of their respective general committees, where issues of mutual concern will be identified and addressed.

Wednesday evening, a cocktail reception and the President’s banquet will be held.

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**Golf outings at Regional Meetings**

The UTU will hold golf outings the Sunday morning before both the Greensboro and Winnipeg Regional Meetings.

The fee, $80 per golfer, includes transportation from the host hotel, greens fees, a golf cart for every two golfers, lunch and much more.

In Greensboro, golfers will play the beautiful and challenging Grandover Golf Course, 1000 Club Road, Greensboro, N.C. In Winnipeg, golfers will play, The Links at Quarry Oaks, Steinbach, Manitoba.

Both courses require soft golf spikes and proper attire. Golf club rentals are available at both courses and should be reserved ahead of time by calling the Grandover Golf Course at (336) 294-1802, or The Links at Quarry Oaks at (204) 326-9864. All play will be Texas Scramble, or four-player scramble.

Register for the golf outings in the space provided on the registration form. Be sure to include your golf fee with your registration fee.
Register now for the Regional Meetings!

The UTU/UTUIA Regional Meetings scheduled for this summer promise fraternalism, education and fun. Each Regional Meeting lasts a full three days, with the President’s Banquet on the evening of the third day.

Each attendee at the meeting MUST be registered in order to attend any planned social functions. Pre-registration speeds the registration process at the meeting, helps organizers plan more accurately and saves on the meeting cost. This savings is being passed on to each attendee who is pre-registered. The pre-registration fee will be $125 per person over the age of 11. Children 11 years of age and under will be complimentary. A pre-registration form and complete payment for each attendee, regardless of age, must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or attendees will be charged an on-site registration fee of $175.

One-day registrations are offered for those who would like to attend the Regional Meetings but can’t spare the time away from work or family. The cost of a one-day registration for any day is $60.

The Regional Meeting agenda, as well as details of the UTU Auxiliary Tour and golf outing, are printed at left.

All fees must be paid in U.S. currency only. Make all checks or money orders payable to “UTU Regional Meeting.” For convenience, you may also pay by credit card.

Notice of cancellation of your Regional Meeting attendance or golf tournament participation must be received at the UTU International Headquarters 10 days prior to the first day of the Regional Meeting for a full refund without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the Regional Meeting. On-site registration will be $175 per person (U.S.).

Which Regional Meeting will you be attending?
- [ ] Greensboro
- [ ] Winnipeg

Member Registration
Name ____________________________
Title (if any) ________________________
Home Address ____________________________
City/State/ZIP ____________________________
Daytime telephone number ________________
How would you like your Regional Meeting materials? (Choose one)
[ ] Printed [ ] CD-ROM

Spouse Registration
Name ____________________________
Title (if any) ________________________
Will attend the Auxiliary tour? Total number on tour?
[ ] Yes [ ] No

Child Registration
Child name ________________________
Age ____________________________

Guest Registration
Guest Name ________________________
Address ____________________________
City/State/ZIP ____________________________
Relationship to member ____________________________

Golf Registration
Name ____________________________
Handicap ____________________________

Golf fees are $80 per golfer (include in total payment)

Payment Options
Check/Money Order (U.S. funds only) $ ____________________________
Credit Card (please indicate type): 
[ ] VISA [ ] MasterCard
Card number ____________________________
Expiration date ____________________________
Total amount charged $ ____________________________
Signature ____________________________

UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings are being passed on to each pre-registered attendee.

Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned social functions. Pre-registration fees are $125 per person (U.S. currency); children 11 and under are complimentary. All pre-registration fees must be paid in U.S. currency. Canadian currency will NOT be accepted. If you have questions, consult your checking or banking institution. Forms and payments must be received 10 days prior to the Regional Meeting.

You should make your own room reservations at one of the Regional Meeting hotels listed below. Please note certain reservation deadlines apply at each hotel.

