

The logo for UTU News features the letters 'UTU' in a stylized, bold font. The 'U' on the left is blue, the 'T' in the middle is red, and the 'U' on the right is blue. To the right of 'UTU' is the word 'News' in a large, black, sans-serif font.

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“One thing we all know is that new technology cannot be ignored and we are all better off understanding and controlling that technology.”

– UTU International President Byron A. Boyd, Jr.

News & Notes

Ton-mile record in 2001

WASHINGTON, D.C. – Railroad revenue ton-miles (a ton of freight moved one mile) were at an all-time high in 2001, up 1.1% from the previous record year of 2000, according to the Association of American Railroads. Also, in a reversal of trends seen during much of the year, carload freight registered gains in both December and the fourth quarter of 2001. Total volume was estimated at a record 1.489 trillion ton-miles, 1.1% more than the previous record of 1.473 trillion ton-miles set in 2000. Carload volume got progressively stronger during the fourth quarter, with each month higher than in the same month a year earlier. Overall, volume for the quarter rose 1.8% compared to the same period in 2000. In spite of the year-end gains, for the full year U.S. rail carloadings were down 0.7% (121,051 carloads) from the previous year.

EJ&E members okay deal

JOLIET, Ill. – The UTU has won additional protections for members employed on the Elgin, Joliet and Eastern, a 125-mile line in Illinois. The carrier, citing agreements from 1951, moved to extend switching limits from Kirk Yard to Van Loon, Ind., a junction with the Norfolk Southern. The UTU, assisted by Vice President Bruce Wigent, took the matter to the National Mediation Board and won job and other protections for members who might be adversely affected. The deal was quickly ratified, General Chairperson H.E. Kijewski said.

Johnson elected to post

CLEVELAND, Ohio – UTU General Secretary and Treasurer Daniel E. Johnson has been elected by his fellow rail-labor leaders to the Board of Trustees of the National Railroad Retirement Investment Trust, which will make investment decisions for the Railroad Retirement Trust Fund. The Railroad Retirement reform law signed December 21 by President Bush permits the transfer of more than \$15 billion in the Railroad Retirement Trust Fund, now invested in relatively low yielding U.S. Treasury bonds, to a new Railroad Retirement Investment Trust, whose assets may be invested in non-governmental assets. The seven trustees will oversee professional money managers who will make the actual investment decisions.

FOR THE LATEST NEWS
ON THE KCS REPRESENTATION ELECTION
AND CONTRACT NEGOTIATIONS,
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WWW.UTU.ORG

Boyd calls for summit on future of Amtrak

CLEVELAND, Ohio – “America desires, requires and deserves an efficient rail passenger network that is national in scope,” UTU International President Byron A. Boyd, Jr., recently wrote mayors of cities and towns served by Amtrak. “Unfortunately, the existing national rail passenger network serving America, called Amtrak, is in danger of being Balkanized, or even scrapped.”

Boyd’s comments, first published on the UTU website at www.utu.org, were distributed to the mayors in advance of the 70th annual Conference of U.S. Mayors.

Boyd proposed a summit meeting of freight railroad chief executives, rail-union presidents and political leaders to explore alternatives that would assure continuation of a national rail passenger network.

Burlington Northern Santa Fe President Matt Rose and Union Pacific Chairman Dick Davidson quickly complimented Boyd for his leadership.

“Thank you for initiating a proposal that could lead to a meaningful solution for America and bring a level of efficiency to rail passenger service

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Remote control projects set

CLEVELAND, Ohio – Members of the National Wage and Rules Panel, which includes officials of most of the nation’s major railroads and the United Transportation Union, have agreed to initiate pilot projects implementing and utilizing locomotive remote control technology at various locations in the United States.

Remote control allows a locomotive to be controlled from outside the cab through use of a radio transmitter and receiver system.

The announcement follows a September 26, 2001, letter of intent between the UTU and Burlington Northern Santa Fe, Conrail, CSX Transportation, Kansas City Southern, Norfolk Southern and Union Pacific—which bargain collectively through the National Carriers’ Conference Committee—assigning the work of remote control operations to

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Plan to attend Regional Meeting

CLEVELAND, Ohio – It is not too early to start planning to attend a 2002 UTU/UTUIA Regional Meeting.

Arrangements have already been made by the UTU International for hotel accommodations, discount airfares and reduced car rental rates at all Regional Meetings.

All hotel accommodations should be made by calling one of the host hotels listed on Page 10 and requesting a room reservation at the UTU Regional Meeting room rate. Meeting attendees will be responsible for their own guest room accommodations.

Discount airfares are available through Lakewood Travel Bureau and can be obtained by calling Lakewood Travel Bureau toll free at (800) 726-9294. Discounts of 10% off the lowest fare are available if flights are booked more than 60

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Two members killed on NS

CLEVELAND, Ohio – Two UTU members employed by the Norfolk Southern Railway were killed on the job in separate incidents just days apart.

James “Ricky” Isom, 52, was killed immediately December 22, 2001, when he was struck by a church van at a grade crossing in Eden, N.C. He was a member of UTU Local 783 at Spencer, N.C., and had been a railroader since 1972.

Local Secretary Paul Martin said Isom was riding in the stirrup of a covered hopper that was being pushed into a siding. As the rail car went over the grade crossing, it was struck by the loaded church van being driven by the church’s pastor. The grade crossing was not protected by gates, but the bells and lights were reportedly working at the time of the accident, about 9:45 a.m.

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Around the UTU

News from around the U.S. and Canada

Local 15, Billings, Mont.

Former General Chairperson Ed Sands reports that, because of UTU's experience in collective bargaining and expertise in handling issues under the Railway Labor Act, the pilots and dispatchers at Big Sky Airlines have benefited greatly from affiliation. "There was concern recently over essential air service funding legislation, which could have resulted in the layoffs of UTU members at Big Sky. I was impressed with the prompt attention this matter received from UTU National Legislative Director James Brunkenhoefer and the Washington office, whose involvement helped assure that no members were laid off," Sands said.

Local 105, Las Vegas, Nev.

The officers of the local, which represents employees of Coach USA of Las Vegas (Gray Line Tours and K-T Services), have been working hard on behalf of the members. In addition to getting a member reinstated with full back pay, benefits and seniority, they have been working hard to have the company deal fairly with all its employees. Last month, General Chairperson J. McNealy and his committee met with the company in an attempt to resolve numerous issues.

Local 171, Aurora, Ill.

Local 171, along with BLE Division 32, recently held a holiday dinner for all active members of both units. "Special thanks go to Secretary/Treasurer Mike Wyatt, BLE Division 32, and also to Local 171 Secretary/Treasurer Richard Temple, who handled the invitations and reservations," said President Roy Coan. "A very special thanks also to John Bishof, Phil Romanchuk and Matt Porter of Designated Legal Counsel Yaeger, Jungbauer, Barczak & Vucinovich, who sponsored the dinner."

