Molitoris gets new post

BOCA RATON, Fla. – GeoFocus, a provider of positioning technology to the world’s transportation markets, has named Jolene Molitoris as its new chief executive officer and president.

Molitoris was formerly administrator of the Federal Railroad Administration. She joined the company on Jan. 2, 2001.

Battle for retirement benefits to continue in 107th Congress

WASHINGTON, D.C. – Hope remained for passage of the Railroad Retirement and Survivors’ Improvement Act of 2000 (H.R. 4844) right up to the final session of the 106th Congress, when the House and Senate approved a $450-billion spending package that provided funding for Medicare, health research, and to hire teachers, but didn’t include the provisions of the railroad pension measure or aid to Amtrak.

“It was a long shot,” said UTU National Legislative Director James Brunkenhoefer, “but up until the last minute, we still had a 100-to-1 chance of getting this legislation included with the other items handled in the lame duck session. Despite the odds, we had enough support that we never stopped trying.”

The 106th Congress was one of the longest on record, concluding 10 weeks behind sched-
ule on Friday, December 15, 2000. It was the latest both chambers have worked at the end of a Congress since the 97th Congress adjourned on December 12, 1982, and a flicker of life remained in H.R. 4844 until the end. It is important to note that we are not giving up on attaining these improvements to our Railroad Retirement System,” Brunkenhoefer said. “This time, we hope the Brotherhood of Locomotive Engineers and the Brotherhood of Maintenance of Way Employes (BMWE) will not delay this package. It was delay that allowed a handful of Republican senators to use the rules to defeat H.R. 4844.”

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“Sure or aid to Amtrak. Research, and to hire teachers, but didn’t approve a $450-billion spending package that provided funding for Medicare, health research, and to hire teachers, but didn’t include the provisions of the railroad pension measure or aid to Amtrak.

News & Notes

UTU downplays transit zones

LOS ANGELES – General Chairperson James A. Williams, who represents UTU workers on the Los Angeles County Metropolitan Transportation Authority (MTA), believes the recently resurrected plans for a separate San Fernando Valley bus district amount to “much ado about nothing.”

Wartime service

Early last month, local officials intent on trying to spin off a new transit agency from the MTA heard a consultant’s report that gave, at best, a cautious assessment of the initiative, generally terming it “feasible.”

For the San Fernando Valley Transportation Zone Interim Joint Powers Authority, it was enough encouragement to revive an idea that faces strong opposition, and not just from UTU members.

The pro-zone Joint Powers Authority, which had been set to dissolve at the end of December, has considering options to move forward with the creation of a new transit district.

C&W employees get jobs back

PUEBLO — Train and engine service employees fired in October 1997 for refusing to cross under the Federal Law Board (FLB) decision issued on November 20, 2000.

On October 3, 1997, the United Steelworkers struck CS&O/Denver Steel, which owned and operated both the steel mill and the Colorado & Wyoming (C&W) railroad, which serviced the mill. The carrier threatened to fire anyone who refused to cross the picket line. UTU President C.L. Little responded to the carrier noting that it was the carrier’s responsibility to provide a safe workplace, and that if members did not feel safe, UTU had considered their decision not to cross under the Federal Railroad Safety Act (FRSA).

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status of negotiations

CLEVELAND – The National Carriers’ Conference Committee’s (NCCC) review of the question-and-answers portion of the pending national rail contract was continuing as this issue of the UTU News went to press.

“We’re having serious problems negotiat-
ing the Qs and As over some issues I thought were clear,” said Assistant Presi-
dent Byron A. Boyd, Jr., who heads the UTU National Negotiating Committee.

“We hope these are simply legitimate dif-
ferences of opinion.”

Continued on page 8

Continued on page 8
Local 60, Newark, N.J.
Railmen for Children, a group of NJ Transit employees including members of the local, last month sponsored Santa Express for 400 special-needs students, giving them an opportunity to ride the rails with Santa Claus (played by conductor Michael Broadmeadow). "We went to the kids' homes, had a special dinner, enjoy a special lunch and go home with presents," said Local Chairperson (rail) Donald Bogen. Jim Tufo, president of the organization, said the $15,000 for the event came from a golf tournament last September, proceeds from vending machines, and donations from a wishing well. Deserving special thanks is the group's treasurer, Terry Aretz, whose time and effort was key to the event's success.

