

UTU News

The Official Publication of the United Transportation Union

SPECIAL TPEL HONOR ROLL EDITION

News & Notes

Senators reject curbs

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

The vote was a crucial victory for organized labor, which remains opposed to the McCain/Feingold campaign-finance bill.

At issue was the question of whether unions should get members' written approval before using their dues for political purposes, such as voter registration or television advertisements.

(The UTU does not use members' dues for political activity. Its lobbying efforts on behalf of members are financed through voluntary contributions to the union's Transportation Political Education League.)

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

Member dies in accident

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

Weyh was discovered fatally injured beneath a rail car by fellow crewmembers. Investigation into the fatality continues.

Weyh had recently transferred to Willmar from the BNSF Northtown Yard in Minneapolis because of labor cutbacks there.

He is survived by a young daughter and his parents.

Martin dead at 56

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



Martin

A member of Local 1974 in Fort Worth, Tex., Brother Martin began his rail career in 1963 with the Texas & Pacific Railroad Company in Fort Worth, Tex., and was promoted to yardmaster in December 1970.

He was selected to serve as the UTU Yardmaster Department's assistant director in May 1999 following the retirement of his predecessor, Robert C. Arthur. He was subsequently elected by acclamation to that position by delegates attending the UTU's Eighth Quadrennial Convention in Miami Beach, Fla., in August 1999.

Complete obituary on page 5.

Railroad retirement bill introduced as H.R. 1140

UTU urges members to contact lawmakers

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

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

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

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

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National rail talks continue

CLEVELAND, Ohio – UTU and National Carriers Conference Committee negotiators were refining the language reflecting their respective positions and continuing to work toward completion of a tentative national rail agreement as this issue of *UTU News* reached deadline.

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

Negotiators are also awaiting details of the pending Brotherhood of Maintenance of Way Employees (BMWE) settlement which, according to reports, may contain offsets of up to 50% in future wage increases to be applied toward health care costs.

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

UTU, BNSF work for safety

CLEVELAND, Ohio – In response to an initiative launched last month by UTU International President Byron A. Boyd, Jr., Burlington Northern Santa Fe (BNSF) officials have agreed to a summit meeting that will include participation of representatives from the UTU and the Brotherhood of Locomotive Engineers (BLE).

In a March 14 letter to BNSF President and CEO Matthew K. Rose, President Boyd challenged the BNSF leader to attend a summit "to discuss a full range of issues related to safe rail operations and working conditions."

In his letter, Boyd cited "a number of serious injuries and the deaths of workers" on the railroad, noted that the approaches of the past "have not met the mutual interests in safe operations and have not led to effective solutions," and concluded that a "new dialogue

Continued on page 8

Report cites Amtrak flaws

WASHINGTON, D.C. – Amtrak suffers from "fundamental institutional flaws," and shouldn't be expected to balance business and governmental responsibilities, according to the Amtrak Reform Council's (ARC) second annual report.

See editorial, page 4

Last year, in its first report, the panel provided a preliminary assessment of Amtrak, its finances and its operations, and expressed concerns about the national passenger carrier's performance and structure.

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

Continued on page 11

Around the UTU

News from around the U.S. and Canada

Local 4, Charny, P.Q.

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

Local 23, Santa Cruz, Cal.

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

Local 212, Albany, N.Y.

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

Local 240, Los Angeles, Cal.

Members employed by the Union Pacific offer their congratulations and thanks to Brother **Dave Torres**, who recently retired after 39 years of service with the railroad and 10 years of service as the local's secretary and treasurer. Members also send their best wishes to recent retirees **Don Hover**, **Jerry Horne** and **Bob Kramer**, said Secretary and Treasurer **Fred Comeau**.

Local 257, Morrill, Neb.

All are invited to attend an informational seminar sponsored by the local on April 17, 2001, from 9 a.m. to 5 p.m., at the Gering Civic Center in Gering, Neb. Representatives from United HealthCare, Regence (Blue Cross/Blue Shield), and the U.S. Railroad Retirement Board will be on hand, and a Federal Railroad Administration representative will address engineer licensing, motive power, operating practices and other topics. Also attending will be a representative from the Nebraska Public Service Commission's transportation department, UTU Auxiliary President **Edythe M. Walter**, Nebraska State Legislative Director **Ray L. Lineweber**, UTUIA representatives, and **Ron Barczak** of UTU Designated Legal Counsel **Yaeger, Jungbauer, Barczak & Roe**. Participants will enjoy a continental breakfast, a deli lunch buffet and a dinner buffet at 6 p.m. Plan to attend by contacting Local Secretary and Treasurer **Dave Martin** at (308) 635-7522 or by sending e-mail to him at <parmar@prairieweb.com>. Members can also visit the local's website at <<http://utu257.homestead.com/index.html>>.

Local 385, Croton-on-Hudson, N.Y.

Members working on the New York & Atlantic Railroad have ratified a five-year contract that includes wage increases of 4% for the first three years and 5% in the final two



Tom Hall, Jr., (left) a member of Local 1855, Chicago, Ill., shows off the T-shirt he and the other volunteers received recently when they staffed a blood drive at an automobile show.

Lifesaving donation documented on TV

Member **Tom Hall, Jr.**, of Local 1855, Chicago, Ill., played a key role in saving Charlie Johnson's life in 1998, but the first time he actually met Johnson was when both were videotaped in December 2000 for the Sally Jesse Raphael television show.

"In February 1998, I donated blood," said Hall, an engineer employed by Norfolk Southern for six years. "Not 30 minutes later, I got a call asking if I wanted to go through some more extensive testing, because it looked like I was a tissue match for a 51-year-old man with leukemia who needed a bone marrow transplant."

As fate would have it, the decision to become a donor may have saved Hall's life, too. After agreeing to be a donor and undergo testing, the results showed Hall had a serious liver infection. "It had to be cured before I could be a donor, so they gave me a course of antibiotics to clear it up."

On September 8, 1998, with assurances that Local 1855 would provide three days' pay to help cover lost wages from taking time off the job, Hall underwent the donor procedure. "The pain isn't that bad, but the discomfort makes it hard to sleep," Hall explained.

Donors and recipients remain anonymous for a year. After that time, both parties are contacted to see if they wish to meet with each other. Both Hall and Johnson were curious about each other, and their initial encounter was by telephone in October 1999.

About a year later, both men were contacted by the producers of the television show who wanted to arrange a personal meeting. "We didn't meet until we were onstage," said Hall. "That was a real emotional moment."

Hall noted that a year after being a donor, a person is eligible to donate marrow again. "I'm back on the program," he said. "I'd do it again in a heartbeat."

years, as well as a number of other economic and benefit enhancements. Among those participating in negotiations over several months were Local Chairpersons **Bob Goldsbery** and **Anthony Mazzella**, General Chairperson **R.C. McVeen** (GO-619) and State Legislative Director **Sam J. Nasca**.

Local 473, La Grande, Ore.

Among items on the agenda for the annual informational "Rail Days" is the implementation of the Union Pacific's Portland Zone 2

and 3 Hub and Spoke, said Local Chairperson and Secretary and Treasurer **Larry J. Romine**. International Vice President **Arthur Martin III**, General Chairperson **Dean Hazlett** (GO-953), Associate General Chairperson **L.L. Nelson** (GO-953) and Oregon State Legislative Director **Delmer Hanson** are scheduled to attend. Also on hand will be representatives from the Railroad Retirement Board, various health and welfare providers, the Oregon Department of Transportation, and Designated Legal Counsel **Bricker, Zakovics, Querin, Thompson & Ritchey**. All are invited to attend the two-day event, set for 9 a.m. to 4 p.m. on April 11, at the La Grande Eagles Lodge, and on April 12 at the Hermiston Community Center.

Local 1202, Fort Wayne, Ind.

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

Local 1393, E. Buffalo, N.Y.

Cong. Jack Quinn (R-N.Y.) addressed members at a special meeting of Locals 1 and 1393 last month, said Treasurer **Robert Zimpfer**. Quinn, an original sponsor of H.R. 1140, chairs the Railroad Subcommittee of the House Transportation and Infrastructure Committee and was presented with a TPEL contribution, said retired former UTU Public Relations Director **Charles Bethge**, a member of Local 1, Buffalo, N.Y.

Local 1608, Chatsworth, Cal.

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

Local 1745, Albuquerque, N.M.

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

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Paul L. Pratt** of Local 196, Beardstown, Ill., which represents workers on the Burlington Northern Santa Fe. These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.

State Watch

News from UTU State Legislative Boards

North Carolina

The Norfolk Southern (NS) has plans to abandon or close 475 miles of track in the state, from between Raleigh and Chocowinity and from Chocowinity to Plymouth, Lee Creek and New Bern, that could cost 12 to 15 employees their jobs, according to Legislative Director **Richard Westbrook**.

The lines serve several major customers, including the Weyerhaeuser Corp., and without a Class I railroad along the corridor, it would be difficult to lure other industry to the area.

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

The legislative board is working with the general assembly and the state department of transportation to prevent any abandonments or short-line attempts.

Westbrook said members should contact their county commissioners to voice opposition to what NS is trying to do.

Ohio

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

"The Ohio Legislative Board strongly supports this legislation, not only because it affects our members who are employed on steel railroads throughout the state, but because it is in the best interest of our state's economy and of our union brothers and sisters in the steel industry," Legislative Director **Bill Thompson** said.

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

Nebraska

L.B. 185, the two-person train crew bill submitted by the UTU, is on the speaker's list of priority bills and passage is likely before the

State directors on Capitol Hill



On March 14 and 15, 2001, members of the UTU's Legislative Department in Washington, D.C., and various state legislative directors had the opportunity to mingle with lawmakers during "Railroad Days on the Hill," which was sponsored by the Association of American Railroads and the American Shortline and Regional Railroad Association in conjunction with rail labor. "This is an opportunity for our industry to go to Capitol Hill and lobby lawmakers on issues that we agree upon and which will benefit our members and the industry," said Scott Belden, chief of staff of the UTU's Washington office. Pictured above, from left, are State Legislative Directors Don Dunlevy (Pa.), Joe Szabo (Ill.), Belden (Utah), Alternate National Legislative Director James A. Stem, Cong. Jack Quinn (R-N.Y.), W. Larry Foster (Mo.), Sam Nasca (N.Y.), Dan O'Connell (N.J.) and Nelson Seenev (Del.). Quinn was recently appointed chairman of the Railroads Subcommittee of the House Transportation and Infrastructure Committee and was a primary sponsor of the Railroad Retirement and Survivors' Improvement Act of 2001.

end of the legislative session, reports State Director **Ray Lineweber**.

"We are very confident and we are certain it is going to pass," Lineweber said, adding that there is still opposition from the Brotherhood of Locomotive Engineers and the railroads.

If passed, the bill would require an engineer and conductor on any freight line or locomotive

operating between terminals in Nebraska.

It passed the Business and Labor Committee last month without a dissenting vote.

In addition, the Midwest Interstate Passenger Rail Compact (L.B. 244) also passed and was signed by Gov. Mike Johanns. The legislation places Nebraska in a "multi-state" compact focused on retaining and growing interstate passenger service.

North Dakota

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

The meeting schedule is as follows:

Local 525 will meet at the Ramada Inn at Grand Forks at 3:30 p.m. on May 1. A meal and social hour will follow.

Locals 980 and 1137 will meet at the Holiday Inn in Fargo on May 2 at 2 p.m., with a meal and social to follow.

Local 1344 will meet at the American Legion Club in Mandan on May 3 at 1 p.m. CST, with a social hour at 5 p.m. and a dinner served at 6 p.m.

Local 1059 will hold a special meeting in conjunction with its annual retirement banquet on May 4 at 1 p.m. at the International Inn in Minot. A 6:30 p.m. social hour will be followed by the retirement banquet at 7:30 p.m.

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

"While this is less than the coverage we originally sought, it is far superior to the coverage that was required, which was the state minimum," he said.

Bus Department

By **Bernie McNelis**

Laidlaw finances sound, Hatch says

Robert Hatch, president of Laidlaw's Education Services Department, speaking in the February 2001 edition of *School Bus Fleet* magazine, stated that Laidlaw's school bus division is financially healthy, despite the parent company's financial distress.

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

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

That doesn't mean we should feel completely confident Laidlaw's Education Services Department is okay for the future. Because of competition from overseas companies, we have to continue to watch for takeovers of school district contracts where we currently have existing, and sound, labor contracts with Laidlaw. The competition could underbid our current employers, which could mean lower wages and benefits for UTU-represented drivers.

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



Yardmasters

By **Don Carver**

Jerry Martin will be missed by all

Alternate Assistant to the President-Yardmasters Jerry D. Martin passed away following a brief illness.

(See article, page 5)

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

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

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

He never met a person with a problem that he did not want to help.

He always had a funny story to tell to cheer you up when you were down.