Locals 262, 1462, Boston

There will be a special joint meeting of UTU Locals 262 and 1462 on February 7, at 6 p.m. at the VFW Lodge, 84 Eastern Ave., Dedham, Mass. A representative from the Railroad Retirement Board will give a presentation on the benefits of the Railroad Retirement and Survivors' Improvement Act of 2001. All Boston-area UTU members and their spouses are invited to attend.

Local 298, Garrett, Ind.

About 175 members and their families enjoyed the second-annual Christmas party on December 12 at the Garrett Eagles Club, jointly sponsored by the UTU and the BLE, Secretary Rick Mitchener reports. "The members would like to thank Dan Downes and Ron Newkirk of the Designated Legal Counsel law firm of Hoey, Farina & Downes, and Ron Hiemert of BLE Division 153, who played Santa Claus," Mitchener said.

Local 376, Louisville, Ky.

Retiring Local Chairperson Royce Ashcraft's 34 years of service with CSX, and 17 years as local chairperson for Main Stem I members, were recognized at the local's annual Christmas party by Vice President Roy Boling, who presented Ashcraft with a brass lantern on behalf of UTU International President Byron A. Boyd, Jr. The event was sponsored by Designated Legal Counsel Harrington, Thompson, Acker & Harrington.

Local 378, Cleveland, Ohio

Rick Mitcham, a CSX yard conductor at Collinwood Yards, is the winner of this year's CSX raffle to attend the Super Bowl. Rick has worked safely for 29 years. CSX drew his entry from about 10,000 names. "This was an all-crafts



Burton Main of Local 679, Attleboro, Mass., with his new best friend, Peanut.

Dog's rescue puts member in spotlight

What Burton Main did seemed such a simple thing, but a humane act of kindness in January produced a media frenzy.

"And all I did was stop and pick up a dog," said Brother Main, a Providence & Worcester Railroad (P&W) employee and member of Local 679 in Attleboro, Mass.

The pup, now named Peanut, was wearing an oversized collar that got caught on the ties of the Winthrop Cove trestle.

"On the P&W, we're brakeman, conductor and engineer," Main said. "We rotate daily. That morning, I was the conductor, but was the engineer on the way home. We've seen dogs tied to the track, and that's what this looked like."

On the way back, Main and crew members Kevin Galizio and Larry Gillheeny (both members of Local 679) saw the dog still laying against the inside rail. "Amtrak runs a couple trains a day on that track," Main said, "and an Acela was coming behind us. I radioed to find out how much time I had, stopped the train, and rescued the dog."

An Operation Lifesaver volunteer heard Main on his scanner and tipped off the local newspaper. "On the way to the terminal, I got a call that the New London Day wanted to interview me. They came to the house, took pictures and ran a story."

A local ABC television affiliate interviewed Main the following day, and the Associated Press distributed the newspaper story nationwide. "A few days later," Main said, "Fox TV News came to the house. Before I knew it, I was in every paper in the country!"

Main and his wife and daughter, who bred Doberman pinschers in the past, already had two dogs at home. When Peanut's owner failed to claim her, Main adopted the pup. "A veterinarian saw the coverage and has offered free health care, too," Main said.

drawing on the CSX. Anyone injury-free from the division had his or her name put in the hat," according to Local Chairperson Tim Leonard.

Local 459, Chattanooga

The local donated \$500 to the Vietnam Veterans for its Christmas fund, reports Secretary/Treasurer J.R. Johnson. The local also participated in the distribution of gifts to needy children, with Local President Jerry Haynes playing Santa Claus. The local's Christmas party was sponsored by Designated Legal Counsel Alexander & Associates of Birmingham, Ala.

Local 469, Madison, Ill.

The local's annual Christmas party was a great success, reports Secretary/Treasurer John Payer. "The event was sponsored by the MidWest Rail-

roaders, the Lance Callis law firm and UTU Designated Legal Counsel John Papa. In attendance were members and family members from Local 469, Local 1405 (St. Louis, Mo.), Local 1388 (St. Louis, Mo.), Local 1229 (E. St. Louis, Ill.), Local 1517 (Cincinnati, Ohio) and Local 1534 (Chicago, Ill.). Some 50 prizes were given out, including a 25-inch television set, Christmas hams and more. Keep watch for MidWest's annual Super Bowl poker tournament, the proceeds of which will be donated to the Four Square Church in the Metro-East area. All UTU members are invited. For information call me at (618) 452-0775."

Local 759, Newark, N.J.

Alternate Vice President Carol Scarsella, Local Chairperson Joe Frierson and mechanic Beauford White are in negotiations to include the mechanics at ONE Bus, which operates in the Newark, N.J., area, in the existing labor agreement, which already represents drivers. Several months ago, the mechanics voted to be represented by the UTU. Progress is being made in those negotiations for the mechanics, but more meetings will be necessary to reach an agreement, according to Vice President Bernie McNelis.

Local 807, Tucson, Ariz.

Members of the local, which represents Union Pacific employees in the Tucson area, have established a new presence on the Internet, according to Secretary Daniel Hicks. Members and others are invited to access the website at <<http://www.utu807.org>>.

Local 1390, Trenton, N.J.

Members of Local 1390, 419 (Camden, N.J.), 1447 (Newark, N.J.) and 1949 (Baltimore, Md.) combined efforts to run a "Santa Special" train from Sayreville, N.J., to Freehold, N.J., and return, delighting hundreds of children of all ages. "Santa" Bill Stroh (1449) was assisted by conductor Victor Kowsaluk (1390) and helpers Steve Vona (419), Ray Gloede (1949) and Ted Celen (1390), along with retiree James Black (1390).

Local 1518, Indianapolis

The local is honoring Freland Stark, who on December 16, 2001, started his 59th year of railroad service. Still active, Stark works a yard job at Terre Haute, Ind. Stark was born in 1925 and was admitted to the Brotherhood of Railroad Trainmen in 1944, holding continuous membership since 1952. "We believe he is the oldest active member of the UTU," wrote Secretary/Treasurer J.R. O'Neil.

Local 1522, Washington, D.C.

Local President T.W. Boyd is thanking all members and others who contributed to the local's winter coat drive. "This was our third year, and it was very successful," Boyd said. "We collected more than 50 coats."

Local 1670, Laredo, Tex.

The officers and members of this local, which represents workers on Laredo Metro, are still in negotiations for a new agreement. Chairperson Bill Koehn and his committee have worked hard to get an agreement without taking a job action. They hope to have a tentative agreement signed soon.

UTUIA Unit 17, Philadelphia

UTUIA Local Unit 17 held a raffle for a DVD player recently, with proceeds benefiting the September 11 Relief Fund. The winner was John Murphy of Local 1949, Baltimore, Md., who works as a yardmaster in Morrisville, Pa. The raffle raised more than \$700, according to Field Supervisor Tom Anziano, Jr. The Designated Legal Counsel firm of Coffey & Kaye donated the DVD player.