June 25-27, 2001, Greensboro, N.C.
Sheraton Greensboro Hotel at Four Seasons
3121 High Point Rd., Greensboro, NC 27407
Hotel direct reservations: (800) 242-6556
Room rate: $119 single/double; Parking: Free, self parking
Reservation deadline: May 20, 2001

July 23-25, 2001, Winnipeg, Manitoba
Double Winnipeg Hotel (host hotel)
350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
Hotel direct reservations: (800) 268-1133
Reservation code: UTU
Room rate: $125 single/double; Parking: Free, self parking
Reservation deadline: June 19, 2001

Place Louis Riel All-Suite Hotel (second overflow hotel)
190 Smith St., Winnipeg, Manitoba R3C1M3
Hotel direct reservations: (800) 665-0569
Reservation code: UTU
Suite rate: $120 to $135, single/double; Parking: Free, self parking
Reservation deadline: June 19, 2001

For immigration purposes, U.S. citizens attending the Winnipeg Regional Meeting should have with them proof of U.S. citizenship.
Continued from page 1

If enacted into law, the measure would result in an expansion of surviving spouse benefits, fixing what the Beef said was a ‘real opportunity’ to participate in the negotiated legislation, the BLE and Brotherhood of Maintenance of Way Employees (BMWE) dropped their opposition in return for the temporary replacement rail was installed until permanent repairs could be made.

Safety a UTU concern

Safety and working conditions on the BNSF have long been a concern of the UTU’s, with recent sore spots dating back to at least late 2000. In February 2000, BNSF finally abandoned the policy. Last month, U.S. Department of Transportation inspector general testified at a congresional hearing that his office had decided well before the Iowa derailment to review the FRA’s SACP program.

Of particular concern, he said, was “the lack of follow-up” work on deficiencies found in inspections under the program.

Pat Hsiatte, a BNSF spokesperson, said the carrier’s management had been talking with union leaders for some time about holding such a summit to discuss safety issues.

“Rail safety is really a team sport and we want to address any substantive issues,” Hsiatte said.

Brotherhood of Maintenance of Way Employees (BMWE) President Mac Crow recently told the Des Moines Register that hundreds of rail maintenance workers have been laid off by BNSF to cut costs and boost profits, and said the move is hurting rail safety.

Burlington Northern Santa Fe employs 40,000 workers who operate 200,000 freight cars and 5,000 locomotives on a system encompassing 33,500 miles of track in 28 states and two Canadian provinces.

It is the largest hauler of grain in North America.
Voices: Does your job allow you to plan vacations?

Larry Barrilleaux
L-1836, New Orleans, La.

“I’m a switchman working for the Union Pacific, and I already have 28 years of seniority in August. Because vacation bids are based on seniority, I don’t have much problem making vacation plans. Some of the younger guys may have a problem because the older guys get first choice. But you’ve got to pay your dues and wait your turn. We’ve got a good group here who are understanding and willing to compromise and swap vacation days with guys who have kids and need some summertime days off to do things with their family. I always take a week of my vacation and use it to go to one of the UTU Regional

Marjorie O’Donnell
L-1951, Albany, N.Y.

“I’ve been a CSX yardmaster since 1978. The job is brutal, and you really need a vacation. But there’s seniority restrictions, and since I’m married, I find it tough to match up my vacation time with my husband’s. Our children are grown, and I have a lot of seniority, so it’s a bit easier for us. We don’t have as hard a problem as the younger people do. But we’ve adjusted our vacations for off-peak times, like in early June and late September, so we’re able to get time off together. This year, we’re camping in the Adiron-
dack Mountains. We have a place there, and we like to go fishing.”

Jack Dedrick
L-1608, Chatsworth, Cal.

“I’ve been a bus operator for the Los Angeles County Metropolitan Transportation Authority for 17 years, so I can take five weeks of vacation. The time of year you get for vacation depends on seniority, so summertime generally goes to those with higher seniority. The Christmas and New Year weeks usually get taken quickly, too. Because of contract rules, we can’t swap vacation. We bid it in June, and whatever you take, you keep. If dates come open after that, we bid it on them based on seniority. But we can swap work assignments. I’m thinking of taking a drive with my family up the California coast this year.”

James C. Croll
L-533, Osawatomie, Kan.

“I’m a conductor working for the Union Pacific. I’m in my 30th year with the company, so I don’t have a problem, but the younger guys have trouble taking a family vacation. They get forced in to take time off earlier in the year, usually in February and March, even though some have been here almost 20 years. Under our contract, after two years we get two weeks off, after nine years it’s three weeks, at 17 years you get four weeks, and after 25 years you get five weeks of vacation. I usually take a whole month off and go to my cabin for some hunting with my two sons and two other railroaders.”

