



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“We have gotten CSX to agree not to furlough anybody because of remote control, which protects everybody – including engineers – which I think is real good. In fact, we have even gotten some furloughed members recalled. We have got more people working now than before.” – CSXT General Chairperson Larry Moody

FOR THE LATEST INFORMATION
ON REMOTE CONTROL PILOT PROJECTS
AND CONTRACT NEGOTIATIONS,
VISIT THE UTU WEBSITE:
WWW.UTU.ORG

News & Notes

Gonzalez named Alt. VP

CLEVELAND, Ohio – Robert Gonzalez, local chairperson of UTU Local 1563 at El Monte, Cal., which represents employees on the Los Angeles County Metropolitan Transportation Authority, has been elected to the position of alternate vice president, bus, west, by the International Board of Directors. The position became vacant when Percy Palmer was elevated to full vice president and director of the union’s Bus Department following the retirement of Bernie McNelis. Gonzalez also serves on the union’s Human Rights Committee, which works to educate members and company officials on equality and the value of diversity.

GEXR members sign pact

SAULT STE. MARIE, Ont. – Employees at the Goderich Exeter Railway (GEXR) represented by the UTU Central Region of the Canadian Council of Railway Operating Unions have ratified a new contract, according to General Chairperson Rex Beatty. The agreement will cover rates of pay and working conditions until the end of 2005 for conductors, engineers, diesel machinists/electricians and car inspectors, Beatty said. Highlights of the agreement call for wage increases of 13.5% over four years; improved vacation allotment; enhanced bereavement and sick leave, and other improvements. The agreement was ratified by an overwhelming majority vote, Beatty said. “This agreement was made possible due the effort and dedication of Vice General Chairperson Gary Anderson, with the invaluable assistance of Local Chairperson Darren Karn. Our thanks and appreciation go to them,” he said.

First Division books

Illinois Central General Chairperson Russ Heisel has available, for the cost of shipping, a set of National Railroad Adjustment Board (NRAB) First Division publications. Heisel says there are 168 volumes and nine indexes to this set. They are packed into eight boxes weighing about 55 pounds each. The first general committee to contact Heisel will get the books. He can be reached via e-mail at russdbta@worldnet.att.net, or by mail at 14 Hidden Lake Ct., Bloomington, IL 61704.

Rails test remote control; UTU monitoring projects

CLEVELAND, Ohio – Railroads nationwide have begun to test remote controlled locomotives in yard-switching operations. Remote control allows a locomotive to be controlled from outside the cab through use of a radio transmitter and receiver system.

These pilot projects are being conducted under the auspices of the National Wage and Rules Panel, which includes officials of the UTU and most of the nation’s major railroads. UTU general chairpersons and UTU local officials are involved in the decision making. Neither a single job nor pay are being lost as a result of the pilot projects.

The UTU would rather lead than follow on the issue of remote control, said UTU International President Byron A. Boyd, Jr., after the carriers signed a letter of intent giving the work of remote control to UTU represented members. “We want to avoid the steep price labor historically paid when it rejected, out of hand, all new technology,” Boyd said. “We are managing the result, not reacting to it. Our members are far better off with the UTU having agreed to the pilot projects and managing the implementation of remote control rather than the carriers unilaterally implementing it,” Boyd said.

As a condition of accepting the pilot projects, Boyd demanded and won from the carriers a guarantee that no train or engine service jobs will be lost, or compensation reduced, because of the implementation of remote control. Also, all employees who will operate remote-controlled equipment must receive adequate training before being allowed on the job. Training on remote controls typically involves one week of classroom instruction and a second week of on-the-job training with a qualified trainer.

“I’m not hearing a lot of anything that is negative,” Boyd said. “We must review all the safety and operational data and be satisfied that this is the best for all operating railroad personnel before we ask general chairpersons and local officials to take any further steps.”

Here is a rundown on pilot projects on the nation’s major rail carriers:

The **Kansas City Southern** has purchased 50 of Canac’s BeltPack II units and by mid-March the carrier had trained 44 workers who were using remotes at yards in Kansas City and Shreveport, La. About 16 of the Canac units have been installed, with the remainder expected to be

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UTU experts at Amtrak crash

CRESCENT CITY, Fla. – Within hours of last month’s fatal derailment of Amtrak’s Auto-Train here, two UTU safety experts from the UTU Transportation Safety Team (TST) joined investigators from the National Transportation Safety Board at the accident scene.

UTU TST members – 10 individuals on call 24 hours a day – are selected for their knowledge of operating rules and understanding of general railroad operations, train movements and dispatching.

When accidents occur, TST Coordinator J.R. Cumby immediately assigns one or more TST members, who quickly depart for the scene. Cumby also notifies affected UTU general chairpersons and state directors and the NTSB investigator in charge. TST members assist the NTSB in ascertaining factual data on the incident. Often, crewmembers say that TST participation eases the trauma and interview process.

UTU shapes regional rail plan

CHICAGO – Illinois State Legislative Director Joe Szabo participated April 8 in two separate transportation policy planning sessions aimed at preserving and enhancing intercity rail passenger service and reducing freight railroad congestion in the Chicago area.

Szabo served as the rail labor representative at the intercity rail passenger planning session hosted by Amtrak Chairman John Robert Smith and U.S. Sen. Dick Durbin (D-Ill). Also present were Illinois Transportation Secretary Kirk Brown and Rep. Julie Hamos, vice chairperson of the Illinois House railroad subcommittee, Chicago Transportation Commissioner Miguel d’Escoto, two southern Illinois mayors, officials from Amtrak and senior staff from state and local transportation agencies.

Later, Szabo was the only transportation labor

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Around the UTU

News from around the U.S. and Canada

Local 23, Santa Cruz, Cal.

Wage negotiations for Lifeline paratransit workers are continuing, said General Chairperson **Bonnie Morr**, but members working on the Santa Cruz Metropolitan Transit District recently overwhelmingly approved a new contract that includes the highest wage increase ever negotiated by the local. With compounding, the three-year package will include a 19% wage increase. The pact, concluded in record time, also helped save a number of jobs from layoffs. Meanwhile, members are mourning the loss of bus operator **Virgilio Lo**, who succumbed to a heart attack on his bus just before leaving the yard, despite the efforts of co-workers and EMS personnel to resuscitate him.

Local 313, Grand Rapids, Mich.

A newsletter detailing the latest efforts to preserve the *SS City of Milwaukee*, one of the last railcar ferries to work the Great Lakes, is online at <http://www.carferry.com>, said **George P. Miska IV**, who noted that Designated Legal Counsel **Hoey, Farina & Downes** and the Canadian National Railway contributed to the cause.

Local 469, Madison, Ill.

Nebraska State Legislative Director **Ray Lineweber** was recently presented with a brass lantern by Local Chairperson **Mike Barnes** and General Chairperson **David B. Wier** (GO-919) for his vital assistance at a Public Law Board hearing and Locomotive Review Board, which led to reinstatement of a member's engineer certificate. Certification was pulled by the Manufacturers Railroad when the member was represented by the Brotherhood of Locomotive Engineers, which refused to represent that member or other engineers on the property, according to Secretary and Treasurer **John I. Payer**.

Local 471, Eugene, Ore.

The Sixth Annual **J.C. Anderson** Memorial Golf and BBQ Tour will be held August 5 at Diamond Woods Golf Course in Monroe, Ore., according to Legislative Representative **Greg Boam**. Entry fee for the four-person scramble is \$50. The event, sponsored in part by Designated Legal Counsel **Yaeger, Jungbauer, Barczak & Vucinovich**, features door prizes and a raffle. For more information or to contribute to the fund supporting the event, write to Boam at 4742 Thunderbird Dr., Eugene, OR 97404; telephone him at (541) 461-5407.

Local 659, Leesville, La.

Friends of Kansas City Southern conductor **Kenneth C. Wedgeworth** have established a fund to aid him following his involvement in a switching accident last February, said Local Chairperson **Mike Rusher**. Wedgeworth was run over by a train and lost his right foot, right arm and three fingers of his left hand. The 56-year-old father had been railroading for 31 years. Help by making a donation to The Kenneth C. Wedgeworth Special Account, Vernon Bank, P.O. Box 1271, Leesville, LA 71496.

Local 770, Heavener, Okla.

Elaine Locke, daughter of recently retired Kansas City Southern engineer **John T. Locke** and his wife **Vickie**, was recently named an All-American Collegiate Scholar by the United States Achievement Academy (USAA). The USAA program recognizes superior students with grade point averages (GPA) of 3.3 or above.

Local 867, Des Moines, Iowa

At a recent local meeting, a representative of



Elena I. DeCicco, of Local 1582 in Albany, N.Y., proudly displays the award she earned last summer at the American Bus Association Coach Classic regional competition in New Britain, Conn.

Female mechanic's skill wins recognition

The knowledge passed from father to son frequently leads to the mastery of complex skills. And, **Elena I. DeCicco** offers proof that the same can be said of knowledge passed from father to daughter.

DeCicco, a member of Local 1582 in Albany, N.Y., has been employed as a mechanic by Pine Hill Trailways in Kingston, N.Y., since 1997. Last year, she distinguished herself by becoming the first female mechanic to qualify for the American Bus Association (ABA) Coach Classic Finals.

ABA Coach Classic titles are widely considered the North American motorcoach industry's highest driver and mechanic honors. DeCicco finished first at a regional competition in New Britain, Conn., qualifying her to compete in the finals last summer in Biloxi, Miss.

"I was kind of nervous," DeCicco said of the finals. "It was the first time I ever traveled on an airplane, and the first time I was ever in a different time zone! It was unbelievably hot, and I guess I didn't pay enough attention, because I didn't do as well as I could have."