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

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

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

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



UTU News

Byron A. Boyd, Jr., International President
Paul C. Thompson, Assistant President
Daniel E. Johnson III, Secretary/Treasurer
James M. Brunkenhoefer, Nat. 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: <http://www.utu.org>.

Ahead of the curve

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

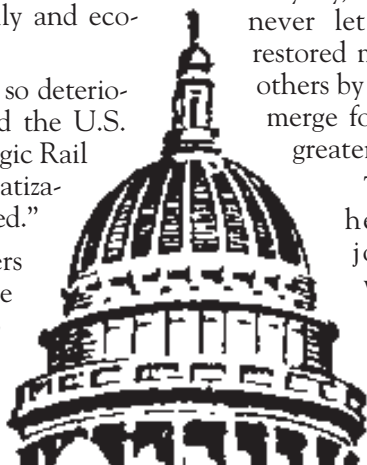
In bold-face type on page three of the report's executive summary is the following sentence: "The Council believes Congress should provide a stable and adequate source of federal funding for the capital needs of the NEC and other rail-passenger infrastructure."

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

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

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

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



WASHINGTON WATCH

By James Brunkenhoefer

A lot can happen in ten years

There is an old saying: "Man plans and God laughs." Many unplanned and surprising things happen every day. Looking back at the ten-year period of the 1970s, I was promoted to locomotive engineer in 1971. I saw us get deeper and deeper into Vietnam, and then get out. I saw Richard Nixon elected by a landslide over George McGovern. I saw his vice president resign in shame, and then Nixon following. We had our first energy crisis, with gas lines waiting at every filling station. Jimmy Carter followed our only un-elected President, Gerald Ford. We saw the Penn Central go bankrupt and we saw the passage of the Staggers Act. A lot can happen in ten years.



The Bush Administration wants to cut our taxes for the next ten years. But the proposed tax cut is directed towards those who need it the least: the very wealthy. I am worried for our future. I agree with those who think that we should go slowly and pay off all of our built-up debt rather than leaving it for our children to pay. Less debt means lower interest rates and lower interest rates can give us as much or more money than a tax cut.

There are many problems that loom in our immediate future. The lights in California keep going out. If that keeps up, many major corporations will move production and jobs away from that state, which will only add to its economic woes. To help Californians and their energy crisis, the Pacific Northwest is draining its rivers and reservoirs to produce hydropower. These actions could leave us with significant agricultural problems, not to mention the damage to the environment and the depletion of the salmon population. Tax cuts won't help any of these things.

Over the last several months, we have seen our stock mar-

This is our promise

I am truly honored to serve as your assistant president alongside International President Byron A. Boyd, Jr.

He and I established a friendship and admiration for each other more than 25 years ago. We always worked well together, and our immediate intentions are to work well for you.

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

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

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

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

Throughout that tough period, I nev-

er gave up on my union. I paid my dues every month while working outside the industry.

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

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

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

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

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

In addition, agreements have been negotiated with protective provisions.

Now we are seeing ominous signs in the new administration.

Regardless of developments, Byron and I know who put us here. We know the 24-hour days, middle-of-the-night calls, setting and waiting to leave and return to the yards, and the loss of family time.

We know who we represent, and will give you 100%.

This is our promise.

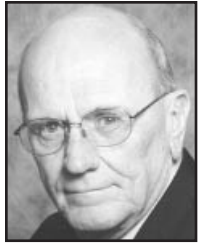


Paul Thompson

Yardmasters' Martin succumbs to cancer at 56

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

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



Martin

A member of Local 1974 in Fort Worth, Tex., Brother Martin began his rail career in 1963 with the Texas & Pacific Railroad Company in Fort Worth, Tex., and was promoted to yardmaster in December 1970.

Four years later, Martin was elected to the office of local chairperson in the former Railroad Yardmasters of America (RYA), a post he held through 1978. He also served the RYA as a vice president and a member of the executive board. Briefly a member of the Transportation Communications Union (TCU), he also held the post of local secretary and treasurer for UTU Local 1974 from 1972 to 1999, and served as general chairperson of GO-343 on the Union Pacific Railroad's (UP) former Missouri Pacific property from 1978 to 1999. He was the first yardmaster general chairperson to win a Scope claim in arbitration, and nev-

er lost one subsequently.

He was selected to serve as the UTU Yardmaster Department's assistant director in May 1999 following the retirement of his predecessor, Robert C. Arthur. He was subsequently elected by acclamation to that position by delegates attending the UTU's Eighth Quadrennial Convention in Miami Beach, Fla., in August 1999.

In late 1999, Martin was appointed by retired former UTU International President Charles L. Little to serve on the UTU National Negotiating Committee, which began pursuing a new national rail contract in November of that year.

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

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

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

UTU, Union Pacific establish “Team West Colton”

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

As a result of the commitment of local management and union officials to such a process, and its individual members, a federal lawsuit filed by the UP against UTU Local 1813 based in West Colton, Cal., and pending since May 2000, will be dismissed.

The announcement came after a meeting of management and labor officials in which both sides emphasized that the working group will continue to engage in regularly scheduled problem-solving sessions.

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

UTU International President Byron A. Boyd, Jr., and UTU General Chairperson J. Kevin Klein.

“It is important from the union side that the membership at West Colton be supported by the International in the innovative approach being used at West Colton,” Boyd said.

“The mutual commitment of Local 1813, Local Chairperson Rick Renna and Vice Local Chairperson Gary Mayfield to the process with local management is to be commended,” added Klein.

“The parties' commitment to problem solving at West Colton has made the lawsuit irrelevant,” Marchant said.

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

Workers on W&LE vote to reaffirm UTU representation

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

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

UTU International President Byron A. Boyd, Jr., congratulated and recognized the efforts of General Chairperson Jerry Fortune (GO-WLE), who played a key role in the representation election.

“Without Jerry's dedication to the UTU and its membership on the W&LE, a victory would have been harder to come by,” Boyd said. “The workers there know that they come first in Jerry's heart, and they take

solace in knowing that both he and the UTU stand behind them in all issues regarding their employment.”

According to UTU Director of Strategic Planning John Nadalin, a combination of factors led to the representation election.

“We believe the movement to decertify was precipitated by both the length of time it took to negotiate an agreement with the carrier and by certain clerks having a close relationship with company officers,” Nadalin said.

The W&LE, a Class II railroad, includes 800 miles of track running from Bellevue, Ohio, to Hagerstown, Maryland, and connects with CSXT, Norfolk Southern and a number of short-line railroads. The carrier manages a \$11.2-million intermodal facility near Canton, Ohio.

FRA finds reporting violations in NJ Transit review

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

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

Although many of the injuries involved “slips, trips or falls,” FRA spokesman Mike Purviance said that federal regulators have ordered an

audit of all NJT safety records for the next three years.

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

Bogen added that he has complained to NJT administrators for years about inaccurate injury reporting.

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

SEPTA general committee officers chosen in vote

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

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

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

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

Members of the local affirmed the UTU as their collective bargaining agent in December 2000, turning back an attempted raid by the Brotherhood of Locomotive Engineers, which had been quoted as supporting “engineer-only” operations on a planned SEPTA extension.

Much to see, do at Regional Meetings!

Diversity is the theme of this year's UTU/UTUIA Regional Meetings, and that theme is reflected in the diversity of workshops, speakers and social events planned for the meetings.

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

Monday

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

Following a short break, those participating will be able to attend either:

- a **workshop on witness preparation and cross-examination techniques** for more effective representation in rail disciplinary investigations;
- a **workshop for bus members** offering information on the processing of grievances, internal organizing, communication with members and arbitration research in support of cases;
- a **secretary and treasurer workshop**, which will review the responsibilities of the local secretary and treasurer, then shift to an overview of the local treasurers' automated bookkeeping application, WinStabs 2001, or
- a program presented by the **UTU Auxiliary** on that organization's purpose, goals and activities.

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

Following lunch on Monday, those attending the Regional Meetings will participate in a workshop entitled "**All Politics Are Local**" presented by UTU National Legislative Director James M. Brunkenhoefer and others on the importance of political activism on the local, state and national levels.

Monday afternoon, Regional Meeting participants can attend either:

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

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

UTU Auxiliary offers tours

The UTU Auxiliary will offer tours of local attractions at both the Greensboro and Winnipeg Regional Meetings.

All registered spouses, family members and guests are welcome to enjoy these tours free of charge as part of their Regional Meeting package, but space is limited and all those planning on taking the tours must pre-register by checking the appropriate box on the registration form.

In Greensboro, the UTU Auxiliary tour will take place on Tuesday, June 26, 2001, from 9:30 a.m. to 2:30 p.m. Participants will board buses at the host hotel and travel to the faithfully restored German Moravian congregational town of Old Salem, which was founded in 1766. Those taking the tour will be able to walk streets virtually unchanged in 200 years and see costumed interpreters re-enact how ordinary people lived, worked and worshiped. Lunch will be at the Old Salem Tavern, known for its Moravian chicken pie, pumpkin muffins, Moravian gingerbread and much more.

Details of the UTU Auxiliary tour in Winnipeg are still being finalized and will be announced in next month's *UTU News*.

Golf outings at Regional Meetings

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

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

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

Both courses require soft golf spikes and proper attire. Golf club rentals are available at both courses and should be reserved ahead of time by calling the Grandover Golf Course at (336) 294-1800, or The Links at Quarry Oaks at (204) 326-9864. All play will be Texas Scramble, or four-player scramble.

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



Greensboro, N.C., (left) is one of the fastest growing areas of the South.



Members, families and friends will find plenty to do in bustling Winnipeg, Manitoba (right).

Tuesday

On Tuesday, Regional Meeting participants can begin their day by attending either:

- a **local chairperson workshop**, featuring a panel of experts offering advice on providing effective local representation during formal railroad investigations;
- a second **local secretary and treasurer workshop**, continuing the program from Monday's workshop on the WinStabs 2001 program, or
- a **bus workshop**, where Vice President Bernie McNelis and guest presenters will provide information on contract negotiations, preparing witnesses and cross-examination techniques.

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

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

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

Wednesday

Regional Meeting participants will kick off Wednesday with either:

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

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

After lunch on Wednesday, participants can attend workshops on:

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

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

Wednesday evening, a **cocktail reception and the President's Banquet** will be held.

Register now for the Regional Meetings!

The UTU/UTUIA Regional Meetings scheduled for this summer promise fraternalism, education and fun.

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

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

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

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

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

Notice of cancellation of your Regional Meeting attendance or golf tournament participation must be received at the UTU International Headquarters 10 days prior to the first day of the Regional Meeting for a full refund without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

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

June 25-27, 2001, Greensboro, N.C.

Sheraton Greensboro Hotel at Four Seasons
3121 High Point Rd., Greensboro, NC 27407
Hotel direct reservations: (800) 242-6556
Call between the hours of 6 a.m. and 11 p.m. EST
Reservation code: UTU
Room rate: \$119 single/double; Parking: Free, self parking
Reservation deadline: May 20, 2001

July 23-25, 2001, Winnipeg, Manitoba

Delta Winnipeg Hotel (*host hotel*)
350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
Hotel direct reservations: (800) 268-1133
Reservation code: UTU
Room rate: C\$125 single/double
Parking: C\$9 per day
Reservation deadline: June 19, 2001

Sheraton Winnipeg Hotel (*first overflow hotel*)
161 Donald St., Winnipeg, Manitoba R3C1M3
Hotel direct reservations: (800) 463-6400
Reservation code: UTU
Room rate: C\$109 single/double; C\$124 deluxe king/two queens
Parking: C\$8.50 per day
Reservation deadline: June 19, 2001

Place Louis Riel All-Suite Hotel (*second overflow hotel*)
190 Smith St., Winnipeg, Manitoba R3C1J8
Hotel direct reservations: (800) 665-0569
Reservation code: UTU
Suite rate: C\$120 to C\$135, single/double
Parking: C\$4.50 per day
Reservation deadline: June 19, 2001

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

UTU Regional Meeting Registration Form

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

Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned social functions. **Pre-registration fees are \$125 per person (U.S. currency);** children 11 and under are complimentary. All pre-registration fees must be paid in U.S. currency. Canadian currency will NOT be accepted. If you have questions, consult your checking or banking institution. Forms and payments must be received 10 days prior to the Regional Meeting. **On-site registration will be \$175 per person (U.S.).**

Which Regional Meeting will you be attending?

Greensboro Winnipeg

Member Registration

Name _____ Local _____

Title (if any) _____

Home Address _____

City/State/ZIP _____

Daytime telephone number _____

How would you like your Regional Meeting materials? (*Choose one*)

Printed CD-ROM

Spouse Registration

Name _____

Title (if any) _____

Will attend the Auxiliary tour? Total number on tour? _____

Yes No

Child Registration

Child name _____ Age _____

Child name _____ Age _____

Child name _____ Age _____

Guest Registration

Guest Name _____

Address _____

City/State/ZIP _____

Relationship to member _____

Golf Registration

Name _____

Handicap _____

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

Payment Options

Check/Money Order (U.S. funds only) \$ _____

Credit Card (please indicate type):

VISA MasterCard

Card number _____

Expiration date _____

Total amount charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$125 per person over age 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, 10 days prior to the Regional Meeting. Make checks or money orders payable 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. For your convenience, payment by credit card is suggested.**

Rail retirement

Continued from page 1

If enacted into law, the measure would result in an expansion of surviving spouse benefits, fixing an inequity that prevents parity with similar benefits paid by the Social Security System.