State Watch

News from UTU State Legislative Boards

Alabama

Due to the disability retirement of **Robert O. Cobb** (Local 762), **Danny J. Massey** has been elevated to assistant legislative director of the Alabama State Legislative Board.

Massey has been a member of the UTU for more than 30 years and also serves as the legislative representative for Local 847 at Birmingham.

In other news, George Peoples, Jr., the son of retired engineer and UTU member **George Peoples, Sr.**, (Local 622) has placed first in the balloting for the Junior Chamber International's 2001 "Outstanding Young Person of the World" for his work in cancer research, according to Alabama Legislative Director **Ron Clements**.

Peoples is a graduate of the U.S. Military Academy at West Point and the Johns Hopkins University School of Medicine. A physician at the Walter Reed Army Medical Center, Peoples is currently serving with U.S. military personnel stationed in Afghanistan.

New York

The state legislative board has set up a fund to assist the families of UTU members who lost loved ones in the tragic events of September 11, according to Legislative Director **Sam Nasca**.

"Along with the generosity of our Canadian brothers and sisters, particularly Canadian Legislative Director **Tim Secord**, we have set up a small fund to directly assist the families of UTU members who lost loved ones on that infamous day.

"We felt that our UTU brothers and sisters should be considered first when distributing this fund and we have done that," Nasca said.

Thus far, the New York Legislative Board has assisted the following families:

Mary McGovern, the widow of New York City Fire Battalion Chief William McGovern, who was the brother of Local 722 member **Patrick McGovern**; Dara Seaman, widow of Cantor Fitzgerald employee Michael Seaman, who was the brother of Local 645 member **Dan Seaman**; the family of New York City Fireman Brian Sweeney, brother of UTU 645 member **Lynn**



Conductor **Ralph Fuller** (left), Local President **Jeffrey L. Mason** and Conductor **Sami Tadehara** (right), all members of UTU Local 265 at Pocatello, Idaho, take a break from the festivities at the Transportation Christmas Celebration, which was held December 21 at the Holiday Inn in Pocatello.

Sweeney; and Dannielle McGuire, widow of Patrick McGuire, the brother of Local 645 member **John McGuire**.

Idaho

The annual Transportation Holiday Celebration of the UTU, Brotherhood of Locomotive Engineers, UTU designated legal counsel and railroad retirees was a resounding success, reports State Legislative Director **Gregory N. Farris**.

"This year's party was a great success, with attendance increased by 40 people over last year," Farris said. "UTU Local 265 President **Jeffrey L. Mason**, who has planned this event each year, has done a great job again."

Invited to attend this year's event were U.S. Representatives C.L. Otter and Mike Simpson and U.S. Senators Larry Craig and Mike Crapo. Although they were unable to be present for the celebration, their office staff members in Idaho were able to set up direct telephone lines to Washington, D.C., so that everyone at the party could thank them for their continued support of the Railroad Retirement and Survivor's Improvement Act of 2001.

North Carolina

In an effort to learn more about the railroad industry, Cong. Robert Etheridge spent a day with railroad crews and management at CSXT's Rocky

Mount Terminal before embarking on a two-hour train trip to Fayetteville aboard the south-bound Juice Train, reported North Carolina Legislative Board Chairperson **Sheldon Spain**.

Spain said that the congressman had expressed a desire to learn more about the railroad industry and that he helped arrange the meeting along with Legislative Director **Richard Westbrook**, District Superintendent Trey Whitson, Terminal Manager Donald Joyner and Lyman Cooper, CSXT state relations director.

The congressman observed several motorists that attempted to go around lowered crossing gates as well as a few more who succeeded at the dangerous maneuver.

"Engineer Dave Johnson and Conductor **Robert Griffin** (Local 1106) could not have been any more professional in performing their duties, and both were very informative during the congressman's trip," said Spain, who also made the journey.

Spain said Etheridge also visited the yardmaster's tower in Rocky Mount, where he observed Yardmaster **Bobby Jackson** (Local 1971) coordinate the operations of six yard engines and trains arriving and departing.



Pictured, from left, are North Carolina Legislative Board Chairperson **Sheldon Spain**; UTU Local 1106 Chairperson **Ricky Stroud**; North Carolina Cong. **Robert Etheridge** and CSXT Rocky Mount Safety Committee Chairman **Chris Fly**. Etheridge spent the day speaking with rail management and train crews about rail operations in an effort to learn more about the industry.

Bus Department

By Percy Palmer

I look forward to serving you

Words defy my elated and humble feelings for allowing me to serve you at various levels in this great union.

I started as sergeant of arms and have held the positions of local president, legislative representative, delegate, general chairperson, alternate bus representative on the California state board, chairperson of the General Chairperson's Association, and alternate vice president of the Bus Department (west).

I now am called upon to serve as vice president and director, Bus Department, according to the requirements in the UTU Constitution.

I certainly did not expect Brother McNelis to retire at such young age, but I am prepared to step up to the plate.

I feel honored and privileged to have an opportunity to carry on the heritage of some outstanding past vice presidents such as Kenneth Moore, Trudy Weber and Bernie McNelis.

Although they had their own style, each of them did a wonderful job serving the membership.

These are large shoes that I will have to fill, but I am prepared to serve you to the best of my ability.

My motto is, "Where there is no vision, the people perish," and I do have a vision for our Bus Department, as well as our entire union.

I am looking forward to serving you, and thanks again for giving me the opportunity to do so.



Yardmasters

By Don Carver

The challenges of the new year

This year will be a challenging period in which to negotiate contracts to improve wages and benefits for our membership.

National negotiations have been revived with a new determination and vigor to bring these negotiations to a successful conclusion in the near future.

The Yardmaster Department has ongoing negotiations on numerous carriers across the nation. Its general committees are handling Section 6 notices with the employing carriers. These negotiations are in varying levels of resolution.

CSX negotiations are making, what we deem to be, good progress in consummating a new system agreement covering the territory under the jurisdiction of four general committees.

The Soo Line general committee is nearing finality on a new system agreement and, from there, will move into Section 6 negotiations for a new wage and benefits package.

The Burlington Northern Santa Fe committee is in negotiations on local issues important to the yardmasters there.

Two of our committees, CN/GTW and CP/D&H, opened Section 6 negotiations with the employers last month. They are added to the list of yardmaster committees in ongoing negotiations. They accompany CSX, Soo Line, Indiana Harbor Belt, Amtrak, Union Pacific and New Jersey Transit.

Yardmasters on long-term disability whose dependents' health care coverage is nearing expiration should contact the Yardmaster Department for important information.



Seniority and the right to fully exercise it

by Paul Thompson
UTU International
Assistant President

We have been receiving inquiries from general committees desiring to negotiate a provision that allows train and engine service employees to fully exercise their seniority in either historical craft. Such a provision was contained in 1996 Arbitration Award No. 559. However, it required an implementing agreement on the individual properties before becoming effective.