DeCicco had entered the regional competition for the first time two years ago, doing well enough to spur her to compete again last year. "Two other guys from Local 1582 competed in the mechanics' division, and a couple drivers from the local competed," DeCicco said. "Another of our local's mechanics, **Todd Seksinsky**, placed third in the regional, so he went with me to Mississippi."

During the competition, mechanics face a number of trials. "We had 10 minutes to find defects that stop a bus from running," DeCicco said. "Then there's a timed part where you check for safety defects, and there's a written test."

"I wasn't trying to cross gender lines," DeCicco said of her participation. "I just went for what I like, and it happened to be mostly male. In fact, there's another female mechanic on our property. But maybe this helped prove to someone that females can do the job."

When she was first hired, DeCicco said, some of the older male mechanics had a doubting attitude. "But, then they saw that I could do the job," she said.

DeCicco attended the Ohio Auto and Diesel Technical Institute in Cleveland, Ohio, but she already had a good foundation. "I used to play in the garage with my father," she said. "We would fix cars together, and I found out I liked it and I was good at it. But I prefer working on buses. They're bigger, and you're not working in such tight little spaces."

U.S. Sen. Tom Harkin inspired members to contribute to the senator's campaign fund, said State Legislative Director **Patrick Hendricks**. Contributors included **Rex Amundson**, **Mike Wilson**, **Frank Martin**, **William Wiebe**, **Gary Mundel**, **Steve** and **Julie Anne Bovenmyer**, and **Robert** and **Mary LaBorde**.

Local 1074, Carnegie, Pa.

Employees of the McKeesport Connecting Railroad, a Transtar line, whose contract expired in June 2001, are being assisted in ongoing negotiations by Delegate **J.J. Tierney** of Local 1628 in Pittsburgh, Pa., who is employed on another Transtar property, the Union Railroad, said Local Chairperson (T&E) **Ken Weidaw**.

Local 1252, Fresno, Cal.

Retired member **Fred Uriate**, active in local affairs and president of the Santa Fe First Federal Credit Union, was chosen to serve as grand marshal for the 88th annual Clovis, Cal., rodeo, held April 26-28, according to retired member **Don Heffernan**.

Local 1433, Elmwood Park, Ill.

Members are mourning the passing of Local President and Vice Local Chairperson **Bruce P. Jankowski**, 44, who succumbed to a heart attack at his home on March 23, according to General Chairperson **D.E. Baker** (GO-261).

Local 1462, Boston, Mass.

The First Annual **Steve Globa** Hockey Game, set for 2 p.m. on May 19 at the Stoneham Arena, will pit Amtrak's North Side employees against South Side employees in an event designed to raise funds to assist New England Division railroaders battling various illnesses, according to Local President **Edward B. Radovich**, who said the event is named after a recently deceased conductor from Boston. Those who can't attend but want to help can send donations to BF Hockey, Unit #52, 6 Kennedy Lane, Milford, MA 01757. Please make checks payable to "BF Hockey." For more information, contact **Paul Torosian** at (508) 528-3965 or **Radovich** at (617) 823-4407.

Local 1594, Upper Darby, Pa.

For the 13th consecutive year, members employed by SEPTA will participate in the American Cancer Society's Bike-A-Thon. This year's event will take place July 14, said Local Chairperson and President **Ron Koran**. For more information or to sign up, contact **Stan Bernatowicz** at (610) 518-2185. Meanwhile, members are congratulating **Lennie Jenkins**, whose wife recently delivered him a five-pound baby girl.

Local 1813, W. Colton, Cal.

The 24th Annual Union Golf Tournament was held April 22 at El Rancho Verde Vista, said Local Chairperson **Rick Renna**. The full shotgun, two-man scramble drew nearly 150 golfers, including UTU Past International President **G. Thomas DuBose**, various designated legal counsel representatives, and members employed by the Union Pacific and BNSF. Trophies, door prizes and a raffle helped sweeten the event.

Local 1963, Louisville, Ky.

Members are mourning the death of Local Chairperson (yardmasters) **Sam S. Kirkpatrick**, who passed away April 1. Brother Kirkpatrick began his career as a switchman on the former Louisville & Nashville (now CSX) in November 1962, and was a member of Brotherhood of Railroad Trainmen Lodge 156 (now UTU Local 376). He had been on disability for several months but continued to serve as local chairperson.

State Watch

News from UTU State Legislative Boards

Montana

Action taken by State Director **Fran Marceau** has resulted in a recommendation of civil penalties against the Burlington Northern Santa Fe Railway from Federal Railroad Administration Regional Administrator Dick Clairmont for harassment and intimidation under the FRA Accident/Incident Reporting Regulations.

Following a July 3, 2001, switching accident at the Montana Rail Link's Laurel Yard, in which a UTU-represented conductor was injured, Marceau notified the FRA that proper medical attention was delayed by the railroad and that the carrier representative encouraged the injured employee to see the BNSF nurse instead of a doctor. The carrier later charged the employee with a rules violation.

Endorsements

UTU legislative boards from the states listed below recommend the following candidates to UTU members in their respective state primaries and general elections:

Arkansas

Senate

Mark Pryor (D)

House of Representatives

1st Dist. Marion Berry (D)*

2nd Dist. Vic Snyder (D)*

4th Dist. Mike Ross (D)*

Governor

Jimmie Lou Fisher (D)

North Dakota

House of Representatives

At Large Earl Pomeroy (D)*

Public Service Commissioner

Susan Wefald (R)*

Indiana

House of Representatives

1st Dist. Peter Visclosky (D)*

7th Dist. Julia Carson (D)

9th Dist. Baron Hill (D)*

* = Incumbent

Colorado



The Colorado Legislative Board has announced its support for one its own in the upcoming fall elections as **Buffie McFadyen**, wife of UTU Local 202 member **Paul Ray**, enters the race for the 47th district seat in the state's House of Representatives. "When elected, Buffie will be a strong voice for the concerns of labor, families, seniors and the environment. TPEL will be there to support Buffie and her campaign for her victory in November," said State Director **Rick Johnson**. Pictured above, left to right, are Assistant State Director **Charlie Skidmore**, State Rep. **Abel Tapia**, Johnson, District 47 Candidate **Buffie McFadyen** and State Sen. **Bill Thiebau**.

Marceau's report to the FRA stated that it appeared the carrier was attempting to keep the employee from receiving proper medical treatment to avoid reporting the injury. "Instead of just admitting that this injury was caused by defective equipment, the carrier has charged (the employee) with a rules violation for working unsafely," Marceau wrote.

In a recent letter to Marceau, Clairmont stated that "harrasment or intimidation of any person that is calculated to discourage or prevent such person from receiving proper medical treatment or from reporting such accident, incident or illness will not be permitted...A recommendation for civil penalty assessment is being forwarded to the FRA Office of Chief Counsel."

Texas

At a recent mini-regional meeting in San Antonio hosted by UTU Local 489, State Legislative Director **Connie English** challenged

UTU members to raise their TPEL pledge status to the Dollar-a-Day club level.

"With increases in costs everywhere, we can't do as much with a Gold Club pledge as we used to. We need to concentrate on Dollar-a-Day pledges or greater to get the job done," English told those in attendance.

The challenge was accepted. UTU members from Locals 110, 489, 508, 756, 857, 953, 1205, 1524 and 1904 responded by increasing their pledge status and raising an additional \$6,000 for TPEL.

In a letter to *UTU News*, English said "thanks" to everyone he did not have the opportunity to personally thank.

Maryland

The Maryland State Legislative Board has unanimously endorsed House of Delegates member **Mark K. Shriver** for the state's 8th Congressional District seat in the upcoming fall elections.

"Delegate Shriver has been a great friend of labor during his term in the House of Delegates and deserves the support of our organization in his bid for Congress," Legislative Director **Larry Kasecamp** said.

Shriver was presented with a contribution from the UTU's Transportation Political Education League at a recent meeting of the state's legislative board.

"UTU is the first union to endorse my candidacy and I will not forget it," Shriver said.



Maryland Delegate **Mark K. Shriver**, fifth from left, meets with the members of the UTU's Maryland State Legislative Board. The board unanimously endorsed Shriver for the state's 8th Congressional District following the meeting.

Bus Department

By **Percy Palmer**

Future of unionism is in our hands

The future of the American labor movement is in our hands. We have come a long way and should not take our unions for granted. The labor movement has brought about bargaining agreements between employers and representatives of the employees. These agreements determine the rules that will govern their relationship for a specified period of time. In one sense, your bargaining agreement is a private lawmaking process resulting in laws regulating relationships between the parties. Read your agreements; they are your local laws.

At the beginning of the industrial revolution, employees had contracts with their employers that were mostly verbal. It was a basic system of "you work, I pay." Employees could not unite and approach their employers in an attempt to improve their working conditions. Any form of concerted effort was considered a crime and the penalty could be the same as the penalty for robbery.

Then came the "yellow-dog contracts," where employees, before getting hired, had to sign a contract that they would not participate in any concerted action during the time they worked for that employer.

Then employers would pit workers against one another, with two employees doing the same job, one that paid 75 cents per day, the other that paid 50 cents per day. The one who accepted 50 cents needed the job more.

Thanks to our unions, today the laws have changed and employees now have the right to collectively bargain for wages, hours and other terms of employment. The law now provides that employees have the right to engage in concerted activities, including efforts towards securing union representation or a collective bargaining agreement.



Yardmasters

By **Don Carver**

A backward look gives perspective

We are continually challenged to push forward. We are continually challenged to look to the future and make progress.

While these are worthwhile endeavors, strength and determination can be drawn from a backward look, too.

Seeing where we have been, often times, will help us better understand where we are, what got us to our present point in time, and where we should go in the future.

Our present situation in life and history was purchased by sacrifices of those who have preceded us.

The last Monday of this month, May 27, has been designated as Memorial Day, a time to reflect on, and honor, the sacrifices of those who made possible our quality of life, as we know it, in the greatest democracy the world has known.