FELA Update

Notice, notice, notice

Probably everyone knows that you must show that a railroad did something wrong (that it was negligent) before you are entitled to be compensated for an on-the-job injury. However, some employees do not realize it is necessary, most of the time, to show that, before you were hurt, the railroad knew about the problem and failed to take corrective action. So, even if you get hurt on a switch that has been bad for some time, or maybe you are injured when you slip in a pool of oil, you are not automatically going to receive any money from the railroad for your injury.

Many times lawyers representing injured employees are told that the company knew about a problem “because people always complained about it.” When we investigate, however, we find that no one put the problem in writing. There is no record of a complaint. If you think that your place of employment is unsafe, put the company on notice by writing a letter to your supervisor about the unsafe condition. Be sure to give a copy of the letter to your local chairperson.

The company cannot punish you because you are concerned about safety. If you are hesitant to get involved, ask your union representative to bring it to the company’s attention.

Monte Bricker, coordinator
Designated Legal Counsel
(888) 241-7076
montebrick@aol.com

Economic issues slow van driver, bus contracts

CLEVELAND, Ohio — While UTU representatives continue to make progress on first contracts for newly organized van-service and bus operators, some management representatives are using economic issues to slow the negotiating process. According to Vice President–Bus Bernie McNelis, negotiations with Renzenberger are progressing slowly because the company is claiming that it cannot afford pay increases.

“Renzenberger, like all companies, is continuing to cry ‘poor mouth,’ but they are doing so more than the others,” McNelis said. “At this time, the company has not offered anything in economics that the drivers would be willing to accept.”

McNelis said that if there is no contract proposal to present to the drivers in the next month or two, the employees will have to consider what effective self-help remedies are available. The status of negotiations are about the same for all areas, including California, Texas, Louisiana and Kansas, he noted. On the bright side, McNelis added, the drivers continue to show support for the UTU and are willing to support whatever action the union decides to pursue.

Alternate Vice President–Bus Percy Palmer said progress on contract talks with Alex Transportation has been made each time the parties met and his latest meeting was scheduled for March 22, the day before this issue of UTU News went to press.

Issues where some consensus has been reached include union security, grievance procedures and paid vacations. “We are making progress each time we meet, and I see no reason why we can’t get a little further the next time,” Palmer said.

Alternate Vice President–Bus Carolyn Scarsella said her discussions with Ludlaw in Riverside and Hesperia, Calif., on behalf of bus drivers and aides, have reached consensus on protective arrangements, union security and seniority. As this issue of the UTU News went to press, Scarsella was optimistic that progress could be made at upcoming meetings with Ludlaw, which were scheduled for March 26, and April 2, 4 and 9, 2001.
### Genealogy hobby leads southbound

When John E. Roulanaitis retired with his physical activities restricted, he followed a friend’s lead and began to pursue genealogy.

> “I can’t do anything physical,” said Roulanaitis, a member of Local 565 in Centralia, Ill. “I have heart trouble and had a brain tumor. But a friend of mine was into genealogy, and he showed me how to trace my lineage.”

Roulanaitis discovered three Confederate veterans in his bloodstream. A history buff, he did a little more research and came upon the Sons of Confederate Veterans, a southern heritage group that Roulanaitis joined.

> “We’re dedicated to preserving history and educating the public,” said Roulanaitis.

Roulanaitis lured on with the Illinois Central in July 1959 as a locomotive fireman. Joining the Brotherhood of Locomotive Firemen & Enginemen, a UTU predecessor, he served for three years as legislative representative. He progressed to engineer in 1963, and retired in November 1999.

As a member of the Sons of Confederate Veterans, he’s a Commander Adjutant of the Private Spince Blankenship Camp 1802, and continues checking the bloodlines of friends and family for Confederate connections.

> “I enjoy history, and plan to attend a Civil War Festival in April,” said Roulanaitis, who continues checking the bloodlines of friends in his bloodline. A history buff, he showed me how to trace my lineage.”