Local 84, Los Angeles, Calif.
Secretary and Treasurer Albertini & Darby, Hosted with Designated Legal Counsel A liberti & Darby, the tournament, named after former local 629, Working for the Norfolk & Western for 39 years. Brother Dickerson served as secretary and treasurer of former Local 629 for many years, and is survived by his wife, a daughter and a son.

Local 771, Needles, Calif.
To give everyone a chance to attend, members held their annual Christmas party at the Elk's Lodge in Needles, Calif., on both Saturday and Sunday, December 3 and 4, with a dance on Saturday, according to Douglas R. Gordon. The event was sponsored by UTU Auxiliary Lodge 771 (Needles, Calif.). Turkey and ham dinners were served, and Santa Claus met with the children each evening.

Local 982, Rochester/Syracuse, N.Y.
The local is putting a website together to support the efforts of the Four Square Church in Granite City, which comes to an immediate end. Although Local 469, Madison, Ill.

Despite a snow storm, the Christmas party on December 13 was a booming success, said Secretary and Treasurer John I. Payer. Fifty door prizes were distributed, including a 25-inch TV, hunting and camping gear, and numerous 20-lb. hams. In attendance were Nebraska State Legislative Director Ray Lineweber, Field Supervisor Sam Hale, as well as members of Local 1405 and Local 1388 (both St. Louis, Mo.), Local 1229 (St. Louis, Ill.), Local 1534 (Chicago, Ill.), Local 1517 (Cincinnati, Ohio). Sponsors of the event, Designated Legal Counsel Lance Campbell, a member of Local 1031, Savannah, Ga., said the $15,000 for the event came from the remaining proceeds of the first Bob Durham Golf Classic to benefit the Transcontinental Education League (TPEL). Hosted with Designated Legal Counsel A liberti & Darby, the tournament, named in honor of the late railroad President and treasurer, who passed away in 1998, is to be an annual event. Local Chairperson (road) Tommaso A. George, who co-chaired the event with Local Vice President Henry Ingram, said 64 participants made the day a great success.

Local 631, Brunswick, Md.
Members recently voted to donate the proceeds of the first Bob Durham Golf Classic to the Transcontinental Education League (TPEL). Hosted with Designated Legal Counsel A liberti & Darby, the tournament, named in honor of the late railroad President and treasurer, who passed away in 1998, is to be an annual event. Local Chairperson (road) Tommaso A. George, who co-chaired the event with Local Vice President Henry Ingram, said 64 participants made the day a great success.

Local 706, Roanoke, Va.
Members are mourning the loss of member John W. Dickerson, a retired unionman who worked for the Norfolk & Western for 39 years. Brother Dickerson served as secretary and treasurer of former Local 629 for many years, and is survived by his wife, a daughter and a son.

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Death of son brings life to “Angels on Track”

By Bernie McNelis

CANAL FULTON, OHIO – When Vicky Moore’s son, Ryan, and two other teenagers were killed by a Conrail train at an Ohio grade crossing in 1995, she blamed anyone associated with the railroad industry. When she learned that five other lives had been lost at that same crossing in the 20 years preceding her son’s accident — a crossing with no warning lights or gates — her pain turned to anger.

A jury ordered Conrail to pay Moore and her husband, Dennis, $9 million, but that did nothing to ease the daily anguish that was brought on by everyday occurrences. Such as passing the local high school that Ryan attended, or seeing his favorite foods in the grocery store.

The Moores decided to use the money, and their pent-up emotions, to fight the menace which had taken their child. They established a non-profit foundation, the Moores learned it wasn’t up to the Federal Railroad Administration, the remaining $5.4 million to fund Angels on Track.

The money still sits in the bank today, having grown to $8 million with interest and donations. But the Moores have found that spending it on grade crossing improvements is not as easy as they had hoped.

As with many things in life, the Moores have found that there is a sea of government bureaucracy to wade through before a simple solution to a problem can be found. And for a community looking to have gates and lights installed at a grade crossing, things are no different.

In their effort to have their local crossing gated, the Moores learned it wasn’t up to the community. It was up to the Federal Railroad Administration. And the Federal Highway Administration. And the Public Utilities Commission of Ohio (PUCO). And of course, the railroad. And the list went on and on.