Many individuals have had a positive impact on each of our lives. Why wait until they are no longer among the living to honor them?

I urge each of you to take the time to express a heartfelt "thank you" to a veteran, teacher, relative, co-worker or friend whose sacrifice has had a positive impact on you life.

It has been written, "A rose to the living means more than sumptuous wreaths to the dead."

Take these words to heart this Memorial Day, and every day.



UTU News

Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, National Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400

via fax at (216) 228-5755

via e-mail at utunews@utu.org

via the Internet at <http://www.utu.org>

Bring the family along!

The job of the UTU is the protection of its members. And, the job of every UTU member is the protection of his or her family: from sickness, poverty and want.

To protect families, union officers and members work hard to win wage packages, pension and health-and-welfare benefits that are second to none, while your union's insurance association strives to offer an innovative and affordable selection of insurance and investment plans that provide for protection against job loss and other calamities, as well as financial security now and in the future.

It was the involvement of every member of the UTU, both active and retired, as well as their families and friends, that won passage of the Railroad Retirement Survivors' and Improvement Act of 2001. The improvements in the Railroad Retirement System mandated by this legislation will greatly benefit and enhance the quality of life for all those who are covered by the system, their spouses, widows and widowers, for years to come.

Families are at the heart of everything for which the UTU and UTUIA stand. That is why the UTU and UTUIA have taken care to make sure that the three upcoming Regional Meetings offer something for every member of the family.

The content of the Regional Meetings has been designed with families in mind, with a wide variety of workshops and other events offering something of interest to everyone. Spouses are encouraged to attend the first day's general sessions with the member, as well as any of the specialty workshops throughout the Regional Meeting.

The upcoming UTU/UTUIA Regional Meetings will offer education, fraternalism and fun, so plan to bring the whole family.



WASHINGTON WATCH

By James Brunkenhoefer

Hatred is not an American value

So, you turn on the car radio and hear a talk show featuring Rush Limbaugh, Michael Reagan, Oliver North or G. Gordon Liddy telling you what is wrong with America and who is at fault.



Newspapers frequently carry opinion columns by members of right-wing organizations.

And, even television talk shows, at all hours of the day and night, often feature guests whose positions are hard right.

Sometimes it seems that, no matter what radio or television station or newspaper you choose, the same material is repeated – day after day, hour after hour.

And, you know what? Nobody is saying a good word about labor unions or government.

The message is that unions and government workers are out to hurt the poor, hard-working taxpayer.

Well, let me tell you about some of those government workers in Washington, D.C.

When terrorists slammed a commercial jet aircraft into the Pentagon Sept. 11, they didn't kill a bunch of big important generals. Killed in the Pentagon offices were mostly civilian workers, not military officers – people just like you and me who are working to support their families.

And, then there were the postal workers here in Washington who have been exposed to anthrax sent through the mail to Senate Democratic leaders.

Yet it is people like the civilian clerks at the Pentagon and

Preserving medical care

by Norman K. Brown, M.D.
Medical Consultant to the UTU

The improvements and breakthroughs in medical science since I began as a primary care physician 40 years ago are spectacular and even hard to believe. Many crucial, life-saving and life-extending procedures we currently take for granted are relatively new, such as mammograms, heart bypass surgery, fiber endoscopy (looking inside the body with a lighted, flexible tube), CT and MRI scans. There are other major areas that could benefit from further advances and I am very hopeful that medical science soon will provide them.

It has been exciting to be part of this rapidly evolving medical system, which serves Americans with the best medical science in the world.

The research, physician training and equipment purchases associated with these medical advances are very expensive and that is a reason medical costs have been soaring. Research to develop new life-saving, life-extending and life-improving drugs also is very expensive and is reflected in the price of new medications.

Fortunately, the insurance plans negotiated by the UTU with carriers are among the best available.

But, even the most recent revisions to those plans are now almost 10 years old and, understandably, are now coming under intensive review both by the UTU and the carriers, who pay for their costs.

It is no secret that physi-

cians have struggled with the insurance/administrative side of medical insurance in an effort to obtain for patients the best care possible. Although the science of medicine today is amazingly powerful, some aspects of medical care as practiced years ago were better than today. I am talking about choice of physicians, access to physicians of your choice, the price of medication and patient/physician relationships.

I have been asked by UTU International President Byron A. Boyd, Jr., to serve as a medical consultant to help the UTU achieve the best possible plans for today and into the future. To my knowledge, no other large organization like the UTU involved in the purchasing of medical care for thousands of members has asked for input from a physician practitioner.

President Boyd's request is truly progressive and I am very pleased to be in this unique position.

I am challenged to make a constructive contribution to the process. My goal is to improve the plan operation for members and physicians so that the final product will continue to be the best available.

Collectively, UTU members are the strength of the best transportation system in the world. You deserve nothing less than the best medical care plan in the world and I hope to be a part of reaching that end.

As railroad health-care negotiations move forward, I will be meeting regularly with President Boyd and other UTU national officers to ensure that patient and physician concerns never take a back seat to cost concerns as revisions are made to your health-care plan.



Brown

Why don't I join the BLE? I'll tell you

by David Currence

Vice Local Chairperson, Local 1011, Hamlet, N.C.

"Why don't you join the BLE? You're an engineer now. The BLE holds your agreement."

If I had a dollar for every time I have been asked that question, I could probably hang it up. Those of you who know me, or who have been around when I was asked that question, have probably heard my derogatory, humorous response. Perhaps I have done those of you who asked an injustice, because the question has merit, and deserves an answer.



Currence

Events of late have forced me to do a great deal of soul searching. Questions come to mind like, "Did I do the right thing by remaining in a conductors' union?" After much deliberation I can honestly tell you that I believe I did.

I have to say that I was more upset than anyone when I first learned that remote control was coming our way. I was even more upset when I learned that the union I represented was negotiating the agreement to implement it. Any of you that know me know I have a pretty hot temper. General

Chairperson John Hancock will tell you, we had some pretty heated debates on the phone over the direction we were taking with this. I, like many of our younger members, am guilty of overreacting and not thinking of everything from every angle and past perspective. Historic precedence is the greatest indicator of what will happen in the future; I think most of you will agree with that. I am thankful for the guidance and support of the wiser, more experienced, leadership in this organization.

As I said before, I am vehemently opposed to remote control. Most of you know, however, that when the carrier gets in their minds that something will save them money or be more productive, there is no amount of explanation or negotiation that will sway them. I firmly believe that this time they are banking on another DWORS (*a CSX program that gave laptop computers to trainmen for direct input of information to company computers; it was abandoned when it didn't work - ed.*) that they will spend a great deal of money implementing, that will never live up to their expectations.

History has taught us that fighting the carriers when it comes to technology, or what they believe it to be, is a losing proposition for the members of any labor union. It's what you get in return when you make concessions toward technology that makes or breaks the situation for the membership as a whole. Any fireman will give you an honest assessment on what the BLE gets for its

"When was the last time the BLE got something for its members that the UTU didn't get first? The last one to the table gets whatever's left. The UTU is actively negotiating agreements while the BLE sits back and waits to sign off on whatever we get. This is history speaking, not opinion."

members when it concedes jobs to technology.

What most of you don't know is that we are fighting to get a real, tangible return for everybody, trainmen and engineers alike, for remote control implementation. Return in the form of job and income protection. Let me pose to you this question: What would the carrier have done had we refused to negotiate reasonably, as the BLE did in this situation? What would have stopped the carrier from simply hiring non-union, low-paid employees, with little or no benefits, off the streets, with no compensation for our members, other than lost jobs? The tentative agreements that we are negotiating have strong protection to prevent ANYBODY from losing their job, and a higher rate of pay for operators so that engineers who are demoted to trainman's status aren't faced with a decrease in pay. And, trainmen receive additional compensation.

Please understand I love being an engineer, so this is a difficult position for me to be in. I will probably be one of the first engineers demoted as a result of remote control. However, I have a wife and a child who depend on my income, and I would rather have a job as a trainman than be sold for \$1.50.

"But the BLE holds your agreement." This is true; the BLE does hold the engineers' agreement, but ask yourself this question: When was the last time the BLE got something for its members that the UTU didn't get first? The last one to the table gets whatever's left. The UTU is actively negotiating agree-

ments while the BLE sits back and waits to sign off on whatever we get. This is history speaking, not opinion. When the carrier wanted to increase the limits of road switchers in Bostic, N.C., and potentially eliminate extra-board jobs for trainmen and engineers, where was the BLE? On the sideline. Our new "pusher" agreement provides job protection for extra-board men and regular assignments, and neither can be eliminated as long as the agreement is in effect. The basic day of these jobs is increased to 170 miles and the side agreements will keep the hours expected to work these jobs at a minimum, so we got an increase

in pay, and job protection and still can't perform work other than "pusher" work outside our previous limits. Now those are the kinds of agreements I can live with.

Now to answer the question: Why do I stay in the UTU? Because I want someone actively working for me. I want someone who is going to get something for me and my family when the time comes to make concessions. I want someone who has historically protected everyone's jobs, not just engineer jobs. No matter what you've done in the past, good or bad, it will follow you. I can honestly say that the UTU has done the better job in the past of protecting EVERYONE'S job, and as long as I have anything to do with it, this union will only get better.

That is why I belong to the UTU!

Senate leader credits UTU for retirement reform

WASHINGTON, D.C. – Senate Majority Whip Harry Reid (D-Nev.) has singled out the UTU and National Legislative Director James Brunkenhoefer as the dynamic engine that caused Railroad Retirement reform to be passed by Congress.

Speaking at a press conference in Reno, Nev., Sen. Reid called the Railroad Retirement and Survivors' Improvement Act of 2001 "the first significant update of the country's Railroad Retirement system since 1974.