H.R. 1140 also promises unreduced retirement benefits at age 60 for those with 30 years of service; five-year vesting in the Railroad Retirement System for newer employees; a repeal of artificial caps on benefits for long-term employees; and includes a guarantee that the railroads will ensure the future solvency of the pension fund by absorbing any necessary future tax increases.

In addition, H.R. 1140 will enhance and modernize the system by allowing for investment of its assets in a diversified portfolio, with the anticipated increase in returns to be used to provide improved benefits to retirees and lower taxes on railroads.

Separate but attached to the measure is a collective bargaining agreement that will provide continued health and welfare coverage until age 65 for those who retire at age 60.

Co-sponsors sign on

The measure attracted more than 70 co-sponsors within hours of its introduction, a development characterized by UTU National Legislative Director James M. Brunkenhoefer as "virtually unprecedented."

Original sponsors of the measure include Chairman of the House Transportation and Infrastructure Committee Don Young (R-Alaska); ranking Democrat on the committee Cong. Jim Oberstar (D-Minn.); Chairman of the Railroads Subcommittee Jack Quinn (R-N.Y.), and Cong. Bob Clement (D-Tenn.), ranking Democrat on the subcommittee.

Brunkenhoefer noted that because the measure now has a bill number, UTU members and other supporters should begin contacting their representatives and urging them to sign on as co-sponsors.

"If your representative is a Democrat, he or she should be asked to sign on as a co-sponsor by calling Rachel Carr at (202) 225-3274," Brunkenhoefer explained. "If your representative is a Republican, he or she should be asked to sign on as a co-sponsor by calling Fraser Verruseio at (202) 225-9446."

On the same day the measure was introduced in the House, Sen. Orrin Hatch (R-Utah), who had supported last year's effort, committed to becoming a primary sponsor of the legislation in the U.S. Senate.

"Sen. Hatch asked that we work and do just what we had been successful at in the House and gain co-sponsors," said Brunkenhoefer. "If we are successful in getting co-sponsors for this legislation, he expects to introduce it in the Senate on or about April 6."

Labor gets commitment

Brunkenhoefer noted that rail labor had received the same commitment from Sen. Max Baucus (D-Mont.), the highest-ranking Democrat on the Senate Finance Committee, and urged UTU members and other supporters of the measure to begin writing to their senators.

"Please contact your senators and ask that they support this measure, and ask them to notify either Sen. Hatch's or Sen. Baucus's office that they would like to be co-sponsors," said Brunkenhoefer, who noted the bill will be referred to by a different number in the Senate.

"In the year 2000," said Alternate U.S. National Legislative Director James A. Stem, Jr., "the UTU used a tremendous amount of energy and resources in progressing this bill. It

came close to the finish line, but the clock ran out. We intend to expend the same level of resources to get this passed this year, and that's why contributions to our Transportation Political Education League (TPEL) are so important."

Coalition back on board

Besides the UTU, the legislation is supported by a coalition of organizations representing at least three million people.

Those instrumental in the progress of H.R. 1140 include the National Association of Retired and Veteran Railway Employees, Inc.; the Brotherhood of Railroad Signalmen; the Transportation Communications Union; the Transport Workers Union; the International Association of Machinists and Aerospace Workers; the International Brotherhood of Boilermakers; International Brotherhood of Electrical Workers;

The Brotherhood of Locomotive Engineers (BLE); the American Train Dispatchers Dept./BLE; the Communication Workers of America; the National Conference of Firemen and Oilers (SEIU); Sheet Metal Workers International Association; the National Air Traffic Controllers Association;

The Hotel Employees & Restaurant Employees International Union; the Seafarers International Union, and the Ironworkers (International Association of Bridge, Structural, Ornamental & Reinforcing Iron Workers).

Late last year, after the House approved the legislation, the BLE and Brotherhood of Maintenance of Way Employees (BMWE) dropped their opposition in return for the opportunity to participate in the negotiated extension of health and welfare coverage.

While the BLE also offered its active support, the BMWE opted to remain neutral.

BNSF safety

Continued from page 1

needs to take place with new ground rules."

"The BNSF has accepted our request for a summit, and at this time it appears the UTU and BLE will work jointly on this project," Boyd said as the *UTU News* reached deadline. "We're still trying to set up dates for a meeting. It appears the summit will take place in Kansas City, Mo., in the very near future."

In response to news of UTU's initiative, BLE International President Edward Dubroski issued a statement applauding Boyd's request for a summit.

"We share President Boyd's concern about safety on the BNSF," Dubroski wrote. "The SACP process on that property has been disappointing, and we have begun receiving troubling reports that SOFA safety audits are being used as a disciplinary tool in some areas. On top of that, we recently learned that BNSF's genetic testing program – which has been temporarily stopped by a federal court – has included at least one locomotive engineer.

"Safe working conditions for operating employees, and indeed for all railroad workers, is an issue that must transcend rivalries between unions," Dubroski continued. "We all should unite behind this struggle."

In his letter to BNSF's Rose, Boyd proposed that the summit be attended by top officers of the organizations, as well as the UTU's general chairpersons and state legislative directors.

"I believe the parties have a real opportunity to address each other's interests, to determine their mutuality, and to come up with mutually

satisfactory resolutions" of issues concerning safety and working conditions.

Boyd's call for a safety summit was issued just four days before an Amtrak's California Zephyr derailed last week on BNSF track in southwest Iowa.

No UTU-represented workers were hurt in the accident that took one life and injured about 90 other passengers.

According to reports, the derailment occurred on a section of track where a defect had been found and a temporary replacement rail was installed until permanent repairs could be made.

Safety a UTU concern

Safety and working conditions on the BNSF have long been a concern of the UTU's, with recent sore spots dating back to at least late 1999, when the BNSF promulgated its notorious "Availability Policy," which required employees to work or be ready to work as many as 400 hours a month.

That policy ran counter to the work/rest guidelines agreed to earlier that year, prompting the UTU and other unions to pursue a legislative remedy through "guaranteed-time-off" legislation.

At the same time, UTU informed the Federal Railroad Administration (FRA) that the union would no longer participate with the carrier on vital labor/management programs, including the Safety Assurance and Compliance Program (SACP) and the Railroad Safety Advisory Committee (RSAC), until BNSF honored the work/rest principles.

The UTU continued to apply pressure for adherence to the work/rest principles by

opposing BNSF's proposed merger with CN in early 2000. In February 2000, BNSF finally abandoned the policy.

In January 2001, the FRA concurred with UTU Montana State Legislative Director Fran Marceau that BNSF had been violating the FRA's hours-of-service reporting regulations.

Last month, U.S. Department of Transportation inspector general testified at a congressional hearing that his office had decided well before the Iowa derailment to review the FRA's SACP program.

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

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

"Rail safety is really a team sport and we want to address any substantive issues," Hiatte said.

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

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

It is the largest hauler of grain in North America.

Voices: Does your job allow you to plan vacations?



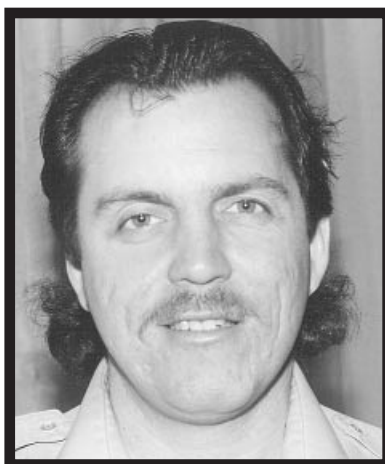
Larry Barrilleaux
L-1836, New Orleans, La.

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



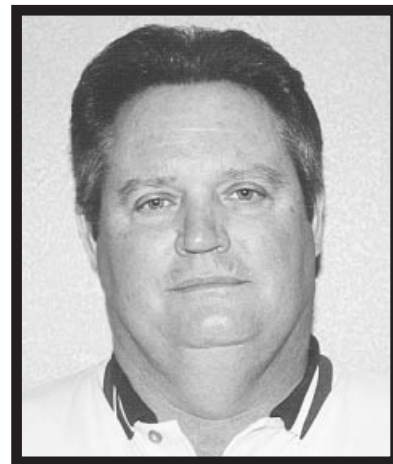
Marjorie O'Donnell
L-1951, Albany, N.Y.

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



Jack Dedrick
L-1608, Chatsworth, Cal.

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



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

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

FELA Update

Notice, notice, notice

Probably everyone knows that you must show that a railroad did something wrong (that it was negligent) before you are entitled to be compensated for an on-the-job injury.

However, some employees do not realize it is necessary, most of the time, to show that, before you were hurt, the railroad knew about the problem and failed to take corrective action.

So, even if you get hurt on a switch that has been bad for some time, or maybe you are injured when you slip in a pool of oil, you are not automatically going to receive any money from the railroad for your injury.

Many times lawyers representing injured employees are told that the company knew about a problem "because peo-

ple always complained about it."

When we investigate, however, we find that no one put the problem in writing. There is no record of a complaint.

If you think that your place of employment is unsafe, put the company on notice by writing a letter to your supervisor about the unsafe condition. Be sure to give a copy of the letter to your local chairperson.

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

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

Economic issues slow van driver, bus contracts

CLEVELAND, Ohio – While UTU representatives continue to make progress on first contracts for newly organized van-service and bus operators, some management representatives are using economic issues to slow the negotiating process.

According to Vice President–Bus Bernie McNelis, negotiations with Renzenberger are progressing slowly because the company is claiming that it cannot afford pay increases.

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

McNelis said that if there is no contract proposal to present to the drivers in the next month or two, the employees will have to consider what effective self-help remedies are available.

The status of negotiations are about the same for all areas, including California, Texas, Louisiana and Kansas, he noted.

On the bright side, McNelis added, the drivers continue to show support for the UTU and are willing to support whatever action the union decides to pursue.

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

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

Alternate Vice President–Bus Carolyn Scarsella said her discussions with Laidlaw in Riverside and Hesperia, Calif., on behalf of bus drivers and aides, have reached consensus on protective arrangements, union security and seniority.

As this issue of the *UTU News* went to press, Scarsella was optimistic that progress could be made at upcoming meetings with Laidlaw, which were scheduled for March 26, and April 2, 4 and 9, 2001.

Senior News



Retired member John E. Roulanaitis traces genealogical connections to the Confederacy.

Genealogy hobby leads southbound

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

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

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

"We're dedicated to preserving history and educating the public," said Roulanaitis.

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

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

"I enjoy history, and plan to attend a Civil War festival in April," said Roulanaitis, who invites others to learn about their families or the Sons of Confederate Veterans by calling him at (618) 932-2007 or by sending him e-mail at <scvjon@midwest.net>.

Trustees extend solvency of Medicare, Social Security

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

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

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

Treasury Secretary Paul H. O'Neill, a trustee of the two programs, said that what appeared to

be good news was no "excuse for complacency."

Other trustees of the Medicare program agreed, noting that Medicare spending was expected to more than double in 10 years.

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

Medicare's hospital trust fund is growing steadily and is expected to reach \$650 billion at the end of 2010, up from \$177.5 billion at the end of last year, the trustees said. The program accounts for 2.2% of the nation's gross domestic product.

Bush pursues Medicare reform

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

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

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

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

RETRENDO Club plans dinner, dance

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

The RETRENDO (REtired TRainmen and ENginemen SOcial) Club's annual gathering will be held Sunday, May 6, 2001, at the Lamplighter Restaurant in Delmont, Pa., according to retired yardmaster **A.V. "Jock" Powers**, a UTU Retiree Program member from Local 1948, Youngstown, Ohio.

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

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.