By way of history, in 1978 the UTU negotiated a provision providing train-service employees the right of promotion into engine service and the preservation of their train-service seniority. While the employees' train-service seniority was preserved, they could not exercise their train-service seniority if they could hold a position as an engineer.

At that time in 1978, there were limited interdivisional seniority districts, and many engineer and train-service seniority districts generally were no more than 100 to 150 miles. For an individual to be required to fully exercise their engineer seniority within those defined limits may have been undesirable, but it was

not unreasonable.

In 1985, the UTU revised the 1978 national agreement and made train-service employees the future source of supply for the position of locomotive engineer. Those employees hired in train service prior to 1985 had the opportunity to transfer into engine service, but it was a choice, not a requirement. Employees hired subsequent to the 1985 agreement were required to accept promotion to engineer, if and when they were needed. Their train-service seniority was fully protected while working in engine service, but with the same restrictions as contained in the 1978 agreement.

In subsequent years, more interdivisional service was implemented, resulting in expanded seniority districts. An explosion of railroad mergers then occurred, expanding seniority districts even further. To obtain as many work opportunities as possible for their members, many BLE and UTU general committees negotiated system seniority agreements. What once was a 100- to 150-mile seniority district was expanded to hundreds, and sometimes thousands, of miles.



Paul Thompson

Suddenly, train-service employees who entered engine service—in Chicago, for example—were only required to protect their engineer seniority at that location, now found themselves having to protect their engineer seniority from Chicago to El Paso, Texas, and sometimes even further because of the restrictions contained in the 1978 and 1985 national agreements. This resulted in extreme hardships to those employees and their families.

In response, three UTU general committees on the former Santa Fe portion of the BNSF, along with the involved BLE general committee, negotiated the first true flow-back agreement in the industry pursuant to the 1996 national agreement. The purpose was to keep individuals home and provide a better quality of life for both train- and engine-service employees.

Train-service employees with engineer seniority could choose to exercise their train-service seniority on the former Santa Fe. The only requirement was that there had to be a junior train-service employee actually working in train service at the location who also held engineer

seniority at that same location. This merely recognizes ebb and flow between train and engine service—one moves up and one moves back at the same location.

This keeps anyone from being furloughed as a result of the flow-back and also keeps everyone possible at their home location. The individuals flowing back also retain the same arbitrations, crew-consist protection and other protections to which they were entitled with their train-service seniority date.

As times change, so must our agreements. We all desire a better quality of life for all operating employees. General Chairpersons J.A. Huston, P.W. Tibbit and J.F. Holden are to be commended for doing the "right thing" for the members they represent. This is what we are about. In fact, general chairpersons on the Union Pacific, CSX and other properties have indicated a desire to negotiate similar flow-back agreements.

The purpose of flow-back agreements contemplated by the 1996 national agreement is to ease the ebb-and-flow movements of employees between engine and train service by providing that engine-service seniority need only to be exhausted in a reasonable home district area.

The remote control belongs in UTU hands

Leadership is taking challenges head-on and not running from them. That is precisely what the UTU has done in the face of a rail industry intention to implement remote-control operations.

Either we learn from history or we repeat past failures. When labor unions fought elimination of the firemen and cabooses, firemen and cabooses were eliminated anyway.

The bitter lesson is that we cannot stop advances in technology—not automobiles replacing the horse and buggy, electricity replacing gas lamps, computers replacing manual typewriters or remote control replacing an engineer.

What we can do—and are doing—is to assure something of val-

ue in return. The UTU has achieved its goal that the remote control belongs to UTU-represented employees, that there will be no reduction in UTU-represented jobs or compensation, that UTU-represented employees will receive adequate training, and that remote control will not be introduced until its safety is assured.

Pilot projects will help us to determine how this technology will affect workers and what permanent safeguards are required. Not until we are assured of the protections we demand will the UTU send out for ratification a permanent agreement. Our leadership position means we are managing the result, not reacting to it.

WASHINGTON WATCH

By James Brunkenhoefer

Getting even, but at the appropriate time

"Revenge is a dish best served cold," goes the old saying. It applies to the Railroad Retirement reform battle we won in December. The two-year process was a march up steep mountains as we fought opposition. Often, members wanted to "get even" with those opponents.



For sure, letting lawmakers know just how angry you are can be enjoyable, but many phone calls, made in anger, actually made our climb more difficult at times because members of Congress also can act out of anger. An example is when the Railroad Retirement reform bill, which had previously been passed by the House of Representatives, passed the Senate under a different bill number and had to go back to the House for re-approval under parliamentary rules.

The coalition lobbying in support of Railroad Retirement reform never requested anyone dissatisfied with how House members voted the first time express their anger in telephone calls. Still, some made those angry calls and when the bill came up for a second vote in the House, we didn't pick up one single vote from those who voted against us the first time. "No" votes were cast again because all the "get even" calls did was to make those opposed to us dig in even deeper. Fortu-

nately, it wasn't a close vote.

Another saying is that your organization's most important vote is the next one. No matter how a person voted yesterday, if you don't make them mad they may vote with you tomorrow. And, there will always be another important issue up for voting tomorrow or the next day.

Yes, some elected officials will vote with us every time and some will always be against us. But many lawmakers vote the issues. If you don't make them mad, you may get their vote tomorrow.

So, when do we get even? The time for revenge is Election Day, after we study a lawmaker's voting record for an entire congressional session. You see, politics is like football. You have to hit the quarterback at the proper time to be a hero. If we hit him at the wrong time we only get penalized.

So, here is how we play the game of politics to win. First, we ask you to contribute to the Transportation Political Education League (TPEL) or increase your existing contribution. Every dollar invested in TPEL helps to ensure we have the tools available to help our friends on Election Day. The second thing to do is to vote for UTU-endorsed candidates on Election Day.

This two-step method is how we reward our friends and punish our enemies in the most effective manner. It works. And, that is how we get even.

Railroads resist installing life-saving technologies

by David Hakey
UTU International Vice President

A technology called positive train separation (PTS) might have saved 165 lives and prevented 1,309 injuries over the past three decades, according to the National Transportation Safety Board (NTSB). Combating operating-crew fatigue by imposing more predictable work schedules also can reduce accidents, injuries and fatalities, the NTSB says. Railroads are resisting both because of cost.



Hakey

Placing profits ahead of safety is heartwrenching to the families and co-workers of victims killed in preventable accidents. NTSB "has long been a proponent of automated systems that prevent train collisions," the NTSB said following a 1999 fatal rear-end collision at Bryan, Ohio.