### RETRENZO Club plans dinner, dance

A group of Pennsylvania Railroad and Conrail retirees planning their 19th annual dinner and dance has an invitation to veterans from all crafts to attend the upcoming event.

The RETRENZO (Retired Trainmen and Enginemen Social Club)’s annual gathering will be held Sunday, May 6, 2001, at the Lamplighter Restaurant in Delmont, Pa., according to retired yardmaster A.V. “Jack” Powers, a UTU Retiree Program member from Local 1948, Youngstown, Ohio.

For information, contact Powers by writing to him at P.O. Box 325, Westmoreland City, PA 15692, or call him at (724) 863-1232.

### Trustees extend solvency of Medicare, Social Security

WASHINGTON, D.C. – The principal Medicare trust fund will not run out of money until 2029, the longest period of solvency ever projected for the program, and the life expectancy for Social Security has been extended by one year, to 2038, according to the 2001 Social Security and Medicare Trustees’ Report.

The projected date of insolvency for Medicare’s Hospital Insurance Trust Fund, which pays Medicare Part A claims, is four years later than the estimate made by the Clinton Administration a year ago.

Though the fund’s improved condition surprised experts, the Bush Administration surmised the long-term financial outlook for the program remained bleak because of rising health costs. The administration also said Congress needs to make major changes to Social Security in anticipation of the retirement of the Baby Boom generation.

Treasurer Secretary Paul H. O’Neill, a trustee of the two programs, said that what appeared to be good news was no “excuse for complacency.” Other trustees of the Medicare program agreed, noting that Medicare spending was expected to more than double in 10 years.

Democratic leaders said the reports indicated that Congress could add prescription drug benefits without making radical changes to the program, which provides care to some 39 million seniors and disabled people.

Medicare’s hospital trust fund is growing steadily and is expected to reach $865 billion at the end of 2010, up from $177.5 billion at the end of last year, the trustees said. The program accounts for 2.2% of the nation’s gross domestic product.

### Bush pursues Medicare reform

President Bush has urged Congress to restructure Medicare this year and to use a proposal offered by a 1999 task force as “the framework for a bipartisan consensus.”

Until last month, Bush had suggested Medicare reform would wait until later in his administration.

Leaders of the Senate Finance Committee, which will handle any Medicare legislation in the Senate, have said they don’t anticipate enacting comprehensive Medicare reform this year. Instead, Sen. Charles Grassley (R-Iowa) and Sen. Max Baucus (D-Mont.) have indicated that they expect to add a prescription drug benefit to the program and make other management changes that stop short of a wholesale restructuring.

It remains unclear whether the House would embrace such an approach, or if Bush will insist on a more fundamental reform that would change the way seniors choose their health plans.

### Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters.

<table>
<thead>
<tr>
<th>Local Name</th>
<th>City/State</th>
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<th>City/State</th>
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<th>City/State</th>
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<tbody>
<tr>
<td>1 Shiner, Ronald A.</td>
<td>Toledo, OH</td>
<td>2468 Jones, J.</td>
<td>St. Louis, MO</td>
<td>5697 Vasquez, R.M.</td>
<td>Farmington, NM</td>
<td>1186 Conner, R.O.</td>
<td>Blaine, MN</td>
<td>1358 Hallen, H.</td>
<td>Milton, PA</td>
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<td>2 Fleece, Charles A.</td>
<td>Brownsburg, IN</td>
<td>2473 Hinkle, B.L.</td>
<td>Lebanon, OH</td>
<td>5704 Wynn, C.</td>
<td>Ooltewah, TN</td>
<td>1197 Fife, L.</td>
<td>Medford, MA</td>
<td>1365 Sabin, R.</td>
<td>Youngstown, OH</td>
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<tr>
<td>3 Knight, Edward F.</td>
<td>Petersberg, IN</td>
<td>2482 Hill, R.T.</td>
<td>West Lebanon, NH</td>
<td>5712 Burton, R.</td>
<td>Sparta, MO</td>
<td>1198 Hix, B.</td>
<td>Kaukauna, WI</td>
<td>1375 Parker, J.</td>
<td>Rome, PA</td>
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<td>4 Shirey, Donald A.</td>
<td>Toledo, OH</td>
<td>2519 Hitt, L.O.</td>
<td>New Castle, IN</td>
<td>5721 Baker, C.</td>
<td>Joplin, MO</td>
<td>1199 Hults, J.</td>
<td>Cassville, MO</td>
<td>1381 Wimmer, W.</td>
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<td>5 Frey, Charles C.</td>
<td>Johnson City, TN</td>
<td>2537 Hill, J.</td>
<td>Jonesville, SC</td>
<td>5730 Bradbury, G.</td>
<td>Pasco, WA</td>
<td>1200 Hulse, F.</td>
<td>Topeka, KS</td>
<td>1382 Winkler, D.</td>
<td>Cuba, MO</td>
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<td>6 Fox, Charles A.</td>
<td>Steubenville, OH</td>
<td>2552 Huyck, W.</td>
<td>New Haven, CT</td>
<td>5731 Bradbury, G.</td>
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<td>1201 Hults, J.</td>
<td>Cassville, MO</td>
<td>1383 Windom, R.</td>
<td>Washington, MO</td>
</tr>
</tbody>
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### The Final Call