Protected by interstate commerce laws and their “we-were-here-first” legal clout, railroads generally have the right of way. Communities can’t even decide on their own safety devices.

In her search for assistance in establishing County Railroad Safety Task Force to identify all the money still sits in the bank today, having grown to $8 million with interest and donations. But the Moores have found that spending it on grade crossing improvements is not as easy as they had hoped.

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In her search for assistance in establishing County Railroad Safety Task Force to identify all the hazardous grade crossings, Mrs. Moore came to the United Transportation Union for help.

“When my son was killed, I hated anyone that had anything to do with the railroad industry,” she said. “Since then, I realized not only is my family and my son a victim, but so are employees. I believe the employees are only doing their job. The rail industry cares no more about their safety than they do about the public.”

In its efforts to identify dangerous crossings, the UTU and two other railroad unions spearheaded a national campaign in 1999 to identify unsafe crossings from information supplied by their members. The UTU also supports the efforts of Operation Lifesaver, a national organization that informs the public about safety around railroad tracks.

Mrs. Moore said that, since her son was killed, she has spoken with many railroad engineers and conductors on a regular basis, and now knows where the blame lies for dangerous crossings.

“My foundation isn’t out to point a finger of blame at anyone but the railroad industry. I didn’t think the UTU would even talk to me. I thought they’d think we were trying to take away their jobs,” Mrs. Moore said. “But when I talked to the UTU, I felt so good. We have a mutual interest in grade crossing safety.”

UTU state legislative directors or local legislative representatives interested in assisting communities in grade crossing improvements in other states. Mrs. Moore said a requirement for grant funding is the establishment of an active County Railroad Safety Task Force to identify and prioritize dangerous crossings and to ensure utilization of funding from all available sources.

For more information, or to contribute to Angels on Track, write to: The Angels on Track Foundation, 1276 Chestnut St. NW, Canal Fulton, OH 44614, or visit the website at www.info@angelsontrack.org.
A new era begins

With great fanfare, Amtrak has begun offering high-speed rail service on the Northeast Corridor via the Acela Express. A lot of Amtrak’s hopes are riding on the Acela, which was launched a year and a half late because of an ambitious development schedule that encoun-
tered various technical glitches. Amtrak looks to the service to provide both money and momentum heading into 2002, when Congress says it will stop subsidizing the company.

Amtrak President George Warrington has made it clear he intends Acela to succeed, thus providing impetus for profitable high-speed routes nationwide. With airports snarled by “wintlock,” and gridlocked highways crumbling faster than they can be repaired, Amtrak’s vision of a new era of rail travel appears to have everything going for it – except the funding. With Acela’s success, it is hoped Amtrak’s superintendents will finally realize their shortsightedness in failing to invest in this mode of transportation.

Meanwhile, UTU members working on Amtrak can be counseled on to do everything possible to ensure the success of the Acela Express so that it serves as a viable model for the modern passenger rail service the nation deserves.

Route to nowhere

Some who failed to learn from recent history apparently like failure. A case in point is the San Fernando Valley Transportation Zone Interim Joint Powers Authority, which still thinks it’s a good idea to spin off a new transit zone from the Los Angeles County Metropolitan Transportation Authority (MTA). Their hope is to realize more “efficient” service by avoiding existing labor contracts. Their idea is doomed.

Despite the candid advice of its own consultant, the group still has—n’t figured out that it’s spinning its wheels. As a service to the group, here are some reminders as to why it should spend its time elsewhere:

California Gov. Gray Davis recently signed legislation requiring smaller transit zones cobbled from existing agencies to abide by all existing labor contracts; and the MTA agreed in the recently ratified UTU contract, forged during a 32-day strike, that if such zones are created, positions will be filled by UTU members who will bring with them their existing contract terms.

The National Railway Labor Conference (NRLC) appeared ready to share their good fortune with their workers when they reached an historic agreement with rail labor to dramatically improve the Rail Retirement System. Among other things, the initia—
tive would have expanded surviv—
ing-spouse benefits, brought eligi—
bility for unretired workers to retire—
ment at age 60 with 30 years of service, established five-year vest—
ing, and repealed tax penalties on long-term employees while delivering a health insurance plan at age 60.