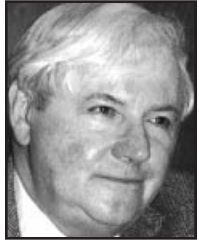
Local	Name	City/State	Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Shirey, Ronald A.	Toledo, OH	446	Schwoppe, E.L.	Cheyenne, WY	769	Vail, Francis S.	Amherst, VA	1358	Hallett, Herman E.	Tilton, IL
6	Foote, Charles A.	Brownsburg, IN	462	Lindley, Odis B.	Long Beach, CA	793	Lancaster, Aubrey G.	Chapin, SC	1365	Salman, Fehmy	Youngstown, OH
6	Knight, Edward F.	Petersburg, IN	498	Embleton, Arnold W.	Pittston, PA	857	Smith, Milton	San Antonio, TX	1375	Parker, Jr., George E.	Rome, PA
113	Merritt, Orrin K.	Alexandria, VA	498	Hill, Sr., Gordon E.	Wildomar, CA	872	Brickey, F.C.	Council Bluffs, IA	1393	Wangelin, Walter G.	Spg. Lake, NC
145	Hamilton, Claude R.	Wooster, OH	586	Dolan, Joseph P.	Shelby, OH	898	Green, Conrad J.	Rockport, MA	1447	Costanza, John G.	Jersey City, NJ
202	Sears, Richard J.	Denver, CO	590	Corcoran, K.C.	Lakewood, OH	911	Spence, Wesley D.	Aitken, MN	1477	Wojcik, John	Garden City, MI
212	Kimmel, Jr., Henry J.	Albany, NY	590	Fenner, Robert F.	Portage, WI	970	McCurley, G.M.	Abbeville, SC	1548	Cullin, Paul R.	Tavares, FL
215	Risser, Irwin E.	Mechanicsburg, PA	602	Tressler, R.W.	Cogan Station, PA	1066	Elliott, Charles M.	Medford, OR	1591	Ireland, Sr., S.E.	Baltimore, MD
225	Kondelik, R.C.	Maple Hts., OH	626	Best, Ellwood R.	McCook, NE	1074	Johnston, Charles K.	Deland, FL	1601	Wolfe, York W.	Big Stone Gap, VA
228	Traxler, Max	Ottumwa, IA	632	Anderchin, Michael S.	Tyrone, PA	1074	Kocaya, Walter T.	Carnegie, PA	1626	True, J.D.	Skagway, AK
298	Fisher, Eugene V.	Chicago, IL	645	Ryan, George	Neptune, NJ	1074	Riddle, Poe	Smithville, WV	1661	Jeffrey, Tory E.	Marysville, OH
298	Miller, William P.	Sun City, AZ	650	Elvin, R.O.	St. James, MN	1117	Fiedler, William C.	Portage, MI	1918	Nail, George R.	El Paso, TX
298	Reed, Raymond W.	Oak Lawn, IL	674	Johnson, David T.	Warrenton, GA	1177	Bissett, Harry J.	Minnnetonka, MN	1951	Collier, Jr., James L.	Tucson, AZ
328	Sorrentino, W.J.	Cheshirelotte, CT	706	Powell, Earl E.	Salem, VA	1202	Smith, Lavern V.	Bluffton, IN	1962	Asselin, C.D.	Grand Rapids, MI
330	Baker, Truman J.	Scott City, MD	707	Finn, Robert B.	Marysville, KS	1205	Sayles, F.J.	Houston, TX	1974	Martin, Jerry D.	Westlake, OH
421	Murray, William L.	Stoneboro, PA	750	Williams, Jack Q.	Johnson City, TN	1346	Polk, William T.	Nashville, TN			

Amtrak solution to highway, airway gridlock

The following was written by retired Assistant General Secretary and Treasurer Dan Collins, a member of Local 1393 at East Buffalo, N.Y.

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

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



Dan Collins

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

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

The countdown has begun. When Amtrak's money runs out, what happens next? I suspect Amtrak will once again be put back on life support, because of an imposed starvation diet by our penny-wise and pound-foolish representatives in Congress.

The congressional mandate for Amtrak self-sufficiency by the year 2002 is dead wrong, and is nothing more than a manufactured myth. The highways will continue to get their subsidy of \$20 billion annually, and the airways their \$10 billion. Isn't it strange that these public investments in highways and airways are called an investment in our transportation infrastructure while funding for our national system of passenger trains is called a subsidy to Amtrak? Why do we label one a public investment, the other a sub-

sidy? The millions of people who use passenger trains deserve an answer.

We do strange things in this country. For example, we know that NASA spent \$200 million to place a polar lander on Mars. It failed, just as 12 other missions like it have failed. This was all done with taxpayers' money.

I find it hard to understand how our congressional leaders would authorize our tax dollars to be spent on 13 failed missions to Mars when the people of Ohio can't ride a passenger train from Cleveland to Cincinnati.

Instead of Buck Rogers space stations in the sky we should be investing in passenger train stations here on earth. Amtrak serves about 500 communities, provides service to 50 million passengers and jobs for thousands of people. The preservation and expansions of our national system of passenger trains is more important to our national well-being than space travel to Mars or the moon. For most of us getting to Miami by train is a lot more important than getting astronauts to Mars in a space ship.

Saving Amtrak from the clutches of its Demolition (Reform) Council will be no easy task because some of its hand-picked members are advocates of the liquidation of Amtrak and the privatization of its parts. A possible political struggle could develop between Amtrak's Board of Directors and the Reform Council. The board seeks to save Amtrak by building high-speed corridors while the reform council will give Amtrak a chance to save itself without needed operational funds, or needed capital funding, by means of an internal restructuring, or the council will arrange for its funeral, and Congress will provide the pallbearers. A political struggle between the board and the council will not produce the desired goal of preserving our national system of passenger trains.

I remain unalterably opposed to the efforts and actions of self-anointed professionals to reconstruct Amtrak. Amtrak and our national system of passenger trains is a national asset and must be preserved against raids on its existence by politicians.

Because Amtrak is a public, rather than a private, corporation, it deserves the same access to public funding as do our other modes of transport. The time has come to rectify this wrong, and in so doing prevent the coming gridlock on our highways and airways, and the possible collapse of the whole transport system.

Our national economic well being, our environment, and our safety could well depend on it.

Amtrak flaws

Continued from page 1

The 11-member council operates as an independent federal commission chartered to recommend improvements of Amtrak's operations and monitor its progress toward self-sufficiency.

Congress created the panel in 1997 as part of the Amtrak Reform and Accountability Act, which delivered billions of dollars in support for Amtrak but gave it five years to prove it could run without annual operating subsidies.

Ultimately, the council's goal is to stimulate debate, and it's report noted plans to hold formal hearings on issues it raises, with the intent to hold at least one hearing in each of the eastern, central, mountain and west coast regions of the nation.

The report also noted that various congressional committees will likely hold hearings in the near future on the proposed High Speed Rail Investment Act (S. 250). "The council believes that such hearings would provide an excellent opportunity for Congress to evaluate the central views put forth in this report..." the panel wrote.

Warrington critical of report

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

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

In a letter to ARC Chairman Gilbert Carmichael, Warrington said, "The ARC proposal clearly moves away from the statutory mandate to make Amtrak more businesslike and less reliant on the government."

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

The council proposed five options, but immediately ruled out one which called for full privatization of the passenger rail system.

Three other options call for creating a government corporation to act as owner and operator of Amtrak's physical assets. A fourth calls for the individual states to assume ownership of the physical assets.

According to the council, its intention isn't to create a new level of government, but to consolidate existing governmental functions now dis-

tributed among Amtrak, the Federal Railroad Administration (FRA), the Department of Transportation's inspector general and the General Accounting Office.

The panel's members acknowledged the likelihood of a substantial rise in demand for intercity rail passenger services. In addition, the report indicated that the panel "believes Congress should provide a stable and adequate source of federal funding for the capital needs of the Northeast Corridor and other rail-passenger infrastructure."

Representative from labor dissented

Eight council members approved the report without qualification. Member Wendell Cox approved the report's determinations but noted he reserved his approval of the need for funding. The newest member, Secretary of Transportation Norman Y. Mineta, abstained.

Charles Moneypenny, rail labor's representative on the council, dissented from the report.

"While I agree that Amtrak, like any U.S. institution, faces certain political pressures," Moneypenny wrote, "I do not understand how simply separating Amtrak's functions and creating separate units would address this issue."

Moneypenny noted "that all four plans would appear to create an untenable bureaucracy which would make Amtrak operations more complicated and provide less real accountability." He objected to the majority's recommendation for additional studies, writing that this and "many of the recommendations made in this report go beyond the ARC's mandate...."

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

Cox, appointed by then-House Speaker Newt Gingrich, disagreed with the finding that Amtrak "or other intercity rail should receive additional government subsidies or user fees not directly generated by passengers of such services."

According to Cox, it is "premature to consider additional funding until each of the following have been determined: 1) That there is a compelling public purpose; 2) that Amtrak or other intercity rail is the most efficient and effective mechanism for accomplishment of that purpose; and 3) that the unit cost structure of Amtrak or other intercity rail is no higher than market."

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4/01

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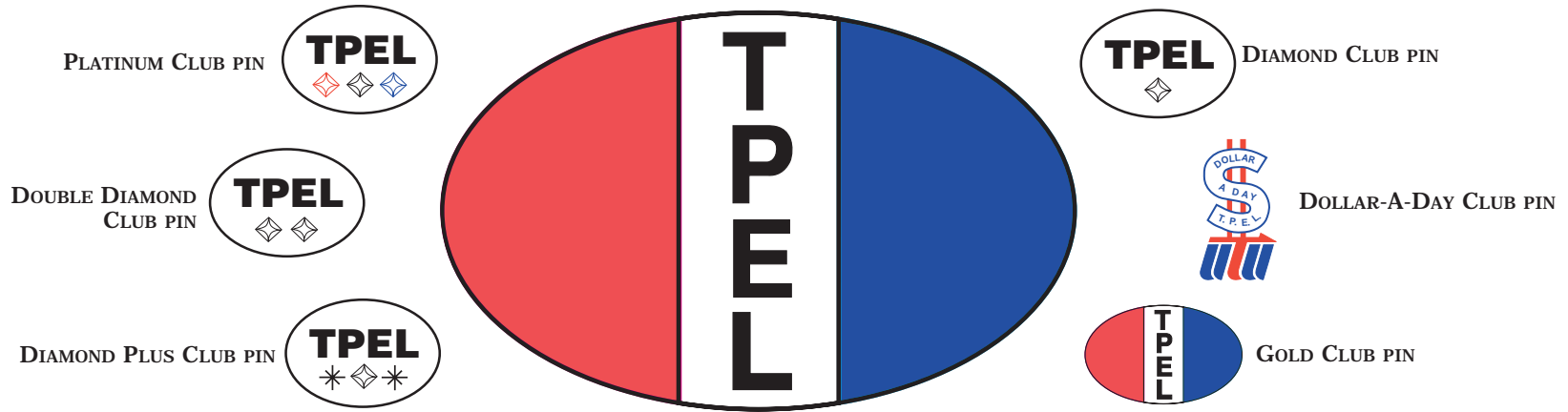
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4/01



The TPEL Honor Roll

SPECIAL PULL-OUT SECTION

TPEL GIVES YOU A VOICE!

Your union's legislative program has been successful because of the political awareness and activity of its members. The members expect their union to be politically active and working hard to improve and protect their safety, job security, health care and pensions.

The union's political action committee, the **Transportation Political Education League (TPEL)**, is the tool that opens the door for UTU officers and members to deliver that message. TPEL is the reason that International President Byron A. Boyd, Jr., and National Legislative Director James Brunkenhoefer are able to meet with a senator or congressman, instead of a staff person.

The UTU has set four goals for the political involvement of every member: 1) Get registered to vote (including all family members); 2) Make a commitment to cast your vote even if it means voting absentee; 3) Vote your pocketbook (cast an informed vote; UTU-endorsed

candidates will put your pocketbook first); 4) Contribute a minimum of \$1 per day to TPEL.

The best way for members to be heard is to donate to the TPEL program. The UTU is the most politically influential rail and transportation union in Washington and in state capitals because of the tens of thousands of members who contribute to TPEL.

In politics, money talks. Because more than 30,000 UTU members believe in supporting understanding lawmakers through TPEL, the UTU message is being heard loud and clear on Capitol Hill and in state capitals nationwide.

This annual special section honors all active and retired UTU members, and others, who have contributed or pledged \$300 or more to TPEL in the last year.

The UTU urges every member to sign up to contribute to TPEL immediately. This is the best investment that UTU members and their

families can make in their futures. TPEL is a legal, moral, appropriate response to the demands of our American political system.

Contributions can be deducted automatically from paychecks, or made on a one-time basis.

One half of every TPEL contribution is used within the state of the donor's local, and the other half is used for candidates running for federal office. So, the more money TPEL receives from, say, California, the more money TPEL can use inside California for political purposes.

TPEL features different annual contribution clubs:

PLATINUM:	\$1,200 OR MORE
DOUBLE DIAMOND:	\$600 TO \$1,199
DIAMOND PLUS:	\$400 TO \$599
DOLLAR-A-DAY:	\$365 TO \$399
DIAMOND:	\$300 TO \$364
GOLD:	\$100 TO \$299

All contributions of at least \$100 per year receive a baseball-style hat, lapel pin and TPEL membership card.

A MESSAGE FROM NATIONAL LEGISLATIVE DIRECTOR JAMES BRUNKENHOEFER

In many states, and certainly here in the nation's capital, there is a lot of rhetoric about campaign finance reform. The talk is about one of two things: soft money, or reverse check-off. The public doesn't like the idea of corporations, big business or others bankrolling political campaigns. They find repugnant the idea that businesses might win more political decisions because of their donations. And they should.