Although railroads were spurred by the Federal Railroad Administration to implement pilot projects incorporating PTS, progress has been slow. Burlington Northern Santa Fe (BNSF) and Union Pacific, for example, have been testing PTS in the Pacific Northwest. But, the NTSB has expressed disappointment "with the pace of development and implementation of collision-avoidance technologies." A transportation magazine observed that, while General Motors is equipping Cadillacs with infrared scanners to improve a driver's night vision, and while Ford offers sonar in rear bumpers to assist backing into tight spaces, railroads have resisted implementing positive train separation even though the tech-

nology exists. Preventing derailments costing millions of dollars each would, over time, offset the cost of PTS systems, plus implementation would add a safety redundancy, making railroading safer and more efficient.

Methods to reduce train operating-crew fatigue also are among NTSB's "most-wanted" safety improvements. Unfortunately, railroad lobbyists blocked congressional attempts by Cong. Jim Oberstar (D-Minn.), the ranking Democrat on the House Transportation Committee, to prohibit rotating shifts, require more advance notice of work assignments, more rest between duty calls, more restful places to sleep while away from home and more undisturbed time while at home.

BNSF and the UTU last fall launched a collaborative effort to prevent workplace injuries by challenging and changing traditional employee/management relationships. A similar effort is underway at CSX. But, other railroads have been slow to follow.

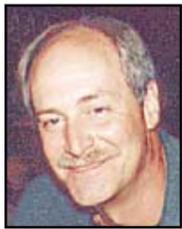
The BNSF and CSX models are intended to link safety, quality of life and productivity with a recognition that staffing, training, work/rest scheduling, attendance requirements, rules and operating practices all have a bearing on safety in general and human-factor failures specifically. Workplace coaching, counseling and retraining are intended to replace the existing punitive discipline process for non-repetitive and non-serious safety-rules violations.

Your UTU International officers are committed to making the dangerous railroad environment safer. Zero fatalities, zero injuries and zero accidents are our goal.

Good communication means less confusion

by John A. Nadalin
UTU Director of Strategic Planning

Amusing television commercials show how poor cellular telephone reception results in an unexpected and unwanted action by the person receiving the call. And, I'm sure you also are familiar with cartoons in which parents ask children the rhetorical question, "Just what part of 'no' don't you understand?"



Nadalin

These are examples of communication breakdowns, the failure of the other person to understand a spoken or written message. Who is to blame when somebody just does not understand? Should the communicator be faulted for not communicating effectively, or the listener faulted for not listening closely enough?

Accuracy, clarity and feedback are essential if communication is to be effective. In the transportation environment, accurate and effective communication can mean the difference between life and death. There is no substitute for getting the facts straight and making sure the other person understands precisely what you said, and meant.

Well-honed communication skills help union members promote a safe work environment and inspire our brothers and sisters to achieve objectives they may have thought unattainable. Well-honed communication skills also

strengthen our ability to enforce union contracts and successfully pursue grievances. Accurate and effective communication is essential for coaching, counseling, educating and consoling each other on virtually every subject, from company operating rules to organizing the workplace to recruiting new members.

Our Regional Meetings are one place where we can learn to improve communication skills. There also is the local library, community college classes, Internet online classes, seminars and even local Toastmaster groups.

In honing our communication skills, let us also remember that words can hurt as well as heal. Sometimes we forget how we feel when supervisors demean or criticize us rather than instruct or counsel in a positive way. Never forget that at the other end of your message is another human being who deserves the same tone of message and respect you deserve. Even when we disagree we need not be disagreeable.

Another positive guide to accurate and effective communication is to use plain, everyday language, avoiding generalizations, jargon and big words. When we write, short sentences are most effective.

Finally, realize that none of us is perfect, no matter how much we would like to think otherwise. If we take that extra minute to imagine how the other person will react when receiving our message, then we are well on our way to becoming better, more accurate and more effective communicators.

UTU's Belden rides in support of NYPD, NYFD

by Scott Belden
UTU Washington Office Chief of Staff

WASHINGTON, D.C. – The morning of November 10, 2001, was cold and blustery in the nation's Capital. My wife Charlie and I fired up our Harley Davidsons at 6 a.m. to represent the United Transportation Union in the inaugural "America's 911 Ride" from Washington, D.C., to New York City.

The ride found its genesis in the statements of New York Mayor Rudy Giuliani, who urged people to continue to visit New York, see a Broadway play, eat dinner, take a cab. It was time for motorcyclists to "do something," to lend their presence and their support to the firefighters, the policemen and women, to the citizens of New York.

Gas tanks full, dressed warmly, we met at the Washington Memorial. We found ourselves in the company of riders from Virginia, Maryland, Georgia, North and South Carolina and many other states. A rough head count showed that 1,200 to 1,500 riders would be making the journey. Additional riders would join in along the route. Amongst the participants was U.S. Sen. Ben Nighthorse Campbell, (R-Col.), an avid motorcyclist.

The route carried the participants up the back roads through Maryland,

Delaware and New Jersey. Upon arriving at the entrance of the Holland Tunnel, the New York City Police Department stopped all motorcyclists to allow for the stragglers to catch up (the procession was strung out over six miles). Once everyone was caught up with the leaders, the NYPD closed all traffic in both directions through the 3.2-mile tunnel, and all 1,200 to 1,500 motorcycles were escorted through the tunnel into New York City. The sound of 1,000 Harleys going through that tunnel, all at the same time, was deafening.



UTU Washington office Chief of Staff Scott Belden, right, and wife Charlie, left, greet Colorado Sen. Ben Nighthorse Campbell before the "America's 911 Ride."

Upon arrival, the riders secured hotel rooms, dinners and patronized New York's many attractions. The following morning, most riders went to Trinity Episcopal Church, which has become the shrine for visitors to the ground zero area. A large banner commemorating the heroism by the NYPD, FDNY, Port Authority officers and others was signed by all ride participants and affixed to the wall of the church. The group then dispersed to get closer to ground zero and to visit ladder companies and police precincts with contributions and condolences. Like everyone else, I saw the tragedy unfold on television and in the newspapers. But, until you see and feel the site at ground zero, you can never really understand the depth of this wound. It was a very emotional trip for us all. After we returned, we realized that we had to go. If for no other reason, we had to thank the survivors, the firefighters, policemen, Port Authority workers and the citizens of New York for showing the world what America really is. We are looking forward to the second "America's 911 Ride," tentatively scheduled for August 2002.

UTU members open hearts, wallets

UTU members opened their hearts, and their wallets, to aid the survivors of unionized firefighters and police officers who were killed in the terrorist attacks of September 11. To date, UTU members have contributed \$23,350 to The International Association of Fire Fighters, which has established the "New York Firefighters 9-11 Disaster Relief Fund," and \$22,975 to the International Union of Police Associations, which is sponsoring "The Police Benevolent Association Widows and Children's Fund." Well done.

RRB answers questions about

President Bush signed the Railroad Retirement and Survivors' Improvement Act of 2001 into law on December 21, 2001.

The legislation liberalizes early retirement benefits for 30-year employees; eliminates a cap on monthly retirement and disability benefits; lowers the minimum service requirement from 10 years to five years of service if performed after 1995, and provides increased benefits for some widow(er)s.