As a testament to the prevail—
ing political and economic climate, the railroads even stood ready to guarantee the continuing solvency of the system, assuring workers that they, too, would have some—
thing to show from the nation’s eco—
nomic pros—
perity.

Goals remain the same

It now appears that George W. Bush will serve the next four years as president of the United States. If history is any guide, this change in the political climate will have an impact on our national rail contract.

Negotiating Committee, now purs—
ing the questions-and-answers phase of negotiations, serious prob—
lems on items that were previ—
ously thought to be clearly under—
stood have surfaced. We may some day be suffering through a national meltdown that is much more serious than what happened in Houston in the summer of 1997.

As you can tell, I am not very optimistic that this Congress will look the voters in the eye and tell them the truth anymore than those former termi—
ナル superintendents did in Houston. I am very concerned that if we, their managers, don’t stand up and recognize what is going on. If we don’t, we will face a meltdown much more serious than the Houston terminal.

WASHINGTON WATCH

By James Brunkenhoefer

Rail managers hear what they want to hear

One of the cute tricks that these politicians use to get elected is what I call “conviction by allegation.” You don’t just attack and discredit your opponent’s ideas; you attempt to destroy them personally. Year after year, politicians here make wild allegations about the other party, their princi—
ple candidates and their candidates. The news media blares the allegations on the evening news and on the front pages. What the accusers have learned is that the public never holds them responsible when the allegations are found to be either exaggerations or untrue. They are successful at convict—
ing by allegation without evidence, proof or trial.

The first seeds of the bitter harvest were sown during Reagan’s first presi—
dential campaign. Future speaker Newt Gingrich made it a science. Not only did the attacks last through the election, they continued past Elec—
tion Day. Winning candidates were attacked after they were even sworn in. It appears that once again America is being lead by some politicians who believe that you can say anything about your opponent and you will not be held responsible for what you say.

These are the types of people who have been such a deterrent to our goal of improving Railroad Retirement. They think that the money in the Railroad Retirement trust fund is theirs, to offset a tax cut for the very rich. They don’t think that the money is being held in trust by the feder—
al treasury to give more benefits to the widows and earlier retirement to you. You see, broad-based tax cuts that help the rich are much more popu—
lar in 30-second ads to the electorate than targeted tax cuts for those who really need them.

As you can tell, I am not very optimistic that this Congress will look the voters in the eye and tell them the truth anymore than those former termi—
ナル superintendents did in Houston. I am very concerned that if we, their managers, don’t stand up and recognize what is going on. We may some day be suffering through a national meltdown that is much more serious than what happened in Houston in the summer of 1997.
North Dakota

The North Dakota Department of Labor recently ruled that railroad workers are entitled to overtime pay for time worked over and above 40 hours in one week, reported Legislative Director John Risch.

The ruling was the result of an inquiry by the UTU’s legislative board over the Red River Valley & Western Railroad’s practice of paying overtime wages only after 44 hours of work in one week.

In a letter to Risch, the Department of Labor wrote that “it is our opinion that state law is not pre-empted in this case. We will consequently accept for investigation any claims for unpaid overtime brought against Red River Valley & Western Railroad Company relating to its current overtime policy.

At issue was whether a North Dakota law requiring the payment of overtime wages for all hours worked in excess of 40 in any work week was pre-empted by provisions of the Federal Railway Labor Act and provisions of a collective bargaining agreement between a company and its employees.

The letter went on to state that “any such claims would need to be filed with the department by employees or former employees on an individual basis according to the department’s guidelines for filing claims for unpaid wages.”

Risch said the department could be reached at the toll-free telephone number 1-800-582-8032. The department’s website can be found at <www.nd.us/labor>.

Illinois

A UTU initiative is bringing state legislators, civil servants and the rail industry together with rail unions to design legislation that will ensure safer ground transportation for the state’s train crews, reported Legislative Director Joe Szabo.

Szabo said that, at the request of the UTU, preliminary discussions already have taken place with State Rep. Jay Hoffman (D-Collinsville), who chairs the House Transportation Committee, and with Secretary of State Jesse White, whose office administers the state motor-vehicle laws, to explore language that would be used in a bill to regulate rail crew-van safety.

“If these meetings are successful – and I believe they will be – the problem of unsafe crew vans will be solved in the state of Illinois,” Szabo said.