Reid

"Had Brokenrail not come to me and not worked as hard as he did, this legislation would not have passed," said Reid.

Sen. Reid, in his third term, is the Senate's second-most powerful Democrat. As Majority Whip, he assists Majority Leader Tom Daschle (D-S.D.) guide legislation through the Senate by securing the votes to pass key measures. The *National Journal* said Sen. Reid has "quietly elevated a long dormant post."

"I would like to thank Brokenrail and the UTU on behalf of myself and for the over 600,000 retired railroad workers and their families who will benefit from this legislation," Reid said.

Also grateful for the UTU's efforts was recently retired member W.J. Lovett of Local 202 in Denver, Col.

In a recent letter, Brother Lovett noted that if "there was ever a poster boy for this bill, it was me. I turned 60 in November 2001, and had 38.5 years in the rail industry.

"I have to honestly admit I did not think the bill would pass, and fully expected to serve another two years of what seemed like a never-ending sentence on the midnight shift in the rail yard here in Denver," Lovett continued.

Following the measure's progress was characterized by Lovett as a roller-coaster ride, but upon its passage, he said he rejoiced, said a prayer of thanks, and immediately served notice of his retirement.

"My wife and I now enjoy each day we have left," Lovett wrote. "We no longer worry about her trying to be quiet so I can sleep. I no longer miss family get-togethers because I have to go to work.

"It's great, and I want to thank you and all the men and women back there who never gave up and saw it through. I truly appreciate it – more than you could possibly know."

The widowed Mrs. Beryl Bourland of Schertz, Tex., also wrote to express her gratitude. "I wish to thank you so very much for your persistent efforts to get the benefit for widowed spouses of retired railroad men or women increased so greatly," she wrote. "You cannot imagine what a difference this makes in our lives. God bless you!"

Important announcements on health insurance

UnitedHealthcare holds open enrollment this month for employees, dependents

During the month of May 2002, UnitedHealthcare will hold an open enrollment under GA-23111.

During this open enrollment, any individual eligible for coverage under one of the GA-23111 plans can enroll and will be accepted for coverage without any medical underwriting or requirement of good health.

There are no limitations on pre-existing conditions.

Enrollment in May 2002 will be for coverage effective June 1, 2002. Only those applicants who mail their enrollment form in May 2002 will be considered for open enrollment.

This open enrollment is being held:

- For persons already enrolled in GA-23111 who want to change their coverage from Plan D to Plan F (which has no prescription drug coverage) or from Plan F to Plan D. The next opportunity to change plans will be May 2004.

- For any individual who was covered under any railroad health plan and was represented by a railway labor union. Previously, only individuals covered under the health and

welfare plan, the NRC/UTU plan, GA-107300 or GA-46000 were eligible to enroll under GA-23111.

- For any individuals who are members in accordance with the constitution or bylaws of one of the participating railway labor organizations, when coverage under the employer group health plan which applies to them ends.

If someone you know meets the new GA-23111 eligibility provisions, open enrollment provides an opportunity for them to become covered. You may also enroll your spouse or eligible children if they are not currently covered. In addition, open enrollment under Plans D or F is available for your parent or parent-in-law. Anyone interested in enrolling should call the following telephone numbers to obtain an enrollment for or get additional information:

- For persons eligible for Medicare, call (800) 809-0453.
- For persons not eligible for Medicare, call (800) 842-5252.

The next open enrollment will be May 2004.

UnitedHealthcare hikes monthly premiums for GA-23111, Plans C, D, E and F

The following is an important announcement regarding GA-23111 for railroad employees and/or their dependents on changes in required monthly payments, Plans C, D, E and F:

At recent meetings with the railway labor organizations constituting the policyholder under GA-23111, a detailed study of the premiums and benefit payments under the various plans was made. It was agreed that the following payment rate changes would be made for coverage effective June 1, 2002 (payment for June coverage is due May 20).

Plans A and B – There will be no changes in the monthly payment rates.

Plan C – The monthly payment for:

- employees or dependents will increase from \$295 to \$340.
- each student child remains at \$50.
- each incapacitated child will increase from \$140 to \$150.

Plan D – The monthly payment rate will increase from \$225 to \$260.

Plan E – The monthly payment rate will increase from \$120 to \$125.

Plan F – The monthly payment rate will increase from \$110 to \$117.

Here are answers to important questions about these changes:

Q. Why do the premiums go up every year?

A. UnitedHealthcare examines the amount of benefits paid out each year for each plan under GA-23111 along with the estimated impact of health care inflation. The premium rates depend on the level of benefits paid out. As more benefits are paid out, the premium rate must also increase at a similar rate.

For all plans under GA-23111, the increased use of services and the inflation in medical care costs resulted in higher payment rates. For Plan D, the change is caused primarily by the cost of prescription drug coverage (see next question).

Q. Why is the premium for Plan D going up \$35 while the pre-

mium for Plan F is increasing only \$7?

A. Plan D and Plan F provide the same benefits, except that Plan D provides coverage for prescription drugs and Plan F does not. The difference in the rate increases under these two plans is caused, to a great extent, by the cost of the prescription drug benefit.

About 50% of the total amounts of benefits that are paid out under Plan D are for prescription drugs. In recent years, the benefits paid for Plan D prescription drugs have increased at a rate of about 20% per year. These increases are influenced by the number of people who get prescriptions, the number of prescriptions they fill and the cost of each prescription. We expect the prescription drug benefits to continue to increase 20% next year, which is the major factor impacting the Plan D payment rates.

Q. Why is there a deductible on my prescription drug purchases from the pharmacy?

A. In spite of the advantages of using the mail order pharmacy benefit, many members continue to purchase drugs at the local pharmacy that could be obtained through the mail. This activity increases the cost of the prescription drug benefit because it costs less to provide drugs through the mail than it does to provide them through a local pharmacy. A deductible and co-insurance was added to discourage this and encourage the use of the mail order pharmacy benefit.

Q. Can I change from Plan D to Plan F or from Plan F to Plan D?

A. You can only change plans during the open enrollment period. The next open enrollment period is May 2002, with changes effective on June 1, 2002.

Q. Will GA-23111 benefits change?

A. At this time, no benefit changes are planned. However, if costs continue to rise, changes in plan benefits may be needed to help control the cost of the plans. We will continue to strive to find the right balance between benefits and premiums for the majority of railroad retirees.

Families welcome at Regional Meetings

This year, the UTU/UTUIA Regional Meetings have been planned with families in mind. Read below for more information about the many workshops, presentations and tours being offered to UTU members and their families at the upcoming Regional Meetings.

This year, the three UTU/UTUIA Regional Meetings have been designed to offer something for every member of the family.

In fact, the UTU and UTUIA have revised and re-arranged the content of the Regional Meetings with families in mind.

This year, UTU members and their families will be able to enjoy the beauty and excitement of Reno, Nevada; the history and grandeur of Washington, D.C., and the charm and vitality of New Orleans, with Reno and New Orleans offering the best bang for your buck.

The registration fee for the Regional Meetings is a great economic value because it covers the cost of a welcoming reception, three lunches and three dinners (including the grand cocktail Reception and President's Banquet), all meeting materials and much more.

While union members will be able to attend a number of informative and interesting workshops on a wide variety of subjects, from the handling of grievances to the implementation of remote control pilot projects, a number of workshops and other activities have been included so that there is never a dull moment for any member of the family.

The first day of the Regional Meetings is especially geared to spouses and other family members, and they are strongly urged to attend each session:

- All members and their families will be interested to hear International President Byron A. Boyd, Jr.'s, "State of the Union Address" at 8:30 a.m.;

- The next presentation, "Crossing the Line," hosted by UTU Human Rights Committee Director Ray Cunningham, will provide information on how to fight prejudice and embrace diversity and family values;

- Family members will be interested to hear Assistant President Paul Thompson and Chief Legal Counsel Clint Miller III discuss contract negotiations in today's political and legal climate in "The Real World;"

- "Remembering Our Roots," with Vice President Bruce Wigent, Clint Miller and railroad historian Dr. James McDonnell, will enlighten UTU members and their families about how the wages and benefits we enjoy today were earned through the sacrifices of those union brothers and sisters who went before us;

- Finally on the first day, National Legislative Director James Brunkenhoefer, Assistant National Legislative Director James Stem, Michigan State Legislative Director David Brickey and Designated Legal Counsel Larry Mann will present a workshop on "Your Paycheck and Politics," which will address legislative and political issues, such as Railroad Retirement and Amtrak funding, that directly affect UTU members and their families.

Other workshops that family members will find interesting include:

- "Getting Involved at Every Level," the UTU Auxiliary's Continental breakfast and general meeting, where a variety of union officers will speak on issues of importance to UTU families;

- "For Your Own Health and Retirement," which will feature a panel of experts from the Railroad Retirement Board and different health-care providers, offering advice and answering questions;

- "Asleep at the Switch," an important presentation on fatigue, the number one danger facing transportation employees, will be presented by University of Denver Associate Professor of Counseling and Psychology Patrick Sherry and a panel of experts from the Federal Railroad Administration, National Transportation Safety Board, and other industry representatives;

- "Your Best Defense," presented by a panel of UTU Designated Legal Counsel, offering advice to UTU members and their families on what should be done if the member is injured on the job.

Family members also will enjoy the tour in Reno and the interesting presentations in Washington, D.C., and New Orleans sponsored by the UTU Auxiliary (see information below).

UTU members and their families will enjoy all aspects of the UTU/UTUIA Regional Meetings. Plan to attend!

UTU Auxiliary to host Regional Meeting programs

The Auxiliary of the United Transportation Union will once again be hosting a program for the spouses and relatives of UTU members attending the Regional Meetings.

"The seminars will focus on what we do and what we can do to support the UTU," said Auxiliary International President Edythe Walter. "We also hope to recruit new members into the Auxiliary and to explain how to go about starting an Auxiliary lodge."