The financing sections of the new law provide for the investment of railroad retirement funds in non-governmental assets; adjustments in the payroll tax rates paid by employers and employees, and the repeal of a supplemental annuity work-hour tax.

The following is a summary of the changes in Railroad Retirement benefits and financing provided by the new law, which was based on joint recommendations to Congress negotiated by a coalition of rail labor organizations and rail freight carriers.

Railroad Retirement Benefit Provisions

60/30 RETIREMENT. The new law amends the Railroad Retirement Act by eliminating the early retirement reduction applied to the annuities of 30-year employees retiring between the ages of 60 and 62 if their annuities begin January 1, 2002, or later. The spouses of such employees would also be eligible for full annuities at age 60. Full 60/30 benefits have not been payable to 30-year employees retiring before age 62 since 1983 legislation reduced such early retirement benefits.

This provision is not retroactive and not applicable to 30-year employees who retired on the basis of age and service prior to January 1, 2002, or to their spouses, even if their spouses retire after 2001. However, if a disability annuitant is age 60 and has 30 years' service, his or her spouse can now receive an unreduced annuity as early as age 60 if the spouse's annuity beginning date is January 1, 2002, or later.

MAXIMUM PROVISION. The new law eliminates, effective January 1, 2002, a maximum on the amount of combined monthly employee and spouse benefit payments which had been intended to prevent benefits from exceeding an employee's creditable earnings prior to retirement. This maximum provision had the unintended effect of reducing benefits for former employees with no earnings, or low earnings, in the 10-year period prior to retirement, and for long-service employees with moderate earnings.

While not retroactive, the amendment will prospectively increase benefits, effective January 1, 2002, for almost 2,600 employee and 12,000 spouse annuitants on the Board's rolls whose benefits were reduced by the maximum provision prior to 2002.

In 2001, the average monthly employee benefit reduction under the maximum provision was \$164, and the average spouse reduction was \$78. The removal of any benefit reductions applied to affected annuitants should be completed by June

2002. Such annuitants can expect to receive accrual payments in late May 2002 retroactive to January, and increased regular monthly payments reflecting their new rates beginning with the monthly payment due on June 1, 2002. Notices are being sent by the Board to all affected annuitants in January 2002 advising them accordingly.

Notices will also be sent in January to employees whose spouses may have been previously advised by the Board to defer filing for spouse benefits because of the adverse effects of the maximum provision, as their spouses would now want to consider filing for Railroad Retirement benefits.

BASIC SERVICE REQUIREMENT. The new law lowers the minimum eligibility requirement for regular Railroad Retirement annuities from 10 years (120 months) of creditable railroad service to five years (60 months) of creditable railroad service for those with five years of service rendered after 1995. Benefits payable on the basis of this provision are not retroactive and are not payable earlier than January 1, 2002.

Also, for those with less than 10 years of service, additional earnings credits acquired under Social Security coverage would be required for a Tier I benefit. A Tier II benefit would be payable even if the employee never worked under Social Security coverage. Additional requirements apply in disability cases. In addition, a deceased employee with five years' service after 1995 must still have had a "current connection" with the rail industry in order for survivor annuities to be payable by the Board under this provision, rather than the Social Security Administration.

Anyone with five years of service performed after 1995, who was previously denied benefits because of the 10-year service requirement, will want to contact a Board office.

WIDOW(ER)'S BENEFITS. The new law establishes an "initial minimum amount" which is based on the two-tier annuity amount that

would have been payable to the railroad employee at the time the widow(er)'s annuity is awarded. The initial minimum amount is computed with a widow(er)'s Tier II amount equal to 100% of the employee's Tier II amount. Under prior law, the widow(er)'s Tier II amount was equal to 50% of the employee's Tier II amount; only the Tier I amount equaled 100%. Widow(er)'s annuities computed on the basis of the new initial minimum amount will not be adjusted for annual cost-of-living increases until the annuity amount is exceeded by the annuity amount the widow(er) would have been paid under prior law, with all interim cost-of-living increases otherwise payable.

This provision is effective February 1, 2002, and is not payable retroactively. The Railroad Retirement Board estimates that about 20% to 25% of the widow(er)s on its rolls in 2001 will see some increase in their annuity.

This provision applies to widow(er)s on the rolls before the effective date only if the annuity the widow(er) is currently receiving is less than she or he would have received had the new law been in effect on the date the widow(er)'s annuity began. Most widow(er)'s annuities awarded before October 1986 will not be increased. Many of the widow(er)'s annuities currently being paid are already higher than the annuity that would be payable under the new law because of previous cost-of-living adjustments.

Widow(er)s affected by this change can expect to receive any accrual payments, retroactive to February, in late April 2002, and increased regular monthly payments reflecting their new rates beginning with the payment they receive on May 1, 2002. Letters were sent in January to affected widow(er)s on the Board's rolls, advising them as to whether they will receive an increase. As a result, widow(er)s do not need to take any action or contact the Board.

Railroad Retirement Financing Provisions

INVESTMENT CHANGES. The new law provides for the transfer of Railroad Retirement funds from the Railroad Retirement Accounts to a new National Railroad Retirement Investment Trust, whose Board of seven trustees is empowered to invest trust assets in non-governmental assets, such as equities and debt, as well as in governmental securities.

The trust will not be treated as an agency or instrumentality of the Federal Government. Its Board of Trustees will be comprised of seven members: three members selected by rail labor to represent the interests of labor; three members likewise selected by rail management to represent management interests; and one independent member selected by a majority of the other six members. The new law also provides that if the parties involved cannot agree on the selection of Trustees within 60 days of the law's enactment date, an impartial umpire shall, at the petition of a party to the dispute, be appointed by the District Court of the United States for the District of Columbia. The

Trustees will be appointed only from among persons who have experience and expertise in the management of financial investments and pension plans. The Trustees will be subject to reporting and fiduciary standards similar to those under the Employee Retirement Income Security Act.

The new law also allows for Railroad Retirement benefit payments in the future to be issued by a qualified non-governmental financial institution, rather than the Treasury Department. The selection of the financial institution would be made by the Railroad Retirement Board, after consulting with the Board of Trustees and the Secretary of the Treasury. Railroad Retirement payments will continue to be processed through the U.S. Treasury in the meantime.

EFFECT ON PAYROLL TAX RATES. The new law reduces the Tier II tax rates on rail employers, including rail labor unions, in calendar years 2002 and 2003, and, beginning with 2004, provides automatic adjustments in the Tier II tax rates for both employers and employees. It also repeals the supplemental annuity work-hour tax rate paid by employers, beginning with cal-

endar year 2002.

The Tier II tax rate on rail employers and rail labor organizations is reduced from 16.1% to 15.6% in 2002 and to 14.2% in 2003, but the Tier II earnings base is not changed; and for 2002, that amount remains at \$63,000. The Tier II tax rate for rail employee representatives will be 14.75% in calendar year 2002 and 14.2% in 2003.