“We’ve got to have some clear standards to protect our people when they are being shuttled between their work assignments and their lodging at a layover point,” Szabo said. “The UTU and the B&LE continue to hear complaints from their members that they are being transported in railroad-supplied vans that are poorly maintained and staffed by drivers who appear inadequately trained and often inadequately rested.”

Legislation to regulate crew vans could be ready for introduction into the General Assembly sometime in the spring.

In other news, Szabo chose not to seek re-election to his position as mayor of Rivendale, Ill., in order to focus on his work as a UTU officer.

Szabo said his work as a union political officer increasingly requires him to be in Washington, D.C., and in Springfield when the Illinois General Assembly is in session.

“It’s not fair to my constituents in Rivendale to be away from the village so much,” he said. “They deserve a mayor who will be in town.”

District of Columbia

On November 27, the District of Columbia Legislative Board and UTU Local 1470 at Edmonston, Md., held a “Thank You Rail Labor” cookout at Union Station in Washington, D.C.

More than 600 hot dogs and soft drinks were served to railroaders of every craft and union said District of Columbia Legislative Director Steve Fritter.

UTU Local 1470 Legislative Representative L.M. Tkachenko remarked that “this was an opportunity to demonstrate, in a practical way, the Power of One.”

Added Local 1933 Secretary and Treasurer J.E. Boone, Sr. “When rail labor unites to alter legislative issues like H.R. 4845, we are bound to be successful.”

UTU Local 1470 Trustee Tom Schreiber served as “our master chef,” Fritter said.

A behind-the-scenes look at HR 4844 in the 106th Congress

By James M. Brunkenhoefer

UTU National Legislative Director

A behind-the-scenes look at HR 4844 in the 106th Congress.

For the past few weeks, as member of the congressional lobbyist team for the Railways, I have been on the road trying to help get our legislation into law. I have been trying to make sure that our legislation is not held up and that it gets the support it needs.

The legislation is called the Rail Safety, Improvement, and Reform Act of 2000, and it is designed to improve the safety of rail workers and the general public. The legislation includes provisions to improve the funding and implementation of the railroad safety program, to increase the funding for research and development of new rail safety technologies, and to provide for the retirement of older locomotives.

The legislation has been supported by the railway unions, the rail operators, and the general public. However, some members of Congress have been hesitant to support the legislation, and it has been held up for several weeks.

I have been working with the legislators to ensure that they understand the importance of the legislation and the need for it to be passed. I have been meeting with members of Congress to discuss the legislation and to answer any questions they may have.

The legislation is important because it will improve the safety of rail workers and the general public. It is also important because it will help to ensure the continued operation of the railway system.

I am confident that the legislation will be passed in the near future, and I am looking forward to working with the rail operators to ensure that the legislation is implemented properly.

I would like to thank all of the people who have supported the legislation, and I would like to encourage everyone to continue to support it. The safety of everyone who relies on the railway system is important, and we need to do everything we can to ensure that the railway system continues to operate safely and efficiently.
Negotiations

Continued from page 1

Until the UTU and the NCCC have reached an agreement on the questions and answers, a schedule for release of the final document to the membership for evaluation and ratification cannot be determined.

The pending agreement had been distributed in October 2000 to UTU general chairpersons representing members affected by the document.

As per the provisions of the UTU Constitution’s Article 91, each general chairperson had fifteen days to submit questions about the contract offer to the UTU National Negotiating Committee.

In November, the UTU team had answered those questions according to their understanding of the tentative agreement, and the questions and answers were submitted to the NCCC for their review. The NCCC initially was expected to approve the questions-and-answers portion of the document in late November.

Once approved by both the UTU and the NCCC, the questions and answers become a part of the proposed agreement, completing the document pursuant to Article 91 of the UTU Constitution.

As soon as it is completed, the proposed agreement will be distributed to the membership for ratification.

“Some have suggested the railroads may be renegotiating through the Q&A process,” Boyd said, “or that they may be posing to gain political leverage as the economy cools and a new Republican administration comes into Washington, D.C.”

Boyd pointed out that the proposal on the table represents a large economic package to the railroads. “The railroads may see this as an opportunity and environment in which to pursue their interests,” he said.