Besides its educational program, the Auxiliary will also host a special activity at each of this year's meetings.

At the Reno Regional Meeting, the Auxiliary is sponsoring a tour of the famous Ponderosa Ranch, the home of TV's "Bonanza" and the Cartwright family. Pre-registration is required to guarantee space on this tour.

In Washington, D.C., Auxiliary meeting attendees can enjoy a presentation on floral design by Tom Powell, president of the Flower Gallery and coordinator of some of the industry's biggest events.

In New Orleans, the Auxiliary will present a cooking demonstration by world-renowned chef Kevin Belton.

Auxiliary members and guests will hear remarks from UTU International President Byron A. Boyd, Jr., and Assistant President Paul Thompson; U.S. National Legislative Director James Brunkenhoefer and Alternate U.S. National Legislative Director James A. Stem, Jr., and UTU designated legal counsel, a select group of attorneys specializing in rail-labor law. The attorneys will discuss what every UTU family should know about the dangers of the transportation industry, and how to protect themselves and their families in the event of a work-related accident or injury.

"Being the spouse of a railroader is not the easiest job in the world," Walter said. "The Auxiliary provides a form of camaraderie for spouses and family members whose husbands or wives are away from home for much of the day or for extended periods of time," she said.

Regional Meetings feature program for UTU retirees

At this year's Regional Meetings, the UTU and UTUIA will present a program especially for retired union members and their families.

Called "Age Has its Privileges," the program will be moderated by retired UTU Vice President Larry Davis, who now serves the union, along with former UTUIA regional representative Billy Packer, as co-chairperson of the UTU Retiree Program.

The seminar will open with greetings from International President Byron A. Boyd, Jr., who will talk on the importance of the Retiree Program. Next, National Legislative Director James Brunkenhoefer will talk about the role of retirees in the passage of legislation important to the UTU, such as the recent passage of the Railroad Retirement Survivors and Improvement Act of 2001.

Davis then will talk on the many benefits of membership in the Retiree Program and its ties to UTUIA field supervisors. Ralph Dennis, director of insurance for the UTUIA, will also speak on the value of UTUIA insurance and investment products to retirees.

UTUIA field supervisors will then explain their role as the "anchor" to the retiree "local chapters" of the UTUIA local units. Packer also will explain the benefits of the medical emergency data card, one of the benefits of membership in the Retiree Program. (The other benefits are a yearly calendar; membership in the UTU Retiree Travelers Club; discounts on National Car Rentals; two booklets on managing finances and health care, and a custom-made folder for important papers like stock certificates, wills and insurance policies.)

Davis also will introduce representatives from Medicare and Palmetto, who will outline Medicare and claim handling procedures, and take questions.

Senior News

Track work keeps centenarian young

Everett W. Hosack holds 52 senior world track and field records, set at various ages during the past 22 years, and plans to compete in about a dozen events this year. So when he passed another significant milestone on February 28, marking his 100th birthday, he simply took it in stride.



Everett W. Hosack

“The whole reason to exercise is to increase your quality of life, and the byproduct is longevity,” Brother Hosack said. “But, the best part is picking up a gold medal. I’ve got about two shoeboxes full of them. If I didn’t come in first or second, I don’t believe I’d have enough desire to compete.”

A member of Local 1638 in Cleveland, Ohio, Hosack began his rail career in 1926 on the New York Central (NYC), working as a brakeman and a yard conductor.

“I joined the Switchmen’s Union of North America,” Hosack said. “I was secretary of Local 55 at the Collinwood yard. I still have the old link-and-pin stamp. I retired from railroading in 1967, but then worked for 20 years calling on supermarkets.”

A native of Youngstown, Ohio, Hosack moved to Cleveland when he was 14 and began acquiring experience from a long string of jobs, including work with a diamond broker and on a Great Lakes pleasure ship. He attended the University of Florida for about a year, but then ran short of funds.

He first competed in track events for the NYC, “which had a team right up through the Depression,” Hosack said, and once was a top hurdler, an event he no longer pursues in deference to his age.

Today, Brother Hosack is a member of a group of senior athletes that calls itself the Over the Hill Track Club, and he and his wife of 66 years, Elsa, have been active volunteers involved in fundraising activities for the City Mission in Cleveland for 50 years.

Hosack attributes his longevity to hard, clean living, and his wife’s good Swedish cooking.

Medicare, Social Security funds show improvement

WASHINGTON, D.C. – While the recession apparently caused no damage to the health of the Medicare and Social Security trust funds, Congress should act quickly to bolster the two programs before baby boomers reach retirement age, the programs’ trustees reported.

The projected insolvency date of the Medicare trust fund was extended to 2030, barring changes, a year later than previous estimates, according to the annual report. Social Security is expected to run out of cash by 2041, three years later than estimated earlier, the trustees reported.

The trustees warned that their report didn’t significantly change the time frame when many of the funds are projected to start spending more than they take in.

The trustees projected Social Security will begin to dip into its trust funds a year later than they

predicted a year ago – in 2017 – when it would be paying out more in benefits than it would be collecting in payroll taxes. The date when Medicare is expected to start dipping into its trust fund stayed at 2016, the trustees reported.

Social Security and Medicare are currently bringing in much more every year than they spend to prepare for the onslaught of retirees that begins in 2010 as members of the post-World War II baby boom generation start to retire.

The trustees’ forecasts are the mid-range projections of three separate estimates made in the report. Under the most pessimistic estimate, the Social Security fund would run dry in 2029, while under the most optimistic it would remain solvent for at least another 75 years.

By 2030, the number of older people is expected to double.

Medicare coverage expanded

WASHINGTON, D.C. – Within the next six months, Medicare will begin paying for any image-guided biopsy to determine if a breast lump is malignant, the government announced.

The decision means that female Medicare beneficiaries who want to avoid surgical biopsy will

be reimbursed for the relatively new image-guided procedure.

Since early 2000, Medicare has paid for image-guided biopsies of lumps that can’t be felt by hand and are judged by a radiologist to be suspicious or highly suggestive of cancer.

According to the Centers for Medicare and Medicaid Services, there are about one million breast biopsies performed in the U.S. each year.

Breast cancer is the most common form of cancer in American women, and the most common cause of cancer deaths in women age 65 and older.

Meanwhile, Medicare patients can no longer automatically be denied reimbursement for therapy treatments if they suffer from Alzheimer’s disease, according to a policy that was quietly put into effect several months ago.

The change could have at least “some impact” on as many as one-quarter of the 4 million Americans who suffer from the brain disorder, according to Tom Scully, administrator of the federal Centers for Medicare and Medicaid Services.

Drug companies offer discount card

Seven big drug makers said they will make available a single discount card that uninsured seniors can use to buy medicines, the industry’s latest effort to make prescriptions more affordable.

The new Together Rx card, which will become available in June, will offer savings of between 20% and 40% on about 130 drugs. Up to 11 million people who lack insurance coverage for prescription drugs are expected to be eligible to participate. According to estimates, some 40 million seniors and disabled people lack prescription drug insurance coverage.

THE FINAL CALL

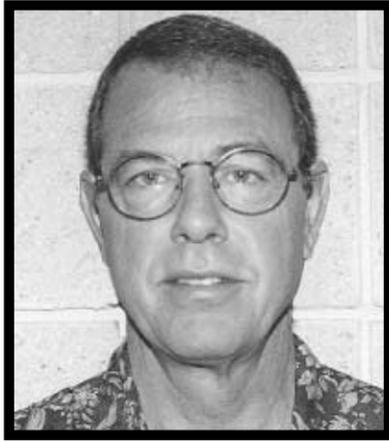
Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Williams, James E.	Elkhart, Ind.	469	Hatch, Oran B.	Pacific, Mo.	1221	Blanton, Jr., John M.	Franklin, N.C.
7	Kaehler, Frank W.	N. Platte, Neb.	469	Mock, Edwin	Dittmer, Mo.	1313	Smith, Bois M.	Columbus, Ohio
145	Thomas, Charles H.	Columbus, Ohio	577	Mueller, Earl C.	Winfield, Ill.	1344	Carlascio, Anthony J.	Jamestown, N.D.
145	Trees, L.R.	Gettysburg, Pa.	610	Phipps, North E.	Boothwyn, Pa.	1345	Howell, John M.	Maryville, Tenn.
195	Crouse, Harry J.	Galesburg, Ill.	622	Bell, J.E.	Birmingham, Ala.	1366	Reese, Ralph J.	Salt Lake City, Utah
206	Broome, William L.	Milford, Mich.	662	Kimball, Lester	Alexandria, Va.	1374	Koon, Jr., Frank J.	Hanapepe, Hawaii
239	Ananos, Fred	Pleasant Hill, Cal.	663	Edwards, A.H.	Naples, Maine	1377	Jeffers, Dester C.	Helenwood, Tenn.
243	Seeton, P.L.	Ft. Worth, Tex.	706	Ragland, Leonard E.	Vinton, Va.	1393	Roberts, Jr., Leon B.	Elma, N.Y.
265	Samplow, Donald K.	Chubbuck, Idaho	730	Rice, L.A.	Three Forks, Mont.	1393	Saltarelli, Robert	Buffalo, N.Y.
313	Dominiak, Edwin N.	Lady Lakes, Fla.	756	Bourland, Marion E.	Schertz, Tex.	1403	Baucom, Melvin E.	Independence, Mo.
313	Easlick, Robert J.	Saginaw, Mich.	823	Liner, Jr., Paul S.	Big Spring, Tex.	1470	Miller, James R.	Statesboro, Ga.
328	Malo, Francis M.	W. Palm Beach, Fla.	830	Persa, Louis	Highspire, Pa.	1491	Houston, John E.	Newburgh, N.Y.
339	Newton, L.B.	Jackson, Tenn.	835	Siebler, Herman	Van Nuys, Cal.	1518	Downton, Sr., John M.	Indianapolis, Ind.
376	Mahagan, Harry A.	Louisville, Ky.	931	Gaston, Jasper G.	Easley, S.C.	1525	Simmons, John L.	Mt. Vernon, Ill.
385	Bell, John L.	Bronxville, N.Y.	933	McGee, Wallace W.	New Franklin, Mo.	1532	Lykins, Lonnie C.	St. Joseph, Mo.
412	Magathan, Richard J.	Emporia, Kan.	942	Sports, William F.	Florence, S.C.	1534	Barrett, Robert P.	Palos Park, Ill.
421	Stewart, Robert M.	Albion, Pa.	991	Scott, James R.	Steubenville, Ohio	1538	Barrett, Leo W.	Mitchell, S.D.
426	Vaughan, Billy D.	Spokane, Wash.	1059	Hayer, A.L.	Minot, N.D.	1545	Metesh, Jr., Rudolph P.	Hot Spgs. Vlg., Ark.
			1074	Ziewacz, Chester	Johnstown, Pa.	1593	Pinto, William A.	Spring Branch, Tex.
			1117	Wadsworth, Jr., Warren	Las Vegas, Nev.	1597	Hickstein, Jr., W.A.	Park Forest, Ill.
			1129	Shepherd, Jr., Dorsey S.	Cary, N.C.	1732	Bradford, William C.	San Rosa, Cal.
			1172	Arrington, Earnest A.	Princeton, W. Va.	1780	Clark, Charles R.	Lenexa, Kan.
			1074	Baker, John E.	Harrisburg, Pa.	1895	Thiel, Robert J.	Channahon, Ill.