Some organizations use reverse check-off, which is where members' dues, or a portion thereof, are dedicated to the organizations' political action committees (PAC). UTU doesn't do business that way. Yes, we have a PAC. We call it TPEL, an acronym for the Transportation Political Education League. We are very proud of our PAC and what it has done over the years. All of our contributions, however, are legally solicited and voluntarily contributed, and that is an important distinction. TPEL

provides a mechanism for you, the UTU member, to band together with other UTU members to speak with one loud voice.

Your donations are divided into two equal parts. One half is used in the state in which it is collected, the other half at the national level. Simple. Your donations are used to support political candidates, who through a very difficult judging process, are deemed worthy of our support. Those decisions are made on the basis of the candidates' prior support, or pledge of future support, of our legislative needs. The security of our jobs, our health care, our safety and our retirement benefits are the main criteria for making those decisions.

I have always been proud that TPEL works the way it does. I can go anywhere in Washington, D.C., and in our state legislatures and brag about our members' level of contribution and, at the same time, have no fear of scrutiny. We legally solicit your participation and you, the contributors, do so vol-

untarily. Other organizations envy your commitment. I applaud it. And don't forget how successful we were during the last election: In more than 80% of races where we made a TPEL contribution, the candidate we supported won election.

As good as TPEL is, and as much as we are able to do with your contributions, we still need more. Will we be able to bankroll a campaign? No. Will we be able to buy a critical vote? No. But, will we be able to support our friends who open their doors to hear our concerns? Absolutely. They understand that TPEL is a collection of legally solicited, voluntarily contributed funds from a group of hard-working bus drivers, airline pilots and railroad employees who want their voices, and the voices of their families, to be heard, and heard loudly, in those places where political decisions are made.

In this special section of the *UTU News*, you will find a list of your fellow members who truly understand the value of participation in TPEL. They know that their voices are being heard and they are helping to ensure that your voice is heard as well.

I am hereby asking you to make your own voice heard. If you are not a contributor, please consider changing that. If you are a TPEL member, please consider making your voice sound even louder by increasing your level of commitment. If, on the other hand, you cannot do either, at least review the list and give your thanks to your fellow workers who do contribute so that all voices can be heard.

James M. Brunkenhoefer
UTU National Legislative Director



PLATINUM CLUB

**Alabama**

- 598 Mobile
Carnathan, Stephen A.
- 622 Birmingham
Clements, Ronald R.
- 1912 Mobile
Ramsey, Robert S.

Arizona

- 807 Tucson
Johnson III, Daniel E.
Rabb III, Lloyd L.
- 1629 Phoenix
Olson, Scott T.

Arkansas

- 656 N. Little Rock
Youngdahl, Jay T.
- 950 West Memphis
Futhey Jr., Malcolm B.

California

- 240 Los Angeles
Garvin Jr., Harry J.
Jones, James P.
Webb, Robert D.
- 1201 Stockton
Gilwee, James F.
- 1422 Los Angeles
Feldman, Larry
- 1544 Maywood
Nelson, Frederick L.
- 1564 Los Angeles
Williams, James A.
- 1565 West Hollywood
Square, Charles G.
- 1570 Roseville
Anderson, Michael N.
Britt, Donald S.
- 1607 Los Angeles
Ali, Rashaad
Ortega Jr., Enrique
- 1608 Chatsworth
Baffoni, Victor G.
- 1770 Los Angeles
Pfiester Jr., R. Edward

Florida

- 903 Jacksonville
Higginbotham, W. Earl
Holland II, James R.

Georgia

- 1033 Atlanta
Parker, Clayton L.
- 1245 Atlanta
Boyles Jr., Dan
Warshauer, Michael J.

Idaho

- 78 Pocatello
Martin III, Arthur
Millward, George J.
Price, John W.
- 265 Pocatello
Yarger, Shane R.

Illinois

- 168 Chicago
Harrington Jr., Robert E.
- 195 Galesburg
Fisher, Alan J.
- 528 Chicago
Downes, Daniel J.
- 577 Northlake
Harrington, Patrick J.
- 620 Chicago
Acker, Laurence C.
- 1290 Chicago
Szabo, Joseph C.
- 1421 Franklin Park
Babiarz, Gary F.
Drennan, Patrick D.
Franciose, Michael J.
Pastore, Joseph C.
- 1433 Elmwood Park
Sophie Jr., Kenneth J.
- 1534 Chicago
Thompson, Robert B.
- 1538 Chicago
Sands, John C.
- 1895 Chicago
Hoey, J. Dillon

Iowa

- 329 Boone
Koestner, Larry W.

Kansas

- 94 Kansas City
Thompson, Paul C.
- 533 Osawatomie
Lindsey Jr., Donald F.
- 1532 Kansas City
Huston, James A.
O'Neal, G. Michael

Kentucky

- 376 Louisville
Boling, Roy G.

Louisiana

- 1458 DeQuincy
Hakey, David L.
- 1501 Baton Rouge
Biedenharn Jr., Warner E.

Maryland

- 610 Baltimore
Albertini, Guy M.

Michigan

- 72 Battle Creek
Van Bree, Frank E.
- 1438 Lincoln Park
Brickey, David H.
- 1709 Pontiac
Wigent, Bruce R.

Minnesota

- 1000 Minneapolis
Barczak, Ronald J.
LeNeave, Cortney
- 1882 Minneapolis
Tello, Michael F.

Mississippi

- 1088 Jackson
Batton, Jerry L.
Snow, Robert W.

Missouri

- 226 Moberly
Foster, William L.
Thompson, Kim N.
- 303 Springfield
Vahldick, Carl M.
- 1405 St. Louis
Callis, F. Lance

Montana

- 891 Whitefish
Marceau, Richard L.

Nebraska

- 305 Lincoln
Cox Jr., James L.
Lineweber, Ray L.
- 627 Wymore
Diegel, Robert C.

New York

- 29 Babylon
Altier, Joseph P.

North Carolina

- 1011 Hamlet
Hancock, John C.
- 1105 Wilmington
Rutter III, C. Arthur
- 1129 Raleigh
Stem Jr., James A.

North Dakota

- 1137 Fargo
Tangen, Robert A.
- 1344 Mandan
Risch III, John J.

Ohio

- 601 Crestline
Davis, Larry R.
- 693 Brewster
Patsouras, Peter L.
- 1816 Toledo
Sharrock, John C.

Pennsylvania

- 150 Carnegie
Dunlevy, Donald W.
- 300 Philadelphia
Coffey Jr., Joseph A.
McGough, John J.
- 838 Philadelphia
Barish, Marvin I.
Iannone, Costantino A.
- 1418 Conway
McVay, William W.
Peirce Jr., Robert N.

Tennessee

- 750 Knoxville
Emert, Paul E.

Texas

- 18 El Paso
Bieganski, Victor
- 20 Beaumont
Young, L. Steven
Zito, Marc A.

- 83 Houston
Brunkenhoefer, James M.
- 965 Dallas
Boudreaux, Joseph N.
- 1313 Amarillo
Miller, David R.
- 1524 Houston
Little, Charles L.
- 1886 Houston
Letbetter, Tom R.
- 1892 Houston
Payne, George
- R Schulenburg
Thompson, Ann Lathe

Utah

- 1366 Salt Lake City
Belden, Galen S.

Virginia

- 48 Norfolk
Hajek, Francis P.
Moody Jr., Willard J.
Moody Sr., Willard J.
- 706 Roanoke
Jeskey, Richard E.

Washington

- 117 Vancouver
Boyd Jr., Byron A.
- 1468 Walla Walla
Zakovics, Zig I.

Wisconsin

- 311 La Crosse
Dwyer II, Thomas P.
- 582 Stevens Point
Minton, Jeffery J.

Wyoming

- 951 Sheridan
Kiker, David B.

* = Retired Member



DOUBLE DIAMOND CLUB

**Alabama**

- 622 Birmingham
Simpkins, Randall B.

Arizona

- 113 Winslow
Childers, Joseph M.
- 807 Tucson
Lindsey, Craig I.
Spelce, Robert W.

Arkansas

- 507 Van Buren
McGowan, Thomas H.
- 656 N. Little Rock
Matthews, James T.

California

- 240 Los Angeles
Nelson, Donald W.
- 1544 Maywood
Decoste, Serge J.P.
Farris, Herbert A.
- 1564 Los Angeles
Jefferson, George F.
- 1732 San Jose
Johnson, Donald E.
- 1770 Los Angeles
Baker, Robert A.

Colorado

- 202 Denver
Nierling, Thomas F.

District of Columbia

- 1933 Washington
Fritter, Steven P.

Idaho

- 78 Pocatello
Mattox, Michael J.
- 265 Pocatello
Correll Jr., Jack L.
Guidinger, Maurice D.
Querin, Douglas S.
Smith, David L.

Illinois

- 171 Aurora
Mielke, Daniel G.
- 597 Des Plaines
Lewis Jr., Harry C.
- 740 Joliet
King, Thomas A.
Sicinski, Charles E.
- 1973 Chicago
Callahan Sr., Larry S.

Indiana

- 298 Garrett
Edwards, Kenneth R.

Iowa

- 306 Eagle Grove
Hendricks, Patrick C.
- 329 Boone
Dennis, Ralph J.

Kansas

- 707 Marysville
Ring Jr., Charles A.
- 1503 Marysville
Jenkins, Donald C.
- 1532 Kansas City
Schlosser, Donald D.

Louisiana

- 1501 Baton Rouge
Devall, Gary W.

Minnesota

- 650 Minneapolis
Ericksen, Donald C.
- 1000 Minneapolis
Filter, John W.
Virgin, Gary K.

Missouri

- 947 Chaffee
Loucks, Stephen W.

Montana

- 891 Whitefish
Marceau, Francis G.

Nebraska

- 7 North Platte
Sullivan, Thomas E.
- 626 McCook
Hester, Richard A.
Schroeder, Gary L.

Nevada

- 1043 Sparks
Busch, Leon F.
Hansen, Ray S.

North Carolina

- 782 Asheville
Clark, James H.
- 783 Spencer
Valley, Jimmy H.

Oregon

- 283 Portland
*Johnson, Carrol E.
- 471 Eugene
Boam, Greg W.
- 473 La Grande
Cuellar, Steve

Pennsylvania

- 1379 Pittsburgh
Mateer, John L.

South Carolina

- 407 Charleston
Ramsey Jr., Jack D.

Tennessee

- 338 Chattanooga
Anderton, Jerry R.
- 1308 Bruceton/Hollow
Potter, James E.

Texas

- 331 Temple
Tibbit, Paul W.
- 489 San Antonio
English Jr., Cornelius M.
- 508 Smithville
Saunders, John A.
- 564 Cleburne
Jones, Darrell H.
- 1313 Amarillo
Arterburn, David M.
Wilson, Penelope B.
- 1593 Brownwood
Boyd, Richard G.

Utah

- 1366 Salt Lake City
Chidester, Michael R.

Washington

- 556 Tacoma
Shelley, James P.
- 1348 Centralia
Retterath, Thomas R.

Wisconsin

- 281 Milwaukee
Joslin, Leroy R.