Members are encouraged to check the UTU’s website at <http://www.utu.org> for the latest development.

Retirement

Continued from page 1

senators to use the rules to defeat H.R. 4944.”

The 107th Congress begins on January 3, 2001, and will feature a Senate split evenly between the two parties and a closely divided House. Just 17 days later, Republican George W. Bush will inherit President Clinton’s job and face the political reality that he will need Democratic cooperation to achieve anything.

Brunkenhoefer praised the cooperative action of active and retired UTU members, whose calls and letters to lawmakers played a major role in the nearly successful effort to reform the rail pension system, and he emphasized the importance of contributions to the Transportation Political Education League (TPEL) in the effort.

“Because of your efforts, your union now has more respect than any time in its history, from both its friends and its enemies,” Brunkenhoefer noted. “I can assure you, our TPEL program did as much to get this legislation this far as anybody’s effort.”

Underscoring the intention to pursue the issue, Brunkenhoefer urged members who haven’t contributed to TPEL to do so, and those who have been loyal supporters to consider increasing their level of participation. “Being strong is good; being powerful is better,” Brunkenhoefer said. “Today we are strong; tomorrow, we need to be more powerful.”

H.R. 4444 had its genesis in late 1999, when UTU International President Charles L. Little and Assistant President Byron A. Boyd, Jr., in cooperation with a coalition representing retirees and rail labor organizations, along with freight rail carriers represented by the National Railway Labor Conference (NRLC), negotiated proposed amendments to the Rail-Road Retirement Act that would have significantly benefited railroad retirees.

C&W workers

Continued from page 1

began picketing what had previously been denoted as a neutral gate, and UTU members, fearing for their safety, refused to cross the Steelworker line. The carrier fired the employees, and UTU progressed claims under the FRSA for their reinstatement to be made whole. After much delay by the carrier, the matter was finally heard by the PLB in November 1999.

After considering the great amount of evidence submitted by the PLB, it found that the employees did, indeed, have a “reasonable fear for their safety.” The board also noted the conflicting testimony presented by the carrier and UTU.

While the board did not find the testimony of the carrier’s former vice president and chief operating officer to be credible, it did find that the statements of the CF&I attorneys, as well as the media reports of the strike violence, to be convincing of the danger faced by the employees.

The PLB specifically noted news reports of the strike which described the situation as “mayhem,” and that “police warned that the violence must stop.” CF&I attorneys even admitted vandalism was on the rise, and that possible arson was suspected at an employee’s home.

In responding to a union request for the list of new hires, CF&I’s attorneys stated: “This clear and present danger mitigates against provision of the requested information. What safeguards would you provide? What assurances that the list would not be misused? How could either of us look ourselves in the mirror if the list got into the wrong hands and injury or worse occurred?”

At the time, the National Labor Relations Board had even issued a notice directing that the strikers cease and desist from, among other things, threatening to assault, or assailing employees, following vehicles driven by CF&I employees in a reckless manner, banging on doors and windows, threatening people or throwing objects at vehicles attempting to enter or leave the CF&I plant, and picketing the homes of CF&I employees.

The PLB found that, given the atmosphere surrounding this strike, it was clear that the employees had a reasonable fear for their safety.

Transit zones

Continued from page 1

The NCCC’s 107th Congress begins on January 3, 2001, and will feature a Senate split evenly between the two parties and a closely divided House. Just 17 days later, Republican George W. Bush will inherit President Clinton’s job and face the political reality that he will need Democratic cooperation to achieve anything.

As far as I can tell, this whole thing is much ado about nothing.”

Those looking to create a breakaway transit zone claim the idea is to provide more efficient service in the greater local control.

UTU opposes plan

Those opposed to the plan, including the UTU, point out that the so-called efficiencies come primarily from an attempt to avoid existing labor contracts through the creation of a new transit agency.

“Apparently, those who are now grabbing headlines by reviving their doomed proposals for spin-off transit districts have a poor grasp of the economic realities that would greet their creation,” Williams noted. “Not only that, but they seem to have already forgotten about the outcome of our recent actions, and about our determination to fight for that outcome.”

Legislation supports labor

In the wake of a 32-day strike that began last September 16, a new three-year UTU contract was ratified. In that contract, the MTA agreed that if any spin-off zones were created, positions in the new zones would be filled by UTU members, who would bring with them their existing contract terms.