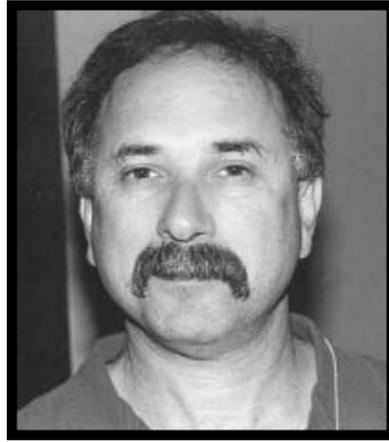
Brian Donald
L-324, Seattle, Wash.

"I've been a bus operator for 16 years. I'm employed by Grayline of Seattle, and I also operate *Membership 1*. I would hope the events of September 11 bring the meaning of the day home to a lot of Americans. We have taken for granted for too many years that we are safe and secure. We shouldn't rely so much on others for this, but we should be grateful for the freedoms we've been given through other people's sacrifices. For me, the day is a remembrance of those who have served and given themselves for my safety, security and freedom. I don't plan anything special because there's a good chance I'll be working."



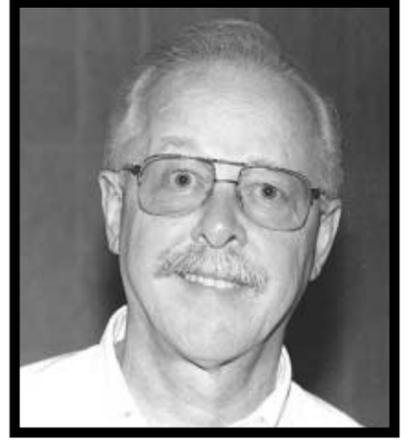
H. F. Upton
L-1972, Birmingham, Ala.

"I'm a local chairperson, and I work as a yardmaster for Norfolk Southern. I've done that for 15 years, and I've been a railroader for 31 years. I'm a Vietnam veteran, and the day means a whole lot to me. A lot of us feel we didn't get the respect or appreciation we deserved. I have a lot of respect for anybody who served in any branch of the military. I'll raise the flag that day, and I'll probably attend the parade they have in Chattanooga. Then I'll probably go visit with my wife's family. Her father was in the Navy. Because of what happened last September, the day will have a lot more meaning to most Americans."



Rick Renna
L-1813, W. Colton, Cal.

"I'm a switchman for Union Pacific and a local chairperson, and I've been in the industry for 24 years. I usually have to work on the holiday, but I think it will have greater meaning emotionally for all Americans because of the 9/11 tragedies in New York, Washington, D.C., and Pennsylvania. Our local donated more than \$1,000 to the firemen's fund, and we have a lot of Vietnam veterans here, so I know a lot of us will be thinking about those who risked their lives or lost their lives to protect what we have here. We'll also be thinking about our fellow Americans who are overseas now protecting our freedom and our standard of living."



Ken Weidaw
L-1074, Carnegie, Pa.

"I've been working on the McKeesport Connecting Railroad for 33 years. I'm an engineer and chairperson for engineers and trainmen, and I served three years in the Army and in Vietnam. It's a day of remembrance for the people who served our country. This year will have more importance in light of what happened in September. It will remind us of what the veterans have done for our safety and well-being. It's good to remember, and should be done more. A lot of people paid the price, and we tend to become forgetful of them until times of crisis. I usually get the day off and spend time with my family at home or at a picnic."

TPEL HONOR ROLL

Individuals who have begun contributing to TPEL or increased their donations to \$100 or more, per year, during the previous month

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)					
Albertini, Guy M.	610	Baltimore, Md.	*Sloan, George F.	5	Kansas City, Mo.
Acker, Laurence C.	620	Chicago, Ill.	*Ward, Vaughn R.	17	Marshalltown, Iowa
Youngdahl, Jay	656	N. Little Rock, Ark.	Stevenson, Daniel T.	23	Santa Cruz, Calif.
Barish, Marvin I.	838	Philadelphia, Pa.	*Reizovic, Frank J.	60	Newark, N.J.
Kiker, David B.	951	Sheridan, Wyo.	*LaRue, Ralph M.	145	Columbus, Ohio
Burge Jr., Frank O.	1291	Birmingham, Ala.	Cutts, Rita L.	166	Salt Lake City, Utah
Sophie Jr., Kenneth J.	1433	Elmwood Park, Ill.	Bingham, Robert D.	201	Trinidad, Colo.
Zakovics, Zig I.	1468	Walla Walla, Wash.	*Hill, Don W.	202	Denver, Colo.
Thompson, Robert B.	1534	Chicago, Ill.	Nierling, Thomas F.	202	Denver, Colo.
Brugess, George T.	1620	Elkhart, Ind.	*Smith, William Joseph	298	Garrett, Ind.
Kaplan, Jay A.	R	Los Angeles, Calif.	*Yarborough, Kenneth A.	311	La Crosse, Wisc.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)					
Austin, Steven W.	286	North Platte, Neb.	Archambeau, Brandon Jay	375	Edgemont, S.D.
Saunders, Kamron T.	508	Smithville, Tex.	*Grover, Owen L.	471	Eugene, Ore.
*Boyle, Edward P.	1581	Bakersfield, Calif.	*Rose, Edmund N.	489	San Antonio, Tex.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
Keown, William H.	511	Atlanta, Ga.	*Bishop, James	490	Princeton, Ind.
Burger, Gregory A.	756	San Antonio, Tex.	Beard, R.L.	490	Princeton, Ind.
Martin Jr., Jack A.	1205	San Antonio, Tex.	Stuckey, Alan H.	490	Princeton, Ind.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Moore Sr., Keith L.	84	Los Angeles, Calif.	Byrd, William C.	496	Portsmouth, Ohio
O'Connor, Michael L.	117	Vancouver, Wash.	Austin, Dennis	528	Chicago, Ill.
Porch, Cheryl L.	166	Salt Lake City, Utah	Robertson, Gary L.	533	Osawatomie, Kans.
Varney, Lance S.	166	Salt Lake City, Utah	O'Bryant Jr., Cornelious	773	Galveston, Tex.
Keith, Theodore L.	286	North Platte, Neb.	Nutt, Guy S.	823	Big Spring, Tex.
Harrod, Kenneth L.	375	Edgemont, S.D.	Ellis, Bernard E.	838	Philadelphia, Pa.
Hendricks, Richard C.	565	Centralia, Ill.	*Green, George A.	1000	Minneapolis, Minn.
Murray, Todd M.	565	Centralia, Ill.	Ferguson, Martin N.	1092	Teague, Tex.
Jones Jr., Ralph W.	857	San Antonio, Tex.	Lilly III, Zelmar L.	1172	Mullens, W.Va.
Lenfest Jr., Roger M.	898	Boston, Mass.	Vaughn, Michael L.	1261	Atlanta, Ga.
Gonzales, Romel	953	Victoria, Tex.	Bauman, Lawrence F.	1292	Proctor, Minn.
Millhouse, Ronald D.	953	Victoria, Tex.	Imhof, Roger D.	1292	Proctor, Minn.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
Atwell, Donald Allen	23	Santa Cruz, Calif.	Pierce, Jonathan D.	1316	Ravenna, Ky.
Clark, Michael L.	110	Laredo, Tex.	Huye, David A.	1337	New Orleans, La.
Shelley, Ted W.	453	Clinton, Ill.	*Kerr, Harold R.	1374	New Castle, Pa.
Fehlker, David R.	508	Smithville, Tex.	Losiewicz, Douglas J.	1529	Walbridge, Ohio
Richards, Larry S.	508	Smithville, Tex.	Plancensio, Michael J.	1529	Walbridge, Ohio
Winkelman, Matthew	582	Stevens Point, Wisc.	*Hopper, Donald	1548	Indianapolis, Ind.
Brigman, Calvin E.	953	Victoria, Tex.	Koehn, William J.	1670	Laredo, Tex.
Thompson I, Michael D.	1933	Washington, D.C.	*Slattery, Louis E.	1770	Los Angeles, Calif.
			Gutierrez Jr., Jose L.	1904	Houston, Tex.
			Arrington, Dorothy	Aux 851	Mineola, Tex.
			Elliott, Ida B.	R	Roanoke, Va.