For information, contact Powers by writing to him at P.O. Box 325, Westmoreland City, PA 15692, or call him at (724) 863-1232.
Amtrak solution to highway, airway gridlock

The following was written by retired A assistant Secretary and Trea- surer Dan Collins, a member of Local 1393 at East Buffalo, N. Y.

Want to avoid highway and airway gridlock? Run more trains, including passenger trains, more often, to more places.

Remember that one set of railroad tracks is capable of handling as much traffic as a 16-lane highway. Track also costs less to construct and main- tain than highways and bridges. Airway congestion will be further com- pounded by the fact that there is a scarcity of land on which to build additional airports. We are heading for a gridlock on our roads and in our skies.

We need a sound national transportation policy that requires public investment in an interstate railway sys- tem, just as we do for our highways and airway systems. We have waited 60 years for a more balanced nation- al transportation policy, one that would cover the needs of all modes of transport, to be legislated by Congress. It hasn’t happened yet, and there are no signs of it happening in the future unless gridlock forces remedial action.

I believe that, contrary to the opinion of many experts in government and the corporate world, our one and only national system of passenger trains must not only be saved but it must be expanded in an effort to relieve the developing gridlock on our highways and airways. This need- ed relief will not happen if the advocates of dismantling, and privatizing, our passenger rail system have their way. The parts never equal the whole.

The countdown has begun. When Amtrak’s money runs out, what hap- pens next? I suspect Amtrak will once again be put back on life support, our passenger rail system will yet again be deprived of the funding they need to keep moving. Ultimately, the council’s goal is to stimulate debate, and its report not- to be taken as a conclusion.

The congressional mandate for Amtrak self-sufficiency by the year 2002 is dead wrong, and is nothing more than a manufactured myth. The high- ways will continue to get their subsidy of $20 billion annually, and the air- ways their $10 billion. It’s not strange that these public investments in high- ways and airways are called an investment in our transportation infrastruc- ture while funding for our national system of passenger trains is called a sub- sidy to Amtrak? Why do we label one a public investment, the other a sub- sidy? The millions of people who use passenger trains deserve an answer. We do strange things in this country. For example, we know that NASA spent $200 million to place a polar lander on Mars. It failed, just as 12 oth- er missions like it have failed. This was all done with taxpayers’ money.

I find it hard to understand how our congressional leaders would authori- ze our tax dollars to be spent on 13 failed missions to Mars when the peo- ple of Ohio can’t ride a passenger train from Cleveland to Cincinnati. Instead of Buck Rogers space stations in the sky we should be investing in passenger train stations here on earth. Amtrak serves about 500 com- munities, provides service to 50 million passengers and jobs for thousands of people. The preservation and expansions of our national system of pas- senger trains is more important to our national well-being than space travel to Mars or the moon. For most of us getting to Miami by train is a lot more important than getting astronauts to Mars in a space ship.

Saving Amtrak from the clutches of its Demolition (Reform) Council will be no easy task because some of its hand-picked members are advo- cates of the liquidation of Amtrak and the privatization of its parts. A pos- sible political struggle could develop between Amtrak’s Board of Directors and the Reform Council. The board seeks to save Amtrak by building high- speed rail systems in the Northeast Corridor of the nation.