In addition, in an attempt to encourage UTU workers and their supporters to return to their jobs, California Gov. Gray Davis had signed legislation during the negotiations that most observers believed put a permanent end to spin-off plans.

The legislation, S.B. 1101, sponsored by state Sen. Kevin Murray (D-Culver City), requires transit agencies to abide by all existing labor contracts if they decide to create smaller suburban transit zones.

“Even at their most optimistic,” Williams said, “the ‘spin-off doctors’ must realize they’re looking at more than a long shot.”

“What they heard from their consultant should have been enough to make them understand they don’t have much of a chance for success. If you can judge this, a whole thing is much ado about nothing.”

“We are unequivocally opposed to the concept of transit zones,” UTU spokesperson Goldy Norton said, “and the MTA has, in our labor contract, certified motions which must be met before it can even consider an application.”
Stephen Burroughs
L-363, Roanoke, Va.

“I’ve been on the rails for 23 years. I’m a conductor with Norfolk Southern, and I try to vote regularly. I don’t understand how they can have so many different ways of casting a vote. You would think in this day and age they’d have something a little more uniform and standardized that wouldn’t leave so much room for questions and confusion. I also don’t understand why they would recounts just part of the votes. Maybe they should have counted all the votes in Florida. To tell you the truth, I’ve never understood how the Electoral College worked. I’m confused about a whole lot of this. But, by all means, UTU members should continue to vote.”

Mark Bear
L-1626, Anchorage, Ak.

“I’ve been a railroader for 13 years and work for Alaska Railroad as a conductor. I’m just glad this confusing situation happened in America, because anywhere else at least the American system will transition in a peaceful transition of power. I’m disappointed with the way it’s working out, but I can’t see how people can say they’re voting just because their candidate isn’t elected. I hate to say it’s preordained, but in the long term, I think Gore will win, and He will grant the winner the wisdom and courage to do the right things. The winner will have my support and prayers.”

Chris Roed
L-650, Minneapolis, Minn.

“June will mark 25 years that I’ve been on the railroad. I’m a conductor working for Union Pacific on the former Chicago & North Western. I think the U.S. is at a crossroads, with so many groups clashing over what’s best for America. It now seems that the labor organizations are really the minority. I think people screwed up when they voted for a third-party candidate. With so many splinter groups making an election agonizingly close. That’s what we are seeing now, the result of a very divided and disillusioned population. The bottom line may be that neither Gore nor Bush was a strong enough candidate to sway the posh sitters to their side.”

Ron Bodell
L-1067, Virginia, Minn.

“I work for Duluth, Win nipeg and Pacific as a conductor, with 27 years of rail experience, and I voted for Al Gore, without hesitation. I’m a Gore supporter, and right off the bat, I think the Bush people did everything they could to discredit the voting process to rob Gore. It looks bad. The whole thing stinks. At the least, I think we should have a national standard for ballots. I feel we’ll be unable to fix whatever went wrong in this election, so it hasn’t soured me on the democratic process. But apparently, it’s not about fairness, it’s about winning. UTU members should make sure they vote, because this shows how every vote counts.”
More than 170 UTU retirees participate in Cornell study

More than 170 retired UTU members have agreed to participate in a national study of retirement being conducted by researchers from Cornell University's School of Industrial and Labor Relations. Participants are asked to complete three 50-minute phone interviews for the study, which is designed to examine how retirement affects the lives of working people in the service, construction and manufacturing sectors.

More than 1,000 union members, including those from the UTU, the United Auto Workers, the Association of Flight Attendants, and the International Brotherhood of Electrical Workers, are participating in the study. Researchers hope the study's results will help unions better tailor their retirement programs and activities to fit the needs of members who are either nearing retirement or already in retirement.

The UTU enjoys a long relationship with Cornell's School of Industrial and Labor Relations. Over the past decade, the UTU has participated in two other studies conducted by the school. The study is being conducted in two stages, beginning with interviews of retirees and members nearing retirement. Based on those interviews, researchers then track retirees' subsequent experiences.

Those contacted by Cornell researchers are encouraged to cooperate with the study and share their input to help improve life for all senior members.