* = Retired Member





DIAMOND PLUS CLUB

**Alabama**847 Birmingham
Massey, Danny J.**Arizona**807 Tucson
Drumm, Russell H.
Shearer, David W.**Arkansas**656 N. Little Rock
Karstetter, Richard E.
Preyer, Talmon A.**California**240 Los Angeles
Banks, Darnell B.
Lee, Ralph J.
811 San Bernardino
Dawson, Stephen T.
835 Bakersfield
*Rice, Philip N.
Smith, William J.
1252 Fresno
Bresnick, Brian.
1564 Los Angeles
McCurdy Jr., John W.
1607 Los Angeles
Allen, Dwight
Owens, Vincent
1741 San Francisco
Harford, James T.
1785 Santa Monica
Williams, Byron A.**District of Columbia**1933 Washington
Cunningham Jr., Miles R.**Idaho**78 Pocatello
Barrett, Robert L.
Nicholls, Melvin G.
Rodriguez, Roberto**Illinois**195 Galesburg
Clevenger, William L.
258 Savanna
Volk, Christopher D.
432 Champaign-Urbana
Burner, John H.
453 Clinton
Holman, Lloyd R.
597 Des Plaines
Babler, John W.
740 Joliet
Childers, Michael L.**Indiana**490 Princeton
Hensler Sr., Thomas E.
Lewis, James M.**Iowa**17 Marshalltown
Wilkins, Stephen C.
316 Clinton
Luckritz, Jule E.
329 Boone
Ackerman, Larry C.
Passet, Joseph R.
Reedy, Michael J.
Teter, Clarence W.**Kansas**477 Newton
Wiemerslage, Mike T.
1503 Marysville
Draskovich, Richard M.**Louisiana**1337 New Orleans
Huye, David**Maryland**631 Brunswick
George, Thomas A.**Massachusetts**1473 Boston
Casey, George T.**Michigan**72 Battle Creek
Criswell, Tolbert R.
320 Saginaw
Hooper, James D.
Auxiliary 1 Port Huron**Missouri**933 Jefferson City
Frank, Lyman A.
Menges, Kenneth R.
Shelton, Wilbert J.
996 Ste. Genevieve
Wolk, Dennis F.
1216 Kansas City
Backes, Kenneth D.**Montana**486 Glendive
Huschka, Joseph L.
Nelson, Lloyd A.**Nebraska**305 Lincoln
Doyle, Randy C.
627 Wymore
Orosco, Robert L.
Weiner, Marlin A.**North Carolina**782 Asheville
Ingerick Jr., Ronald E.
Link, Roger L.
1129 Raleigh
Lamm, Glenn A.
Smith, Michael E.
Westbrook Jr., Richard H.**North Dakota**1059 Minot
Schimetz, Thomas R.
1344 Mandan
Miller, Tom R.**Ohio**693 Brewster
Boda Jr., Joseph A.
Thompson, William J.
1638 Cleveland
Bottles, Raymond C.
1962 Toledo
Cumby, James R.**Oklahoma**1016 Enid
*Gorbet, Clarence**Oregon**471 Eugene
Berry, Benjamin S.**Pennsylvania**838 Philadelphia
Blakeney, Richard T.
1373 Philadelphia
Anziano Jr., Thomas R.**Tennessee**338 Chattanooga
Elliott, William D.
1557 Memphis
Fenrick, Don E.**Texas**83 Houston
Garrette, Robert I.
489 San Antonio
Womack, Michael F.
508 Smithville
Saunders, Kamron T.
773 Galveston
Stubbs Jr., Joseph L.
1092 Teague
Welch, Glenn D.
1313 Amarillo
Romo, Jose G.**Washington**1637 Wishram
Dunn, John P.
Fitzgerald, John D.**Wisconsin**281 Milwaukee
Beetschen, Barry P.
Cunningham, J.M.
Doyle, Michael R.
Malone, Dennis L.
311 La Crosse
Aubert, Gary J.
Tomten, James E.
312 Madison
Deneen, Timothy S.
832 Superior
Carlson, Bruce A.
Zuber, Randolph F.
1293 Altoona
Staves, Kenneth M.**Wyoming**951 Sheridan
Evans, Craig A.
Knutson, Randall S.

* = Retired Member



DOLLAR-A-DAY CLUB

**Alabama**622 Birmingham
Smith, Lyndon P.
762 Montgomery
Turner, Harold C.
772 Sheffield
Moultrie, Robert R.
847 Birmingham
Hogan, Barry A.
1053 Selma
Roberts, Roger D.
1291 Birmingham
Chappell, Lawrence E.
Freeman, Carl D.**Arizona**113 Winslow
Daniels, Richard R.
Larremore, James W.
151 Winslow
Marquez, Mark E.
807 Tucson
Glasser, Robert H.
Woloshin, James P.
1081 Glendale
Bay, Glenn E.
Carmody Sr., John S.
Hartsfield, Andrew G.
Haselton, Bradley E.
Young, Daniel L.
1629 Phoenix
Chrisman, W.H.
1800 Tucson
Russo, Mike A.**Arkansas**462 Pine Bluff
Hazzard, Thomas A.**California**31 San Jose
McNussen, David E.
Pointer, Freddy L.
84 Los Angeles
Mesa, Robert
239 Oakland
Hervey, Thomas K.
240 Los Angeles
Biggs, Dale M.
Billington, Mark C.
771 Needles
Gordon, Douglas R.
O'Dell Jr., Huey M.
Skinner, Courtland H.
Smotherman, Jerry L.
811 San Bernardino
Freiler Jr., Raymond J.
Rehfeldt, Phillip M.
835 Bakersfield
McDermott, Steven J.
1201 Stockton
Lloyd, Robert H.
1241 Richmond
Botts, Thomas H.
Valente, Steven L.
1252 Fresno
Evans Jr., Horace O.
Lawrence, Charles F.
1544 Maywood
Doyno, Robin
Gomez, Theodore F.
Knott, William A.
Peterson Jr., Hans C.
1564 Los Angeles
Cooper, Benjamin
1581 Bakersfield
Alexander, Robert G.
Bessom, David A.
*Klarich, J. Arvin
Vanneman, Richard B.1607 Los Angeles
Morales, Steven A.
1608 Chatsworth
Norton, Goldy
1732 San Jose
Adams, Edward T.C.
1798 Sacramento
Lucas II, Norman J.
1813 West Colton
Devasher, Douglas A.**Colorado**202 Denver
Coble, Stephen J.
Johnson, Richard A.
Joslin, Glen J.
Repstine, Robert R.
*Shaver, Jack V.
204 Pueblo
Mayo, Peter A.
500 Grand Junction
Wodke Jr., James C.
945 La Junta
Engbrecht, Patrick M.
Rosales, Julius J.
1136 Sterling
Dillon, K. Sean**Delaware**1378 Wilmington
Seeney, Nelson G.**District of Columbia**1933 Washington
Bates, William H.
Boone Sr., James E.
Key, Darrell R.
Maxey, Gerald W.
Morris, Richard A.
Prince, Charles W.Reed, Lee A.
Taylor, Keyster L.
Thorpe, Andrew A.
Walker, Jerry L.
Wallace, Causa**Florida**30 Jacksonville
Pope, Thomas W.
1138 Miami
Cochran, Carl E.
Ogelsby, Walter F.
1221 Tampa
Davis, Ben C.
Wall, Curtis A.
1502 Wildwood
Williams Sr., Gary E.**Georgia**511 Atlanta
Keown, William H.
674 Augusta
Glover Jr., James A.
Harley III, Carroll.
998 Waycross
Strickland, Stephen C.
1031 Savannah
Pealstrom, Jerry R.
1033 Atlanta
Tatum, Larry C.
1245 Atlanta
Black, John W.
Finley, Russell P.
1261 Atlanta
Corley, Michael F.
1598 Manchester
Pike, Jerome W.
1910 Macon
Daniel, Bruce S.**Idaho**78 Pocatello
Bills, Gregory L.
Ward, Randall C.
White, Robert S.
Whitworth, Wilma E.
265 Pocatello
Buffaloe, James A.
Carter, Robert E.
Guelzow, Harry L.
Ingram, Donald G.
Teshima, Melvin K.
1058 Nampa
Wheeler, Dale L.**Illinois**168 Chicago
Omans, Darrell R.
171 Aurora
Dwyer, Timothy M.
195 Galesburg
Allison, Kenneth L.
Donahue, Mark C.
Linroth, Ralph W.
Mock, Dennis W.
196 Beardstown
Zillion, Richard D.
198 Peoria
Kavanaugh, Edward J.
445 Niota
Bradish, Frank J.
Edwards, John M.
Lampman, Stephen C.
Latowski, James W.
Palukaitis, Algirdas
Rippeteau, Stephen D.
Wolf, William F.
469 Madison
Baxter, Ralph C.

* = Retired Member

(Continued on Page 6)





DOLLAR-A-DAY CLUB



(Continued from Page 3)

- Pickell, Frank R.
- 528 Chicago
Berry, Thomas M.
Parsons, Ronald E.
- 565 Centralia
Caldwell, Ronald G.
Taylor, Robert E.
- 577 Northlake
Bergeron, Michael A.
McDonough, Dennis L.
- 597 Des Plaines
Doyle, Mark F.
Kirk, Eugene R.
- 653 Blue Island
McCarthy III, John E.
- 740 Joliet
Behmetuik, Michael A.
- 768 Decatur
Shively, Jeffrey D.
- 1003 Kankakee
Homan, James C.
- 1258 Elgin
Azzi, Mark S.
Wagner, Thomas M.
- 1290 Chicago
Johnston, Wayne T.
Leslie, B.L.
O'Brien, John D.
Ochoa Jr., Salvador
Schwieger, Donald E.
- 1299 Chicago
Debolt, Michael J.
- 1402 Dupo
Gross, Kurtis R.
- 1423 Galesburg
Walck, Edward A.
- 1433 Elmwood Park
Jankowski, Bruce P.
Larson, Richard D.
- 1494 Chicago
Mount, Michael D.
- 1534 Chicago
Lesniewski, John E.
Zurek, Thomas J.
- 1538 Chicago
Martz, Dennis G.
- 1883 Riverdale
Kortum, Danny L.
Priebes, James F.
Randolph, William R.
Vargas, Michael G.
- 1895 Chicago
Ross Sr., Richard J.
- 1929 East St. Louis
Guetterman, Kenneth
Lewis, Benjamin W.
- 1973 Chicago
Rodgers, Thomas H.
- Indiana**
- 194 Elkhart
Holbrook, Robert L.
- 206 Peru
Varvel, Lawrence C.
- 333 North Vernon
Carrico Sr., James E.
- 383 New Albany
Ferguson, William L.
- 490 Princeton
Harrington, Jack R.
- 904 Evansville
Moody, Larry D.
- 1202 Fort Wayne
Ramirez, Lisa M.
- 1518 Indianapolis
Everhart, Phillip R.
- Iowa**
- 17 Marshalltown
Backoff, William D.
McNary, David H.
Woodruff, Mark W.
- 199 Creston
Garrett, James M.
Nelson, Richard A.
- 228 Cedar Rapids
Miller, Stephen P.
- 329 Boone
Duffy, Richard K.
Emery, Jon R.
Holmquist, Paul R.
- 867 Des Moines
Bovenmyer, Steven R.
Wiebe, William D.
Wilson, Michael R.

- Kansas**
- 464 Arkansas City
Henderson, Robert W.
- 495 Salina
Crusch, Rafe K.
- 1227 Wichita
Rigg Jr., Howard A.
- 1532 Kansas City
Brownawell, Gerald D.
Debaun, William J.
- Kentucky**
- 376 Louisville
Marshall, Robert W.
- 1315 Covington
Sullivan, James P.
Wethington, Joseph G.
- 1316 Ravenna
McIntyre, Rufus
- 1377 Russell
Gilkison, Gary L.
- 1389 Russell
Adkins, Larry K.
- 1963 Louisville
Carver, Donald R.
- Louisiana**
- 781 Shreveport
Christian, Larry F.
Ellis, George W.
Jefferson, Arnold C.
Matheny, Michael E.
Wright, Robert E.
Wynn, Josh
- 1337 New Orleans
Boudreaux, Gilbert P.
- 1458 Dequincy
Overton, Larry L.
- 1836 New Orleans
Albarado, Thomas C.
- Maryland**
- 1470 Edmonston
Brooks, David A.
Foos, David A.
Scott Jr., David V.
Steward, Michael
- Massachusetts**
- 679 Attleboro
Gibbons Jr., Robert D.
- Michigan**
- 886 Marquette
Morrison, Edward S.
- 1709 Pontiac
Thompson, Steven J.
Thornberry, James K.
- 1760 Detroit
Lowe, Joseph P.
Muneio Jr., George J.
- Minnesota**
- 1000 Minneapolis
Hunegs, Richard
Stone, Robert
- 1175 Duluth
Brown, David K.
Hickman, Franklin R.
Wicklund, David A.
- 1177 Willmar
*Croonquist, Willis G.
- 1292 Proctor
Fish, Paul D.
- 1614 St. Paul
Orred Jr., Burton H.
Roth, Gregory A.
- 1976 St. Paul
Banke, David J.
Sternquist, Roger D.

- Missouri**
- 219 Hannibal
Wells III, Orville W.
- 259 St. Joseph
Edwards Jr., Frederick L.
Felling, Eugene B.
- 947 Chaffee
Lapresta, Joseph M.
- 1216 Kansas City
Pinkston, Max W.
- 1403 Kansas City
Hutcheson, Dirk A.
Kinne, Andrew L.
- 1405 St. Louis
Duncan, William L.
Smith, Terrance L.
- Montana**
- 486 Glendive
Clingsmith, Richard
- 730 Great Falls
Corrigan, Robert K.
- 891 Whitefish
*Graham, Charles P.
- Nebraska**
- 257 Morrill
Kelley, Daniel E.
- 286 North Platte
Wesslund, Daniel M.
- 305 Lincoln
Puepke, David E.
Trauernicht, Kenneth E.
- 367 Omaha
Jamrozy, Daniel T.
Kreifels, John
- 934 Alliance
Lloyd, Richard V.
- Nevada**
- 1117 Las Vegas
Fetters, John M.
Johnson Jr., Hugh G.
Worthen, Michael J.
- New Jersey**
- 800 Jersey City
O'Connell, Daniel J.
- New York**
- 29 Babylon
Bilello, Robert M.
- 1370 New York
Williams, Donald C.
- 1582 Albany
Kerner, James J.
- North Carolina**
- 782 Asheville
Biddix, Albert R.
Wallace, Robert D.
- 783 Spencer
Reigel, Gerald S.
- 1011 Hamlet
Corbin, Stephen M.
Cornwell, James E.
Jones, Harry M.
Thigpen, James V.
- 1021 Greensboro
Griffin, Robert O.
- 1106 Rocky Mount
Spain, Sheldon D.
- 1129 Raleigh
Diacont, Dale W.
- North Dakota**
- 980 Enderlin
Fernow, Rodney J.
Steedsman, Raymond C.
- 1137 Fargo
Halvorson, Marc A.