Charles Moneypenny, rail labor’s representative on the council, dissent- ed from the report. While I agree that Amtrak, like any U.S. institution, faces certain political pressures, “I do not understand how simply separating Amtrak’s functions and creating separate units would address this issue.”

Moneypenny noted that “all four plans would appear to create an unten- able bureaucracy which would make Amtrak operations more complicat- ed and provide less real accountability.” He objected to the majority’s rec- ommendation for additional studies, writing that this and “many of the recommendations made in this report go beyond the ARC’s mandate…”

Moneypenny noted his support for the majority position that Amtrak’s “employees are not preventing Amtrak from making needed improve- ments in its system or operation. This recognition is a welcome departure from past reports,” he said, which “attempted to lay the blame for Amtrak’s financial problems on the backs of its dedicated workers.”

Amtrak spokesperson Bill Schultz told reporters, “Our difference is with the notion of setting up an agency of some sort that ARC would claims would shield us from political pressures, but which might instead invite political pressures.”

Warrington critical of report

Amtrak President George Warrington was generally critical of the report, characterizing it as a proposal for “a new federal bureaucracy.”

However, Warrington commended the council for recognizing “the growing national demand for passenger rail services and the urgent need for a stable, adequate source of federal capital funds.”

The council proposed five options, but immediately ruled out one which called for the creation of a new level of gov- ernment, to consolidate existing governmental functions now dis- tributed among Amtrak, the Federal Railroad Administration (FRA), the Department of Transportation’s inspector general and the General Accounting Office.

The council also noted that various congressional committees will likely hold hearings in the near future on the proposed High Speed Rail Invest- ment Act (S. 250). “The council believes that such hearings would pro- vide an opportunity for Congress to evaluate the central issues before the panel wrote.”

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Get Your UTU VISA® Card Now!

The UTU VISA cards, issued by National City Bank, are available to members, family and friends.

Don’t forget, the VISA cards issued by National City replaced the old UTU credit card. So, apply for the new UTU VISA and transfer your balance to 3.9% APR.

**UTU PRIME RATE VISA PLATINUM AND CLASSIC VISA**
- Introductory 3.9% APR for the first six billing cycles;
- Thereafter, the Prime Rate, currently 8.5%;
- At least a 25-day grace period on purchases;
- $35 annual fee for VISA Platinum; $25 annual fee for Classic VISA.

**UTU NO-ANNUAL-FEE VISA PLATINUM AND CLASSIC VISA**
- Introductory 3.9% APR for the first six billing cycles;
- Thereafter, the Prime Rate plus 4.9%, currently 13.4%;
- At least a 25-day grace period on purchases.

**ADDITIONAL VISA PLATINUM BENEFITS**
- $250,000 travel accident insurance;
- Automatic rental car insurance;
- Global emergency travel assistance services;
- All UTU cards have a special Internet e-commerce rebate program that lets members earn rebates up to 25% on purchases made through the PrimeRebates e-commerce website. Rebates will be automatically received on the VISA statement for purchases from hundreds of merchants like Lands’ End, Barnes & Noble, The Gap, CarParts.com and The Sharper Image. And with NO LIABILITY for fraudulent internet transactions, it’s the right time to use www.PrimeRebates.com.

**To apply by phone,** call 1-888-622-8434.

*The information about the costs of the cards described is accurate as of 3/31/01. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers. Thereafter, the APR for purchases and balance transfers will be variable, currently 8.5% for Prime Rate VISA and 13.4% for No Annual Fee VISA. The variable cash advance APR is current 8.5% for Prime Rate VISA and 13.4% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 22.9% or a variable rate of Prime + 14.65%, currently 23.15%. Cash Advance Fee: 3% of advance amount, $5 minimum. Cash Equivalent Item Fee: 3% of advance amount, $10 minimum. Minimum Finance Charge: $0.50 in any month finance charge is imposed. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.

TRAGEDY STRIKES!

If you or your spouse died, where would the money come from to replace the lost earnings caused by death? You may have a big mortgage, credit card debts, automobile loans and other large expenses.

The answer is an insurance policy that targets your specific needs by providing the funds to deal with such a tragedy.

Our Ultimate Term policy is flexible. You tell us how much coverage you need and for how long a period, and UTUIA will custom design it for you.