* = Retired Member

UTU Travelers Club offers Hawaiian cruise

CLEVELAND, Ohio – It's not too early to start making autumn travel plans, especially when the UTU Travelers Club is making available to retired and active members a cruise of the Hawaiian Islands aboard the Princess Cruise Line's dazzling Dawn Princess.

Set for October 27 through November 9, this nine-day adventure in paradise will long be remembered by even the most experienced travelers. The package offered to UTU members and their guests includes airfare from Los Angeles or San Francisco; all transfers to and from the ship; cancellation insurance; \$100 per person shipboard credit (maximum of \$200 per cabin); an exclusive group cocktail party, and payment of all taxes and port charges. In addition, travelers will enjoy one night's pre-cruise hotel stay at the fabulous Hilton Hawaiian Village and a Pearl Harbor/U.S.S. Arizona Memorial Tour.

With prices starting at just \$2,130 per person (based on double occupancy), the only difficulty is finding a reason not to go!

The adventure begins in Honolulu at the Hilton Hawaiian Village on Waikiki Beach. After you've toured the U.S.S. Arizona Memorial at Pearl Harbor and the day is done, you'll board the Dawn Princess for morning arrival on the island of Maui. Maui offers activities to match any interest, with one gorgeous beach after another and the world's largest dormant volcano. That evening, you'll head to Nawiliwili on the island of Kauai. Known as the garden island, Kauai boasts spectacular views of the rugged Na Pali cliffs and Waimea Canyon.

Hilo, the Big Island, then beckons with black sand beaches, lush gardens, and Volcanoes National Park. A visit to Kona, known worldwide for its unique blend of coffee, caps your tour of the islands, but signals the beginning of your experience aboard the Dawn Princess.

As you sail to the mainland, you'll experience the Dawn Princess and everything it offers, including five dining areas; a 24-hour international food court; two show lounges and a full theater; beauty and spa facilities; a sports deck for volleyball, basketball and paddle tennis; a glass-walled fitness center surrounding a pool suspended between two decks, the AOL Internet Cafe, a full-service casino, and so much more!

For information and a reservation form, write to UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250; or call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

Remote control

Continued from page 1

installed on locomotives by September.

KCS General Chairperson Curtis Roughton said the railroad is preparing to implement additional remote control pilot projects at Beaumont/Pt. Arthur, Tex., following the roll out at Kansas City and Shreveport. "At each place we learn a little bit more," Roughton said. "Each place has a different set of problems. We seem to get most of them resolved pretty quickly. We have a lot of guys who want to get trained quickly and we are working to get that accomplished."

"It takes our guys some getting used to, but, once they do, they are not being rushed and they can operate pretty well," Roughton said. "As time goes on, you get quicker with it, depending on your abilities. For the most part, our guys like it. The carrier is not pressuring them now for not working fast enough. The KCS is giving them as much latitude as possible and that goes a long way. If the guy likes it, he has the opportunity to bid the job. If he doesn't, he can bid another job."

CSXT using AccuSpeed units

At CSXT, the carrier is using Cattron-Theimeg AccuSpeed remote control devices at Miami, Lakeland, Tampa and Jacksonville in Florida; at Wilmington and Rocky Mount in North Carolina, and shortly in Savannah, Augusta and Waycross in Georgia; at Florence, S.C.; Montgomery, Ala., and Evansville, Ind. The units are designed to apply the proper amount of throttle or brake to maintain pre-set direction and speed, regardless of weight or grade.

"It is here," CSXT General Chairperson John Hancock said of remote control. "We have instituted several pilot projects and the guys seem to be fine with it. The breakthrough was when we put in these pilot projects an understanding that there would be joint safety committees and any recommendations from these committees would be immediately forwarded to the general chairpersons for immediate handling."

General Chairperson Larry Moody said of the pilot projects, "We have gotten CSX to agree not to furlough anybody because of remote control, which protects everybody – including engineers – which I think is real good. In fact, we have even gotten some furloughed members recalled. We have got more people working now than before." Moody said the railroad had experienced "a few growing pains, but it's nothing we can't work through. Our biggest problem is not getting enough people trained, and when a vacancy comes along, the carrier can't fill it. But, that will come around in time," Moody said.

CSXT General Chairperson Jim Townsend is frank about the eventuality of remote control operations. In correspondence with his members, Townsend states, "Remote control technology has been in use in New Zealand and Europe for many years. It has been implemented in Canada since 1989. It has operated in the United States since the 1960s in steel mills and private operations. Saying it will not work will not make it go away.

"Let's look at our history. We fought technology in the past. We fought implementation of portable radios. Did we get portable radios? Yes. Did we get anything for it? No.

"Look at cabooses. The carrier asked us to work with them on the elimination of cabooses. They had new technology that could replace it. They even offered us so much per mile to eliminate the caboose. We told them no. Where's the caboose? Where's the extra money that was offered? Man, we showed them.

"We now have remote control technology facing us. Do we go down the same path that we have been down with zero results? I surely hope not.

"Is progress inevitable? Absolutely. Are things going to remain the same? No. Can we determine our destiny by being at the table? Yes, sir!" Townsend wrote.

BNSF begins pilot projects

The Burlington Northern Santa Fe (BNSF) is preparing an aggressive roll-out campaign of up to 500 remote control locomotives, with pilot projects in Newton, Kan.; Mandan, N.D.; Galesburg, Ill.; Ft. Worth, Tex.; Clovis, N.M.; Great Falls, Mont.; Barstow and Stockton in California, and Spokane and Everett in Washington State.

There have been some teething problems at the BNSF, General Chairperson Robert Kerley said. "Our people have handled the pilot projects professionally and have been very patient with the carrier," he said. "Problems arose when the carrier did not train enough employees to use the remote control equipment. If they had listened to us, it would have gone much more smoothly," Kerley said. "I do think, however, our folks are becoming more comfortable with remote control."

Kerley has some concerns about "zones" that the carrier has established in the yards. "They call them pullback zones, or remote control zones, where, on a lead track, they will put up signage warning workers and others that unmanned remote control locomotives are working in the area. The carrier also notifies other employees in the yard that the zone is occupied by a remote control locomotive. Then they go ahead and switch cars without a man on the lead. In bigger yards this might cause trouble," Kerley said.

UTU members working remote control jobs in Canada, where the technology has been in use for years, have learned to always be on the leading end when in remote control of the train.

"We have got one pilot program under my jurisdiction, at Newton, Kan.," said BNSF General Chairperson Jim Huston. "We have had more of a success story than at Mandan. The hard part about this, however, has been the training. Not that the training is difficult, but some guys want to be trained and some guys don't. And, if a guy who is not trained for remote comes off the road, he can't work a yard job unless he is qualified on remote control. And, the carrier doesn't offer training all the time." Huston is working with BNSF to create a remote control extra board at its next pilot project in Clovis, N. M.

"We recognize the technology is there. We can't stop it. We have to embrace it and try to make it fit. These are good UTU jobs and the

biggest problem has been getting all those people trained. We need to get some craft employees qualified to train so, down the road, our people train our own," Huston said.

Local 477 Chairperson Jake Sacks, representing members working for the BNSF at Newton, Kan., said implementation of remote control at the yard has gone better than expected.

"At first, the members were not happy about it. You know, the new technology. They were apprehensive," Sacks said.

"Since we've received training, in the last month and a half, they are becoming more comfortable with remote control operations. But, productivity isn't what it was when we had an engineer, but that may change," Sacks said.

"There are still some problems to iron out with the carriers, things such as safety issues," Sacks said. "For one, lighting in the dark spots (of the yard). We are in an industrial area and so we have to have a point man at all times. We are working on that issue with the carriers to get permanent lighting installed. There is some temporary lighting set up, but I realize this was going to take some time for the carrier to get the permanent lighting installed.

"I guess it just comes down to reprogramming our work habits to adapt to remote control operations," Sacks said.

UP studies remote control

Union Pacific (UP) General Chairperson John Babler said the implementation of remote control technology at Des Moines, Iowa – the UP's only pilot project – has gone without incident. So far, 45 switchmen have qualified to work remote control jobs. "We have had good luck getting remote control implemented," Babler said. "We have local chairpersons on the taskforce to ensure that safeguards are in place. This oversight committee meets every two weeks to address day-to-day operations, yard lighting, the remote control equipment and general operating practices. We also have a written commitment from the carrier that no one will be furloughed as a result of remote control operations.

"The carrier has added lighting at Des Moines, and now it looks like a ball diamond," Babler said. "It's amazing what they can do when they want to." UP also is studying the use of four different types of clip-on or arm-mounted flashlights to help employees read switch lists at night. "Most of the guys seem to like the equipment," Babler said. "I haven't had any complaints from the switchmen doing the work. They seem to have accepted it and are working well with management. We actually have increased the number of switch jobs at Des Moines."

Norfolk Southern is taking a more conservative approach to remote control. The carrier is evaluating two Cattron-Theimeg units in Savannah, Ga., and Canac units at Bellevue and Columbus, Ohio. The railroad said it has no plans, yet, for widespread implementation of the technology.

Illinois Central General Chairperson Jerry Batton reports that the carrier has not contacted him about remote control on that property.

Rail planning

Continued from page 1

union official to meet with Federal Railroad Administrator Allan Rutter and area transportation officials to discuss the impact of Chicago railroad congestion on the region.

Chicago has long been a crucial rail hub. The explosive growth of trailers and containers on railroad flatcars, coupled with relatively slow and inefficient direct rail interchange in Chicago, fueled a similarly explosive growth in local highway truck traffic as those trailers and containers are interchanged between eastern and western railroads via

highway. The increased truck traffic clogs roads, increases air and noise pollution and reduces the quality of life.