- Ohio**
- 2 Toledo
Fink, John N.
Garvin, Thomas D.
- 586 Willard
Peacock, Richard L.
- 881 Montpelier
Grice, Rex A.
- 1549 Springfield
Twyford, Richard W.
- 1638 Cleveland
Delguyd, Pat F.
Delvecchio, Patrick V.
- Oklahoma**
- 1042 Oklahoma City
Minard, Kenneth W.
- 1188 Oklahoma City
Seals, Gary R.
- Oregon**
- 473 La Grande
Hanson, Delmer E.
Romine, Larry J.
- 1841 Klamath Falls
Snyder, David B.
- Pennsylvania**
- 498 Allentown
Wehr, Charles E.
- 596 Albion
Camp, Raymond A.
- 838 Philadelphia
Tweddle, Allen H.
- 997 Enola
Hetrick, Donald L.
- 1074 Freeport
Galvin, Gary R.
- 1374 New Castle
Marino, Samuel J.
- 1375 Philadelphia
*Kenny, Edward C.
- 1594 Upper Darby
McNelis, Bernard
- 1628 Pittsburgh
Burton, Thomas M.
Tierney Jr., John J.
- South Carolina**
- 793 Columbia
Walls, Gary A.
- 931 Greenville
Allen, Thomas L.
Byars, Gerald L.
Robertson, Samuel W.
- 942 Florence
Bailey, Ronald
- 970 Abbeville
Wilson, James T.
- South Dakota**
- 375 Edgemont
Archambeau, Timothy B.
Davids, Vaughn R.
- Tennessee**
- 339 Jackson
Lee, Jerry W.
- 753 Memphis
Logan, Terry E.
- 1346 Nashville
Webb, Billy S.
- Texas**
- 9 Slaton
Clinton, Curtis L.
- 773 Galveston
Owens, Richard G.
- 1571 El Paso
Ruck, Lance E.
- 1593 Brownwood
Whiteley, Micheal F.
Williamson, Randy K.
- 1886 Houston
Wilkins, Norman V.J.
- 1892 Houston
Hardy, Michael W.
Higdon, Clarron C.
Polvadore, Al D.
- Utah**
- 1554 Ogden
Winslow, Pat J.

- Virginia**
- 623 Clifton Forge
Childs, Larry A.
- 854 Portsmouth
Foster, Jeffrey D.
- 924 Richmond
Chapman III, James A.
- 971 Crewe
Warner, Gregory A.
- Washington**
- 117 Vancouver
Sampson, Dirk A.
- 324 Seattle
Anderson, Kerry C.
Rookard, John R.
- 426 Spokane
Montanye, Terry J.
- 556 Tacoma
Goodwin, Gary N.
Renz, V.L.
- 855 Spokane
Watson, Clarence J.
- 977 Pasco
Patzke, James L.
- 1238 Vancouver
Montgomery, Maxwell D.
- 1348 Centralia
Maj, Floyd R.
- 1468 Walla Walla
Farmer, William C.
McKillip, Larry D.
- 1505 Spokane
Bevacqua, Eugene F.
- 1977 Seattle
Cobean, William J.
- West Virginia**
- 504 Wheeling
Pennybacker Jr., John R.
- 605 Grafton
McKinley, Allen D.
Mewshaw, Mark
- 1062 Huntington
Hopkins, Douglas A.
- Wisconsin**
- 281 Milwaukee
Bartels, Terry D.
Beetschen, Karl W.
Braswell, Wesley A.
Lawson, Michael G.
Liverseed, Gerald R.
Loerzel, Scott E.
Morris, Timothy J.
Sullivan, Michael J.
- 311 La Crosse
Anderson, David E.
*Van Vleet, Edward V.
- 312 Madison
Kasten, Steven M.
- 322 Milwaukee
Alba, Robert J.
Kunda, Danny R.
- 832 Superior
Beyer, James E.
Cross, Erik P.
Lagesse, Robert L.
- 1293 Altoona
Eckwright, James E.
Homme, David N.
- 1382 Milwaukee
Schill, Allan J.
- Wyoming**
- 465 Gillette
Kuhnel, Steven L.
- 951 Sheridan
Drummond, Bruce M.
Michelena, Gale D.
Reckard, Rodney L.
Scott, John A.
- 1857 Green River
Archuleta, Diana A.
Blake, Stanley L.

* = Retired Member





DIAMOND CLUB

**Alabama**

- 622 Birmingham
Davis Jr., Rexford F.
- 762 Montgomery
Pullen, Randall A.
- 1291 Birmingham
Hendricks, Thomas E.
- 1912 Mobile
Mills, Robert G.
Moffett Jr., Ted W.

Arizona

- 113 Winslow
Khane, Pitaya
Young III, William E.
- 807 Tucson
Alexander, Jerry L.
Ball, Kenneth C.
Galloway, Joseph N.
Harris, Daniel H.
Hicks, Daniel V.
Holsinger Jr., Lee R.
Hubbs, Vernon S.
Kneeland, Kreg H.
Magruder, Phil L.
Mitchell, Billy R.
Smith, Edward G.
White, Timothy A.
- 1081 Glendale
Coffey, Steven B.
- 1629 Phoenix
*Bennett, Jay C.

Arkansas

- 656 N. Little Rock
*Bonham, Paul D.
- 950 West Memphis
Cliett, Ronald E.
Cunningham, Joseph F.

California

- 23 Santa Cruz
McFadden, Ian
Morr, Bonnie L.
- 31 San Jose
Klein, J. Kevin
Witzel, Wilbur J.
- 84 Los Angeles
Pavlopoulos, Alexander T.
- 239 Oakland
Dayton, Glen E.
*Johnson, Ronald R.
- 240 Los Angeles
Dearo Jr., Jesse O.
Greene, Roger H.
Wilson, William D.
- 492 Sacramento
Stinchfield, Daryl M.
- 694 Dunsmuir
Norgaard, Douglas E.
Warrick Jr., George T.
- 771 Needles
Peterson, John W.
- 811 San Bernardino
Feldman, Carl G.
- 835 Bakersfield
Lee, Kenneth D.
Montgomery, Stephen A.
Nowatzki, Michael J.
- 1252 Fresno
Gonzalez, Anthony J.
- 1422 Los Angeles
Brooks, Larry E.
Dannar, Jimmie W.
- 1544 Maywood
Barrimore, Paul K.
Dickinson, Bruce E.
Dohopolski, Michael A.
Gibbons Jr., John L.
Harris, Randall W.
Mock, David L.
Stansberry, James L.
- 1563 El Monte
Rodriguez, Ruben
Scott, Natalie L.
Welch, Benjamin H.
- 1564 Los Angeles
Gil, Eduardo
Johnson, Ulysses
Reece III, Saul L.
Williams II, Don E.
- 1565 West Hollywood
Anderson, Wayne L.
Bell, Larry E.
Horta Jr., Bonifacio J.
- 1570 Roseville
Armitage, Richard S.
Clark, Kent W.

- 1581 Bakersfield
*Boyle, Edward P.
Swind, Jack W.
- 1608 Chatsworth
Gomez, Efrain R.
Lewenberg, Raul E.
- 1674 Los Angeles
Davis, Cecil D.
- 1732 San Jose
Houghton, John G.
- 1770 Los Angeles
Tomlinson Jr., William E.
- 1801 Martinez
Partridge, Lawrence W.
Paulson Jr., Robert E.
- 1813 West Colton
Schweigert, Larry A.
Vazquez, Antonio R.
Wilson, Bryan G.
- 1846 West Colton
Davies, Charles E.
Hudgins, C.W.
Kelly, Terrence S.
Wallace Jr., Wade H.
- 1915 Tracy
Reich, Roland L.

Colorado

- 202 Denver
Allbright, Gary D.
Balluff, Stephan F.
Blagg, Bennie R.
Hackney, Nathaniel T.
Jackson, William G.
McGraw, Michael D.
Neurauter, Ernest L.
Paprocki, Stanley L.
Weathers, Albert H.
- 500 Grand Junction
Kent, Arthur B.
McElley, Edward D.
- 945 La Junta
Bonewell, James W.
Mast Jr., Richard G.
Rodriguez, Roger J.
Rooks, Curtis W.
Smith, Lace D.
Vinduska, Leon M.
- 1136 Sterling
Schmitt, Lynn F.

Connecticut

- 1361 New Haven
Beebe, William A.

District of Columbia

- 1933 Washington
Dixon, Louis W.
Hilliard, Isaiah
Holland, Bobby N.

Florida

- 30 Jacksonville
Fletcher Sr., Joseph M.

Georgia

- 511 Atlanta
Tucker, Charles V.
- 1031 Savannah
Sapp, Frank K.
- 1033 Atlanta
Thomas, Brad
- 1245 Atlanta
Marshall, Gregory B.
Trout, Barry K.
- 1790 Fitzgerald
Lann, Tony A.
- 1910 Macon
Woodruff, Lyle G.

Idaho

- 78 Pocatello
Kirkham, Rickie R.
Price, Robert R.
Raymond Jr., Leland
Rowe, Daniel K.
- 265 Pocatello
*Frederickson, Donald D.
Peck, Gerald R.
Roberts, Steven S.
Whitworth, Arthur L.
Wilson, Gregory R.
Winterbottom, Jerry
Wright Jr., John S.

Illinois

- 171 Aurora
Brooks, Thomas P.
Temple, Richard P.
- 195 Galesburg
Lufkin, Jerry G.
- 432 Champaign-Urbana
Birch, John W.
Coykendall, Wayne A.
- 445 Niota
Carroll, Daniel C.
- 597 Des Plaines
Lewis Jr., Harry C.
- 768 Decatur
Dunn, Mark A.
- 1083 Villa Grove
Fields, Christie L.
- 1290 Chicago
Fantin, Jeffrey S.
Hale, Samuel C.
- 1402 Dupo
Walsh, Michael J.
- 1423 Galesburg
Mason, Kenneth W.
- 1433 Elmwood Park
Dvorak, J. Edward
- 1534 Chicago
Solich, Stephen E.
- 1883 Riverdale
Schmidt, George F.
- 1929 East St. Louis
Proffer, Gregory D.

Indiana

- 298 Garrett
Babbitt, Bruce A.
Hartman, Richard H.
Marti, David A.
Schwab, Richard D.
- 490 Princeton
Baggett, Samuel A.
Breivogel, Philip J.
Calhoun Jr., William R.
Colvin, Donald C.
McCoy, Lawrence R.
Russell, Ronald W.
- 1381 Hammond
Wagner, Raymond G.
- 1399 Terre Haute
Harness, Dennis M.
- 1518 Indianapolis
*Howard, Lige

Iowa

- 17 Marshalltown
Hall, Jesse R.
Kerr, Keith K.
Schafer, Dean A.
- 199 Creston
Goodrich, Randal M.
- 316 Clinton
Hayes, Joseph A.
- 329 Boone
McGuire, Richard W.
- 418 Sioux City
Nordgren, Mark A.
Rasco, Jan
Sandman, James H.
Turner, John J.
- 493 Waterloo
Cunningham, Patrick D.
- 643 Fort Madison
Denning, Gregory R.
- 646 Council Bluffs
Price Jr., William R.

Kansas

- 464 Arkansas City
Oestmann, Duane L.
- 477 Newton
Ewy, Harold L.
Stevenson, Robert H.
Sturgeon, Patrick B.
- 495 Salina
Hazlett, Dean L.
Hight, Lyle W.
Mixer, Terrance E.
- 533 Osawatomie
Crowl, James C.
- 1503 Marysville
Holsapple Jr., Glenn T.
*Steiger, Gerald L.

Kentucky

- 573 Danville
Miracle, David L.
- 1190 Ludlow
Baird, Jimmy R.
- 1310 Loyall
Rees, Ray W.
- 1316 Ravenna
Pierce, Jonathan D.

Louisiana

- 659 Leesville
Marcantel, Joseph W.
- 781 Shreveport
Ruffins, Michael L.
Sandlin, Steve P.
- 976 Shreveport
Hadwin, Richard V.
- 1066 New Orleans
Farrell III, Walter J.
- 1337 New Orleans
Pontiff, Horace J.
- 1458 Dequincy
Brown, Warren T.
Seales, James E.
- 1501 Baton Rouge
Bradley, Aaron G.
Corzine Jr., Marvin E.
*Cutrer Jr., W.W.
Devall, Thomas W.
Marcantel, Thomas
Meadows Jr., James D.
Salter Jr., Weyman L.
- 1836 New Orleans
Boudreaux, Tyrone G.