Complete the coupon below for more information, or call toll-free at 1-800-558-8842 for assistance from your UTUIA representative.
A MESSAGE FROM NATIONAL LEGISLATIVE DIRECTOR JAMES BRUNKENHOEFER

In many states, and certainly here in the nation’s capital, there is a lot of rhetoric about campaign finance reform. The talk is about one of two things: soft money, or reverse check-off. The public doesn’t like the idea of corporations, big business or others bankrolling political campaigns. They find repugnant the idea that businesses might win more political decisions because of the tens of thousands of dollars spent to support them. Employees who want their voices, and the voices of their families, to be heard, and heard loudly, in those places where political decisions are made. The best way for members to be heard is to contribute to the TPEL program. The UTU is the most politically influential rail and transportation union in Washington and in state capitals because of the tens of thousands of members who contribute to TPEL.

In politics, money talks. Because more than 30,000 UTU members believe in supporting understanding lawmakers through TPEL, the UTU message is being heard loud and clear on Capitol Hill and in state capitals nationwide. This annual special section honors all active and retired UTU members, and others, who have contributed or pledged $300 or more to TPEL in the last year. The UTU urges every member to sign up to contribute to TPEL immediately. This is the best investment that UTU members and their families can make in their futures. TPEL is a legal, moral, appropriate response to the demands of our American political system. Contributions can be deducted automatically from paychecks, or made on a one-time basis. One half of every TPEL contribution is used within the state of the donor’s local, and the other half is used for candidates running for federal office. So, the more money TPEL receives from, say, California, the more money TPEL can use inside California for political purposes. TPEL features different annual contribution clubs.

In this special section of the UTU News, you will find a list of your fellow members who truly understand the value of participation in TPEL. They know that their voices are being heard and they are helping to ensure that your voice is heard as well. I am hereby asking you to make your own voice heard. If you are not a contributor, please consider changing that. If you are a TPEL member, please consider making your voice sound even louder by increasing your level of commitment. If, on the other hand, you cannot do either, at least review the list and give your thanks to your fellow workers who do contribute so that all voices can be heard.

James M. Brunkenhoefer
UTU National Legislative Director

Your union’s legislative program has been successful because of the political awareness and activity of its members. The members expect their union to be politically active and working hard to improve and protect their safety, job security, health care and pensions. The union’s political action committee, the Transportation Political Education League (TPEL), is the tool that opens the door for UTU officers and members to deliver that message. TPEL is the reason that International President Byron A. Boyd, Jr., and National Legislative Director James Brunkenhoefer are able to meet with a senator or congressman, instead of a staff person.

The UTU has set four goals for the political involvement of every member: 1) Get registered to vote (including all family members); 2) Make a commitment to cast your vote even if it means voting absentee; 3) Vote your pocketbook (cast an informed vote; UTU-endorsed candidates will put your pocketbook first); 4) Contribute a minimum of $1 per day to TPEL. Your donations are divided into two equal parts. One half is used in the state in which it is collected, the other half at the national level. Simple. Your donations are used to support political candidates, who through a very difficult judging process, are deemed worthy of our support. Those decisions are made on the basis of the candidates’ prior support, or pledge of future support, of our legislative needs. The security of our jobs, our health care, pensions from paychecks, or made on a one-time basis. One half of every TPEL contribution is used within the state of the donor’s local, and the other half is used for candidates running for federal office. So, the more money TPEL receives from, say, California, the more money TPEL can use inside California for political purposes. TPEL features different annual contribution clubs.

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<th>Zip Code</th>
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<td>Tucson</td>
<td>85710</td>
<td>*Russo, Mike A.</td>
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* Retired Member

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### Diamond Plus Club

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* Retired Member

### Dollar-A-Day Club

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</table>

* Retired Member

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(Continued on Page 6)
**Top Ten UTU Locals**