"The question is," Szabo said, "can railroads look globally and endorse what it takes to solve this congestion rather than protect individual competitive interests?" To that end, Szabo recently invited Association of American Railroads (AAR) President Ed Hamberger to Chicago to discuss the planning process and the AAR's involvement.

"It is said that it takes rail traffic two days from New York to Chicago, two days through Chicago and two days from Chicago to California," Szabo said. "We must find ways of reducing Chicagoland congestion and moving rail traffic more rapidly through this area if rails are to become more competitive with trucks."

At the Amtrak meeting, Sen. Durbin and Amtrak Chairman Smith reviewed a nine-state proposal for high-speed Midwest rail passenger service, using Chicago as a hub. Szabo stressed that, as important as high-speed rail service is, federal, regional, state and local decision makers cannot ignore the pressing need to preserve and enhance a national intercity rail passenger system. "The appearance of Chicago Mayor Daley's transportation chief at the meeting validated that intercity rail passenger service and high-speed corridors are on the mayor's radar screen," Szabo said. "I am also pleased with the vision that Chairman Smith has articulated for Amtrak. I am particularly pleased at how he is building coalitions with the stakeholders and meeting with rank-and-file employees."

Register now for the Regional Meetings!

Online registration available at www.utu.org. Click on

The upcoming UTU/UTUIA Regional Meetings are guaranteed to provide plenty of fraternalism, education and fun.

Each Regional Meeting lasts a full three days, with the President's Banquet on the evening of the third day.

The New Orleans Regional Meeting has been designated the joint U.S./Canadian Regional Meeting. Bus Department workshops will be offered at the Reno and Washington, D.C., meetings only, not at the New Orleans Regional Meeting.

All those attending must be registered in order to attend any planned function. Children age 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds 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 the registrant will be charged an on-site registration fee of \$175.

The registration fee for the 2002 Regional Meetings is \$125 per member, spouse or child over 11. You must make your own room reservations at one of the hotels listed below, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the Regional Meetings but can't spare the time away from work or family. One-day registrations are \$60.

You may cancel your Regional Meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

Auxiliary fun

In Reno, the UTU Auxiliary will host a tour of the famous Ponderosa Ranch, which was the home of TV's "Bonanza" and the Cartwright family. This tour will take place on Wednesday, June 12, 2002, from 10 a.m. to 4 p.m. All persons planning on taking this tour must pre-register; space is limited. (See registration form)

In Washington, D.C., Auxiliary meeting attendees will enjoy a presentation on floral design by Tom Powell, president of the Flower Gallery and coordinator of some of the floral industry's biggest events. This will take place on Tuesday July 30, 2002, in the Hyatt Regency Hotel.

In New Orleans, Auxiliary meeting attendees will enjoy a cooking demonstration in the Fairmont Hotel's renowned "Blue Room" by world-famous New Orleans chef Kevin Belton. This demonstration will take place on Friday, August 16, 2002, in the Fairmont Hotel.

Golf outings set

The UTU will hold golf outings the day before the start of the three Regional Meetings. The dates are Sunday, June 9, in Reno; Sunday, July 28, in Washington, D.C., and Wednesday, August 14, in New Orleans.

In Reno, golfers will play at the Northgate Golf Club. In Washington, D.C., golfers will enjoy the Marlborough Golf Club, and in New Orleans golfers will play the Bayou Oaks Golf Club.

The fee, \$80 per golfer, includes transportation from the host hotel, greens fees, a golf cart for every two players, lunch and much more. Register for the golf outings in the space provided on the registration form printed on this page. Be sure to include your golf fee with your registration fee and your true handicap. There is a limit of 144 golfers per outing.

June 10-12, 2002, Reno, Nev.

The Reno Hilton, 2500 E. Second St., Reno, NV 89595

Hotel reservations: (800) 648-5080 or (775) 789-2000

Reservation code: UTU-AC02; Room rate: \$86 single/double

Reservation deadline: May 23, 2002

Parking: free

July 29-31, 2002, Washington, D.C.

Hyatt Regency on Capitol Hill, 400 New Jersey Ave., N.W., Washington, DC 20001

Hotel reservations: (800) 233-1234 or (202) 737-1234

Reservation code: UTU1; Room rate: \$109 single/double

Reservation deadline: June 27, 2002

Parking: hourly rate; \$26/day maximum

August 15-17, 2002, New Orleans, La.

The Fairmont New Orleans, 123 Baronne St., New Orleans, LA 70122

Hotel reservations: (800) 866-5577 or (504) 529-7111

Reservation code: UTU; Room rate: \$99 single/double

Reservation deadline: July 13, 2002

Parking: \$19 valet at hotel; \$10 across the street

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 will be 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 event. Registration fees are \$125 per person; children 11 years of age and under are complimentary. On-site registration will be \$175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 10 days prior to the start of the Regional Meeting.

Which Regional Meeting will you be attending?

Reno Washington, D.C. New Orleans

Member Registration

Name _____ Local _____ Title (if any) _____

Street address _____ E-mail _____

City/State/ZIP _____ Daytime phone number () _____

Spouse Registration Reno Washington, D.C. New Orleans

Spouse name _____ Title (if any) _____

Will spouse/children attend the UTU Auxiliary tour in Reno? Yes No How many? _____

Child Registration Reno Washington, D.C. New Orleans

Child name _____ Age _____ Child name _____ Age _____

Child name _____ Age _____ Child name _____ Age _____

Guest Registration Reno Washington, D.C. New Orleans

Guest Name _____ Relationship to Member _____

Home address _____

City/State/ZIP _____

Golf Registration Reno Washington, D.C. New Orleans

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ 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 charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$125 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 10 days prior to the Regional Meeting. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the Regional Meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee.

 UTU News

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This month's winning photo:

This month's winning photograph was taken by **James C. Blackwell** of Local 1674 at Los Angeles, Cal. This photo is of an eastbound Union Pacific manifest train in Echo Canyon, Utah, taken in August 2001 when Blackwell was on vacation, he said.

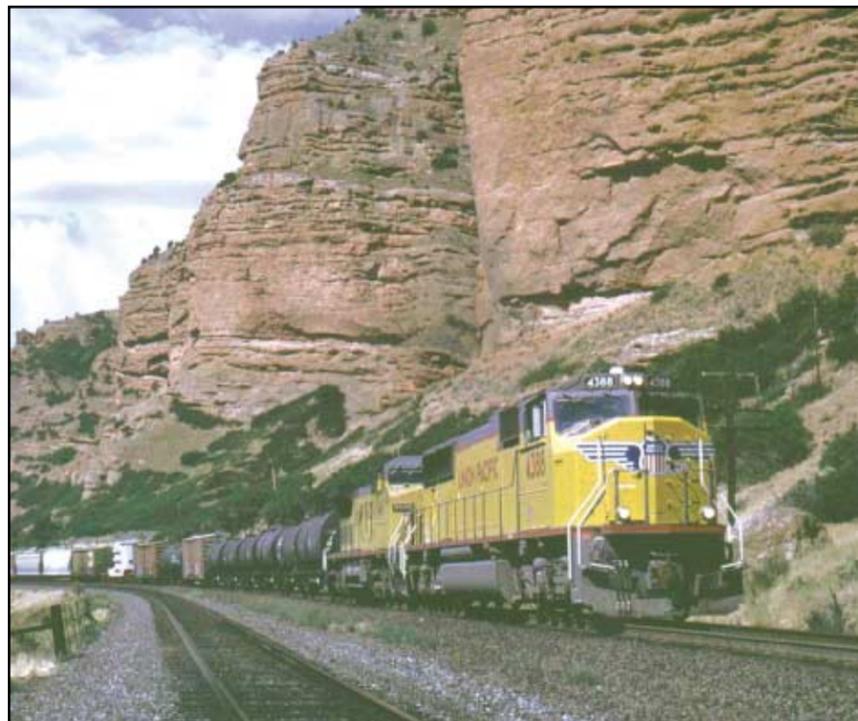
The UTU Public Relations Department is awarding UTU gear to the union member who submits the best photograph during the previous months. The winning photo will be published in the *UTU News*.

Exceptional photographs will be included on the new UTU website later this year.

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

High-resolution digital photographs should be in the JPEG format and e-mailed to "utunews@utu.org". With each photograph, please include your



name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU. Remember to review your employer's policies regarding use of cameras on the property or during work hours.



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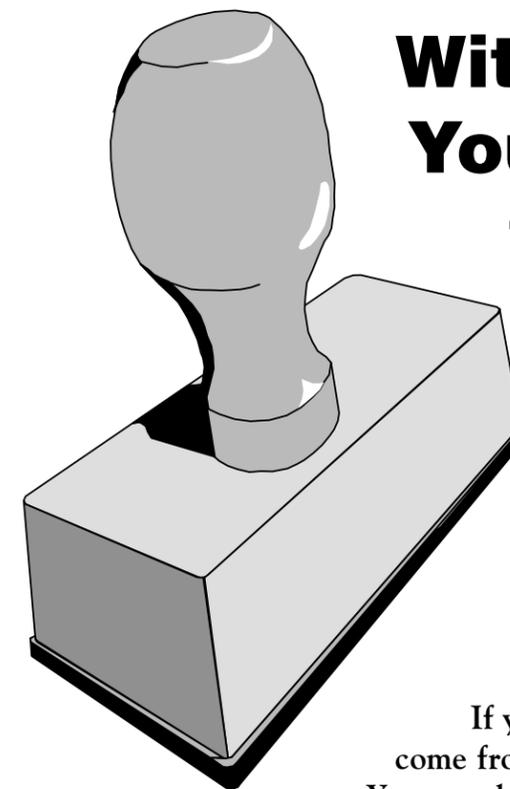
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