While there will be no change in the Tier II tax rate of 4.9% on employees in the years 2002 and 2003, beginning with the taxes payable for calendar year 2004 Tier II taxes on both employers and employees will be based on the ratio of certain asset balances to the sum of benefits and administrative expenses (the average account benefits ratio). Depending on the average account benefits ratio, Tier II taxes for employers will range between 8.2% and 22.1%, while the Tier II tax rate for employees will be between 0% and 4.9%.

The new law does not affect Tier I Social Security equivalent tax rates. The Tier I tax on employees and employers remains the same as for Social Security covered employees and employers.

new retirement law

Important information regarding health-care coverage for railroad retirees

CLEVELAND, Ohio – In conjunction with the recent passage of the Railroad Retirement and Survivors Improvement Act of 2001, below is information from United Healthcare regarding changes to the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000).

Also below are some important points all members need to know about their coverage in retirement.

UTU members considering early retirement under provisions of the new Railroad Retirement reform law must be aware that there may be differences among railroads in their continued health-care coverage.

Railroads participating in the Railroad Employee National Early Retirement Major Medical Plan (GA-46000) have agreed to amend the plan to allow for coverage when the employee applies for the retirement annuity on or after their 60th birthday. This allows for retiree and dependent health-care coverage until the employee reaches age 65 and becomes covered under Medicare.

As indicated on the UTU's website, changes to the law and the effective date for health-care plan changes occurred January 1, 2002. To ensure eligibility under GA-46000, it was essential that application for early retirement not be made before January 1, 2002.

In general, all questions relating to GA-46000 should be directed to United Healthcare at its toll-free telephone number, (800) 842-5252. If United Healthcare informs you that your railroad does not participate in GA-46000, contact your general chairperson as to how this new law affects you.

Also, remember that questions relating to the Railroad Retirement reform law and its affect on benefits should be directed to the Railroad Retirement Board. For information on how to contact the regional Railroad Retirement Board office nearest you, go to <http://www.rrb.gov> or check the government section of your local telephone directory.

Also, be sure to review the separate message regarding benefit and financing provision prepared by the Railroad Retirement Board and posted on the UTU website at <http://www.utu.org>.

Recent changes to the Railroad Retirement Act will allow employees who are 60 years old with 30 or more years of service to retire at age 60 with no reduction in their Railroad Retirement annuity.

Obviously, an important consideration for anyone thinking about retirement is health coverage after you retire.

Changes to the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000) include:

New Eligibility Rules

Along with the changes in the Railroad Retirement Act, the labor organizations representing railroad employees have negotiated a change in the eligibility rules under the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000), administered by United Healthcare.

Prior to January 1, 2002, GA-46000 required an employee to retire on or after reaching age 61. Now, you can retire at or after age 60 and be eligible for coverage under this plan if you meet the following eligibility requirements:

For age annuitants:

- You apply for a 60/30 annuity for which you are eligible: on or after the date you reach age 60, OR anytime during the three months before your 60th birthday, provided you continue working into the months before the month in which you turn age 60;
- On the day before you apply for your annuity, you must be covered (other than under COBRA) under the Railroad Employees National Health and Welfare Plan or the National Railway Carriers and United Transportation Union Health and Welfare Plan.

For disability annuitants:

- You have a current connection with the railroad industry;
- You have applied for a disability annuity to which you are entitled;
- You are covered under the Railroad Employees National Health and

Welfare Plan or the National Railway Carriers and United Transportation Union Health and Welfare Plan (other than by COBRA) on the day before the latest of the following dates: (1) the date you reach age 60; (2) the date you became disabled; (3) the date your railroad service equals 30 years.

In addition to the changes in eligibility rules, the lifetime maximum, currently \$75,000, will be adjusted each year by the medical cost component of the Consumer Price Index. The Lifetime Maximum for 2002 will be \$79,000.

If you retire and are eligible for GA-46000, you can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum of \$200,000.

Enrollment is Necessary

When you retire, your railroad will not report you to United Healthcare as a retiree eligible for GA-46000. You must enroll yourself and your family with United Healthcare. You can do this in two ways:

1. You can purchase GA-23111, Plan E. Your eligibility for GA-46000 will be verified when your enrollment for that coverage is processed. ID cards for both GA-46000 and GA-23111 will be sent to you. A booklet explaining the Plan E benefits and an enrollment form can be obtained by calling United Healthcare.

2. You can complete and return the "Retiree and Dependent Information" form found in the center of the GA-46000 descriptive booklet. Your eligibility will be verified and a GA-46000 ID card will be sent to you. You can obtain a GA-46000 booklet from your employer or United Healthcare.

If you have any questions about your eligibility for GA-46000 or the benefits provided under the Plan, call United Healthcare at (800) 842-5252.

IMPORTANT THINGS TO KNOW AT RETIREMENT

Following are some important points you need to know about your health care coverage upon retirement:

GA-46000

- Provides for employee and dependent health care benefits until the employee reaches age 65;
- \$100 annual deductible per individual and 80/20 co-insurance of reasonable and customary charges thereafter;
- Prescription drug benefits the same as under the Railroad Employees National Health & Welfare Plan and the NRC/UTU Health & Welfare Plan;
- \$79,000 Lifetime Maximum benefit for 2002 and subject to annual adjustment based upon the medical cost component of the Consumer Price Index.

GA-23111 Plan E (Supplement to GA-46000)

- Pays 70% of covered expenses not paid under GA-46000;
- \$200,000 Lifetime Maximum benefit.

GP-12000 Dental Plan & National Vision Plan

- Coverage continues through the end of the month following the month in which you retire;
- Coverage can be continued under COBRA through payment of the required premium.

Life Insurance Benefit

- \$2,000 upon retirement. This is administered by MetLife. For information about this benefit, contact MetLife at (800) 310-7770.

If you are covered for employee health benefits by a railroad hospital association, contact your hospital association for information about your early retirement coverage. Your eligible dependents will be covered under GA-46000.

Other revenue provisions. While supplemental Railroad Retirement annuities provided by the Railroad Retirement Act continue to be due and payable, the new law, in addition to repealing the supplemental annuity work-hour tax, also eliminates the separate Supplemental Annuity Account under the Railroad Retirement Act. Supplemental annuities provided under the Railroad Retirement Act will now be funded through the new National Railroad Retirement Investment Trust.

No changes were effected in railroad unemployment insurance taxes on employers.