Maine

- 1400 South Portland
Eichel, Jeffrey S.

Massachusetts

- 262 Boston
Hersey, Michael J.
- 1473 Boston
Casey, George T.
Maloof, Michael G.

Michigan

- 72 Battle Creek
Henry, John R.
Mathey, Gregory A.
- 313 Grand Rapids
Boruta II, Herman J.
- 683 Detroit
*Courvoisier, Robert A.
- 1709 Pontiac
Planck, Bennett H.
- 1765 Grand Rapids
Rowe, Richard E.

Minnesota

- 650 Minneapolis
Bauch, Paul H.
- 911 Minneapolis
Baker, Dennis E.
Marsh, Bruce A.
Ott, Jerome J.
Towner, Dennis W.
Zilge, Terrance L.
- 1000 Minneapolis
Begnaud, Blake P.
Burkard, John L.
Joyce Jr., George G.
Toughill, John K.
- 1067 Virginia
Busker, James J.
Rask, James R.
- 1177 Willmar
Connors, Patrick J.
- 1614 St. Paul
Forsman, Timothy R.
Thompson, Gary D.

Missouri

- 5 Kansas City
Anderson, Charles M.
*Sloan, George F.
- 219 Hannibal
Ellingsworth, Carl L.
- 259 St. Joseph
Bravo, Steven J.
Gillett, Steven C.
Linder, Patrick A.
Loehnig Jr., Richard K.
Lyford, Harold C.
Stafford, Bruce O.

- 303 Springfield
Kerley, Robert D.
- 607 Thayer
Olbricht, Ted A.
- 933 Jefferson City
Sullivan Jr., John L.
- 947 Chaffee
Seyer, Donald J.
- 1403 Kansas City
Bounds, David C.
Moore, Michael J.
Odonnell, Paul R.
Ogletree Jr., George R.
- 1405 St. Louis
Voke, Nicklaus D.
- 1780 Kansas City
Nelson, Harold K.
- 1823 St. Louis
Shacklette, Norbert J.
- 1975 Kansas City
Sparks, Roger A.

Montana

- 486 Glendive
Locke, Clifford L.
Mees, Kim R.
Meyers, Terrance B.
- 544 Havre
Goggins, Timothy H.
Quinn, Michael D.
- 730 Great Falls
Berrum, Thomas R.
- 891 Whitefish
Vandeberg, Wayne C.
- 1840 Glasgow
Buchheit, Lawrence R.
Garten, Charles L.
Hartsock, Gene O.
Hartsock, Kevin R.
Jenrich Jr., Harold W.
Nelson, Marc A.

Nebraska

- 7 North Platte
Merklin, Richard H.
- 200 North Platte
McConahay, Lee J.
Rosenthal, Jeffrey C.
- 257 Morrill
Platt, William J.
Stedman, Steven
Vonwald, Shawn D.
- 286 North Platte
Austin, Steven W.
Coleman, Steven P.
Fitzpatrick, Paul V.
Hasenauer, John R.
Keith, Theodore L.
Mohr, Randall L.
Moore, Albert L.
Reimers, James E.
Sigler, Terry E.
Smith, William F.
Weitzel, Rodney D.
Yanken, Lyle E.
- 305 Lincoln
Bogenreif, Billy E.
Calhoon, Charles E.
Dance, Bryan D.
Hamilton, John D.
*Layton, Harlan D.
Orr, Brian L.
Poole, Timothy H.
Vancleaf, John D.
- 367 Omaha
Hagedorn, Bret L.
Harrison, Michael E.
- 626 McCook
Frank, Douglas L.
Hamilton Jr., James L.
- 627 Wymore
Foote, John F.
Porterfield, Donald L.
Szalawiga, Jerry J.
- 872 Omaha
Borgeson, Robert A.
- 934 Alliance
Bunce, John W.

Nevada

- 1117 Las Vegas
Melchor, Joe L.
- 1775 Elko
Nelms, Charles R.

New Jersey

- 1390 Trenton
Suozzo, Albert L.

* = Retired Member





DIAMOND CLUB



New Mexico

1168 Clovis
Hays Jr., John
Huguley, Ricke C.
Lucero, Frank
Ponce, Cosme J.
Wilson, Stanley E.

1687 Belen
Elkins, Gary L.

New York

211 Binghamton
Fitzgerald, James E.
982 Rochester
Horner, Charles F.
1370 New York
Pierre, Chantal
1582 Albany
Kucienski, Robert W.

North Carolina

783 Spencer
Honeycutt Jr., Paul L.
Oliphant Sr., Steven B.
Shoaf, Joseph S.
1011 Hamlet
Dunson Jr., James H.
Napier, Donald L.
Samuels, Joseph A.
Smith, Henry R.
1129 Raleigh
Booth III, Sterling R.
McDonald, Dalton P.
Pipkin, Nathan E.

North Dakota

980 Enderlin
Chesley, Joseph D.
Close Jr., Jerry J.
Justus Jr., Marion B.
1059 Minot
Allard, Donald L.
Laumb, Thomas D.
Schoenwald, Larry W.
1137 Fargo
Kramer, David E.
1344 Mandan
Berndt, Ronald D.
Spanjer, Larry A.

Ohio

145 Columbus
Fetherolf, Glenn R.
Lynn, James D.
225 Bellevue
Gardner, Stuart W.
Strunk Jr., Delbert G.
586 Willard
Demich, Walter T.
Smith, Timothy J.
881 Montpelier
Nickloy, Russell M.
1517 Cincinnati
Reed, John T.
1816 Toledo
Shiple, Jerome F.

1917 Cincinnati
Boling, Charles L.
1962 Toledo
Otten, David W.
Turner, Doyle K.
Auxiliary 16 Columbus

Oklahoma

894 Tulsa
Bookout, Charles F.
1016 Enid
Sykes, Charles M.
1188 Oklahoma City
Nugen, James L.
1289 Tulsa
Pompa, Paul G.

Oregon

283 Portland
Atkinson, G. Michael
Pearson, Robert G.
471 Eugene
Troutman, Doyle M.
473 La Grande
Ashley, Allen D.
Gaertner, Terry W.
Thielen, David J.
1574 Portland
Nelson, Lewis L.

Pennsylvania

150 Carnegie
*Smith, Albert L.
386 Reading
*Morin, Louis A.
816 Harrisburg
Potteiger Jr., Samuel E.
830 Harrisburg
Holland Jr., Jack
838 Philadelphia
Yura, Charles M.
997 Enola
Stephens Jr., James E.
1374 New Castle
*Iannone Jr., Michael
1628 Pittsburgh
Thorne, Thomas F.

South Carolina

942 Florence
Turner Jr., Nathaniel O.
1814 Spartanburg
Tuck Jr., George P.

South Dakota

375 Edgemont
Bye, Robert R.

Tennessee

339 Jackson
Barnes, John D.
459 Chattanooga
Jones, James L.
750 Knoxville
Boles, Harvey D.
Eastridge, William H.

974 Nashville
Chappell, James D.
*West, Ernest
1314 Etowah
Guy Sr., Joe D.
1345 Knoxville
Davis, Robert M.

Texas

9 Slaton
Choate, Robert R.
18 El Paso
Fenter, Carl O.
Miller, Robert D.
Werner, James D.
20 Beaumont
Ingram, John A.
83 Houston
Noblitt, James A.
243 Fort Worth
Martin, Craig L.
Packard, Ronnie D.
Rudel, Sammy B.
Stanley, Randal L.
293 Houston
Ottmer Jr., Marvin L.
331 Temple
Drake, Dennis H.
Miller, Robert E.
Thompson, Gary W.
439 Tyler
England, James L.
489 San Antonio
Smith, Robert O.
508 Smithville
Saunders, Gary C.
Weaver, Edgar D.
513 Gainesville
Ellis, Teddy M.
Turner, Robert L.
524 Palestine
Bice, Gary M.
564 Cleburne
Hauk, Bobby D.
Ivy, Joe D.
569 Ennis
Percival, William P.
594 Mineola
Harmon II, Charles C.
Humphreys, Alvin R.
756 San Antonio
Bourland, Robert W.
923 Dalhart
Hamilton, James R.
Kelso, Jack E.
Kelso, James L.
Rigg, Howard A.
937 Mart
Thomas, Jerry G.
940 Wichita Falls
Pepper, Allen D.
953 Victoria
Richardson, Ronald K.
965 Dallas
Kennedy, Gary S.

1092 Teague
Knight, Craig B.
Knight, Robert L.
McAlpine, Robert L.
1313 Amarillo
Cates, Clifford T.
Clements, Gary D.
Condran, Terry E.
Davis, Jim L.
Depew, John E.
Gabel, Edwin P.
Gaut Jr., Charles C.
Green, Robert A.
Hanna, Gary L.
Harris, Richard A.
Heck, Derek J.
Hutton, Brad L.
Jones, John M.
Kendrick, James M.
Luman, Ricky L.
Pina, Thomas L.
Sabala, Mike
Sanchez, Pablo
Tijerina, Valentin
1524 Houston
Holman, Kenneth E.
1593 Brownwood
Lack, Thomas F.
1892 Houston
Cates, Melvin E.
Garcia, Ismael
Hataway, Robert N.
Kruse, Dan J.
Rodriguez, Valentine S.
1957 Silsbee
Bird, Paul A.
Fatheree, Glenn P.
Hardy, Terry W.
Whatley, Jessie T.
1974 Ft Worth
Garrett, Steven C.
Thompson, Michael D.

Utah

166 Salt Lake City
Seegmiller, F. Jay
238 Ogden
Pruett, Keith R.
1366 Salt Lake City
Spear, John K.

Virginia

363 Roanoke
Nance, Garry R.
Switzer, Bobby L.
706 Roanoke
Leedy, Mason G.
924 Richmond
Case Jr., Donald F.
971 Crewe
Yeatts, Walter W.

Washington

324 Seattle
Feeney, Donald L.
Koch, William A.
426 Spokane
Ross, Larry D.
556 Tacoma
Pace, John C.
Zook, Joseph M.
845 Seattle
Kester, Todd S.

Smith, Bruce J.
977 Pasco
Foley, Stephen W.
Sanderson, Andrew J.

West Virginia

1172 Mullens
King Jr., Luther P.

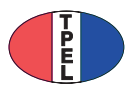
Wisconsin

281 Milwaukee
Charland Jr., Lucien A.
Derue, Donald R.
Jarosiewicz, Edward P.
Kositzky, Dana M.
Termini, J.M.
Uyttbroeck, Daniel B.
311 La Crosse
Carlson, Paul V.
Fuchs Jr., Carl J.
Fuchs, Thomas R.
Haggerty, Jeffrey P.
Moen, Richard E.
Moser, Donald H.
Nelson, James E.
Skaalerud, Lawrence A.
Varnum, Philip R.
Watson II, Ralph H.
Woods, Ricky W.
312 Madison
Dix, Allen C.
Fitzpatrick, James D.
322 Milwaukee
Brown, Dennis R.
Schoettel, John Joseph
Steinke, David L.
581 Green Bay
Hauck, William A.
582 Stevens Point
Thompson, Jeff
590 Portage
Brunt, John T.
832 Superior
Banks, Peter
Hilborn, Wallace R.
Lawler, Thomas J.
1293 Altoona
Drabek, Robert E.
1382 Milwaukee
Crogan, Michael C.

Wyoming

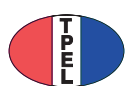
446 Cheyenne
Kenny, Timothy D.
465 Gillette
Bennett, Susanna T.
Kershner, Jon A.
Montgomery, Billy
Stufflebean, Mike
866 Rawlins
Bagby, George W.
Keel, Donald E.
Moon, Stephen M.
Whitfield, Vernon S.D.
1280 Casper
Hitchcock, Robb D.
Schoolcraft, Paul W.
1857 Green River
Barney, Karl R.

* = Retired Member



TPEL Pledge Form

Mail to UTU, 14600 Detroit Ave., Cleveland, OH 44107.



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

- \$25 per year \$50 per year \$100 per year Gold Club \$300 per year Diamond Club
 \$365 per year Dollar-A-Day Club \$400 per year Diamond Plus Club \$600 per year Double Diamond Club \$1,200 per year Platinum Club

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

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

Signature _____ Effective Date _____

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"Anonymous" tops TPEL donor list

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

Four other donors were tied for second place on the most-generous list. They are National Legislative Director **James M. Brunkenhoefer** of Local 83, Houston, Tex.; Vice President **Patrick D. Drennan** of Local 1421 at Franklin Park, Ill.; California State Legislative Director **James P. Jones** of Local 240 in Los Angeles, Cal., and **Harry J. Garvin, Jr.**, local chairperson, legislative representative and delegate from Local 240 in Los Angeles, Cal., which represents employees on the Union Pacific.

All donated \$200 per month to TPEL.