LIRR retirees welcome new blood

The entire slate of officers of the Long Island Railroad Senior Pensioners' Union Council recently agreed the best thing they could do for the organization would be to retire.

According to Retiree Program member Theodore F. Brownell, Sr., president of the group since 1989 and a member of Local 645, Babylon, N.Y., he and his fellow officers decided to step aside to get the next generation more involved.

New officers include president Robert L. Steuber, First Vice President Kenneth Laub of Local 645, Second Vice President Patrick J. Kilcommons of Local 1831, Babylon, N.Y., and Secretary and Treasurer Joseph R. Gallagher of Local 645.

Those stepping down included Brownell, former First Vice President Harold Kodack of Local 645, former Second Vice President Frank Boyle, and former Secretary and Treasurer Marianne Koerber, wife of Local 645's Joe Koerber.

To learn about the group, contact Brownell at 41 Suffolk Way, Marlboro, NY 10774.
UTUIA Scholarship: The Key to Success

A message from UTU International President Charles L. Little

Education is the key to success. The key to an education can be a UTUIA scholarship. With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.

This is the 28th year UTUIA is making available 50 continuing $500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years. We realize the amount awarded, $500 a year, doesn’t meet the full cost of the recipient’s education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: “If you think education is expensive, try ignorance.”

Charles L. Little
International President

2001/2002 UTUIA Scholarship Application Form

Student’s Name (Last) (First) (M.I.) (M/D/Y)
Member’s Name (Last) (First) (M.I.)
Address of Member
Occupation
Employee UTUIA Local #
Class of 2001-2002
UTUIA Local Unit #
Member’s Relationship to Member
Signature of Student
Signature of Member (Please include date of death if member is deceased. Please leave address label attached to back of application)

Applications must be received no later than March 31, 2001. Please submit only one application per student. Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request. Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

UTUIA Scholarship Program
United Transportation Union Insurance Association
14600 Detroit Ave.
Cleveland, OH 44107-4250

DISTRIBUTION
Fifty continuing $500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU and UTUIA insurance members in each of nine districts. Names of the 50 scholarship winners for the academic year 2001-2002 will be drawn at UTUIA Headquarters in Cleveland after the March 31, 2001, deadline for submission of applications.

ELIGIBILITY
Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU member or UTUIA-insured member, the child or grandchild of a UTU member or UTUIA-insured member, or the child of a deceased UTU member or UTUIA-insured member. (If member is deceased please include date of death). UTU members or UTUIA-insured members must be U.S. residents.

Applicants also must be accepted for admittance or already enrolled for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time International officers are not eligible.

AWARDS
Scholarships are awarded on the basis of chance, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION
The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA General Secretary and Treasurer.

INVEST IN THE CHANCE OF A LIFETIME
The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don’t happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

UTUIA Scholarship Districts

<table>
<thead>
<tr>
<th>District</th>
<th>Scholarships</th>
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<tbody>
<tr>
<td>1</td>
<td>Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont</td>
</tr>
<tr>
<td>2</td>
<td>Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania</td>
</tr>
<tr>
<td>3</td>
<td>Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia</td>
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<tr>
<td>4</td>
<td>Indiana, Michigan, Ohio</td>
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<td>5</td>
<td>Illinois, Wisconsin</td>
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<td>6</td>
<td>Arkansas, Louisiana, Oklahoma, Texas</td>
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<tr>
<td>7</td>
<td>Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota</td>
</tr>
<tr>
<td>8</td>
<td>Arizona, California, Colorado, Nevada, New Mexico, Utah</td>
</tr>
</tbody>
</table>

As the saying goes: “If you think education is expensive, try ignorance.”

Charles L. Little
International President
UTU VISA® card saves you money!

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

Don’t forget, the VISA cards issued by National City replace 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 9.5%;
- 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 14.4%;
- 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 Land’s 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.

Start saving money now by transferring balances from higher rate credit cards to 3.9% APR. You could save hundreds of dollars the first year alone.

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

Information, Please

I would like more information on the following UTUIA Annuity:

[X] Traditional IRA  [X] Roth IRA  [X] Flexible Premium Deferred Annuity

Full Name of Member

UTU Local Number

Address

City  State  Zip

Telephone Number with Area Code

Are you currently employed?  Yes  No

[ ] Yes  [ ] No

Date of Birth

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