<table>
<thead>
<tr>
<th>Local</th>
<th>Location</th>
<th>Donation</th>
<th>Legislative Representative</th>
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</thead>
<tbody>
<tr>
<td>1421</td>
<td>Franklin Park, Ill.</td>
<td>17.00</td>
<td>Joseph C. Pastore, Kenneth M. Slaives</td>
</tr>
<tr>
<td>1293</td>
<td>Altona, Wis.</td>
<td>11.27</td>
<td>Allan M. Bucklin, Jennifer A. Larkin</td>
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<tr>
<td>1129</td>
<td>Raleigh, N.C.</td>
<td>10.96</td>
<td>Glenn A. Larmik, William D. Bockhoff</td>
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<tr>
<td>1127</td>
<td>Marshalltown, Iowa</td>
<td>9.58</td>
<td>Randy J. Hartshorne, Paul E. Forrester</td>
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<tr>
<td>1226</td>
<td>Hickory, N.C.</td>
<td>9.16</td>
<td>Robert C. Nelson, Patrick M. Engroff</td>
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<tr>
<td>1054</td>
<td>Houston, Tex.</td>
<td>8.66</td>
<td>Robert I. Garrett, Robert C. Nelson</td>
</tr>
<tr>
<td>1088</td>
<td>Shenandoah, Iowa</td>
<td>8.57</td>
<td>L. Terry L. Crouse</td>
</tr>
</tbody>
</table>

**Locals repeat on top-ten list**

While all the local's TPEL contributions fluctuate, a number of them remain on the list year after year.

The local UTU locals listed here are based on the top-10 list as of 2000. California, Alabama, and California are again the three states that appear most often.

**How do the TPEL contributions in your UTU local compare?**

Want to help raise your local’s average? See your local legislative representative, who can explain why a TPEL donation is your best investment in the future, or fill out the form in this section.
<table>
<thead>
<tr>
<th>Alabama</th>
<th>622 Birmingham</th>
<th>622</th>
<th>Tuscaloosa, Ann</th>
<th>616</th>
<th>Huntsville, Tracey A.</th>
<th>1072</th>
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<td>Arizona</td>
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<td>West Memphis</td>
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<td>Colorado</td>
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** = Retired M ember

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** (Continued on next page)**
TPELpledge Form
Mail to UTU, 14600 Detroit Ave., Cleveland, Ohio 44107.

I, (please print), of Local _____________, proudly pledge to UTU/TPEL the amount indicated annually to be pro-rated monthly and collected with my union dues:

☐ $25 per year
☐ $50 per year
☐ $100 per year
☐ $200 per year
☐ $500 per year
☐ $1,000 per year
☐ $500 per year

☐ I wish to contribute $ _____________ per month, or I would like to make a one-time contribution of $ _____________. (Please enclose a check to “TPEL” with this form.)

☐ I am a retired member of Local _____________ and I still want to help. My $ _____________ contribution to TPEL is enclosed.

Signature
Effective Date

TPEL reports are filed with the Federal Election Commission, 999 E St., N.W., Washington, DC 20463, and are available for inspection from that agency and appropriate state agencies. Contributions or gifts to TPEL are not deductible as charitable contributions for Federal income tax purposes.

* = Retired Member

An active member who wishes to remain anonymous was the top donor to the UTU’s Transportation Political Education League (TPEL) in 2000, contributing $5,000 to the union’s political action fund.

Four other donors were tied for second place on the most-generous list. They are National Legislative Director James M. Brunkenhofer of Local 85, Houston, Tex.; Vice-President Patrick C. Drennan of Local 1421 at Franklin Park, Ill.; California State Legislative Director James P. Jones of Local 240 in Los Angeles, Cal., and Harry J. Garvin, Jr., local chairperson, legislative representative and delegate from Local 240 in Los Angeles, Cal., which represents employees on the Union Pacific.

All donations $200 per month to TPEL.

“Anonymous” tops TPEL donor list

An active member who wishes to remain anonymous was the top donor to the UTU’s Transportation Political Education League (TPEL) in 2000, contributing $5,000 to the union’s political action fund.

Four other donors were tied for second place on the most-generous list. They are National Legislative Director James M. Brunkenhofer of Local 85, Houston, Tex.; Vice-President Patrick C. Drennan of Local 1421 at Franklin Park, Ill.; California State Legislative Director James P. Jones of Local 240 in Los Angeles, Cal., and Harry J. Garvin, Jr., local chairperson, legislative representative and delegate from Local 240 in Los Angeles, Cal., which represents employees on the Union Pacific.

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