BEFORE YOU CALL: The Railroad Retirement Board is making every effort to notify by mail all parties affected by this legislation as soon as possible. Therefore, patience on the part of annuitants would be appreciated when contacting board offices, as a higher-than-usual volume of calls is being experienced as a result of the passage of this legislation. Railroad Retirement Board offices are open to the public Monday through Friday, except on Federal holidays. Persons can find the address and telephone number of the board office serving their area by calling the board's automated toll-free help line at (800) 808-0772, or from the board's website at <http://www.rrb.gov>. E-mail inquiries about this legislation can be sent to the RRB by going to the board's website. Under "Latest News!" on the opening page, click on "Send us a secure message about the new law or its effect on you."

Senior News

Retiree's auctions draw on rail skills

Retiree **Harvey V. Hantula's** railroading experiences prepared him well for his second career.



Harvey V. Hantula

A charter member of the British Columbia Auction Association, Hantula learned to be an auctioneer in 1983, 10 years before he retired as a conductor on the Canadian Pacific Railway. But, he said many skills used in an auction are the same that carried him through his rail career.

"You've got to understand people, and if you understand railroaders, you understand people," said Hantula, a member of Local 501 in Revelstoke, B.C. "An auctioneer also needs good eyesight and has to be observant, very important traits in railroading."

He first worked as a logger and in construction, drilling the first hole that became the Rogers Pass Highway out of Revelstoke, but in 1957, after five years of repeatedly being laid off, railroading became his bread and butter.

As local president, legislative representative, and safety committee member, Hantula found his abilities with people served him well.

In 1983, he took a course where one year of training in auctioneering was crammed into two intensive weeks. After graduating, he donated his services to the widows of fellow railroaders holding estate sales, and word of his ability spread.

Last year, he ran about two auctions a month at the Trading Post in Kamloops. He remains in demand for recurring jobs, such as police auctions, and proudly noted that he has donated his services since 1983 to Ducks Unlimited, raising more than \$100,000 for the cause.

"I've done as many as four auctions in a month," Hantula said, "but I don't like to go overboard because I'm retired. It's fun, and it keeps my marbles in order."

Q's and A's outline RRB targets for implementation of new law

The following outlines the U.S. Railroad Retirement Board's (RRB) tentative schedule for implementing the changes mandated by the recent passage of the Railroad Retirement and Survivors' Improvement Act of 2001:

Q.) When will widow(er)'s benefits be adjusted?

A.) Letters to all widow(er)s advising whether an increase is payable or not should have been completed and mailed to beneficiaries in January. By April, rate notices will be sent to those who will receive increases. In addition, payments will be issued for the increase that would have been due for February and March. By May 1, all those eligible for increases will see the change on their regular checks.

Q.) When can an application be made for 60/30 annuities?

A.) Employees and spouses could begin filing for annuities on January 1. Payments will be made at a temporary rate in February, and by June final annuity rates will be computed and payments issued for any accrued amounts due.

Q.) When does the five-year vesting requirement go into effect?

A.) The effective date of the five-year vesting requirement was January 1. Upon enactment, applicants could begin filing applications, with

payment being made at a temporary rate in February and monthly payments made at their final rate by November.

Q.) When does the repeal of the Railroad Retirement maximum begin?

A.) Repeal of the Railroad Retirement maximum became effective January 1. Letters were to be sent to affected annuitants advising that the reduction was repealed in the same month. By May, rate notices are to be released to affected annuitants, and a separate payment for any increase due is to be issued. By June, monthly payments will be made at the increased rate.

For more information, check the RRB's website at <http://www.rrb.gov> or contact the nearest RRB office. Find the nearest office by calling the toll-free RRB help line at (800) 808-0772.

Retiree Program directors named

CLEVELAND, Ohio – The UTU Retiree Program has been placed under the direction of retired UTU Vice President **Larry R. Davis** and retired UTUIA Representative **Bill Packer**, who will serve as co-chairpersons.

"Larry and Bill, who fully understand UTU retiree needs, will be creating special programs, new workshops for retirees at UTU Regional Meetings and more exciting travel opportunities through the UTU Travelers Club," said UTU International President Byron A. Boyd, Jr.

Davis and Packer encourage UTU retirees to suggest ways of improving the Retiree Program and its value to UTU retirees. Suggestions should be sent to them via e-mail at PR@utu.org or by the U.S. Postal Service to: **UTU Retiree Program, United Transportation Union, 14600 Detroit Avenue, Cleveland, Ohio, 44107-4250.**

GA-23111 changes allow some retirees to enroll in Plans D & F

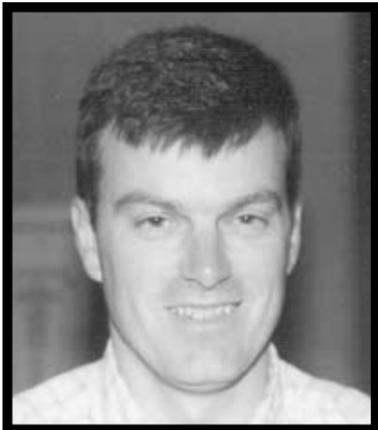
Recent changes to GA-23111 allow for enrollment under Plans D and F (Medicare supplemental coverage) if your Medicare Choice HMO is closing.

To learn about benefits under Plans D and F and to receive enrollment information, call United Healthcare at (800) 842-5252.

THE FINAL CALL

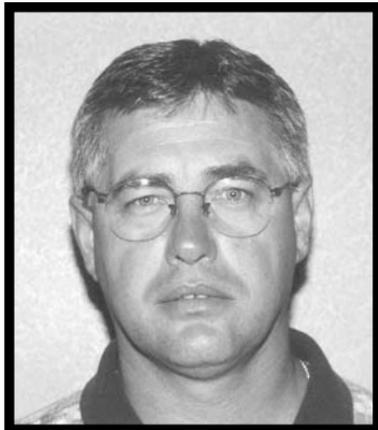
Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
5	Shoemaker, Ray O.	Independence, MO	590	Merklein, Harold J.	Krum, TX	1374	Cimini, Nick	Boca Raton, FL
194	Moore, Floyd R.	Elkhart, IN	602	Farmer, Harold R.	Pine City, NY	1374	Wolfbrandt, Donald G.	New Castle, PA
202	Koons, John H.	Denver, CO	605	Lantz, Ernest E.	Nutter Ft., WV	1376	Jackson, Gene E.	Columbus, OH
211	Gerrity, Gerard A.	Scranton, PA	627	Hiner, Clyde	Plattsmouth, NE	1382	Bailey, Warren B.	Conway, AR
228	Santee, Jimmy J.	Perry, IA	645	Seidel, William J.	Ft. Lauderdale, FL	1390	Ciccolello, Pantaleo S.	Hasbrouck Hts., NJ
265	Cartner, K.O.	Mountain Home, ID	656	Graves, Jesse	Little Rock, AR	1445	Haran, Joseph A.	E. Newark, NJ
292	Tolhurst, Charles C.	E. Syracuse, NY	811	Lyon, J.T.	San Bernardino, CA	1477	Revoir, Albert H.	Mesa, AZ
298	Morris, Paul E.	Walton, IN	816	Beistline, James R.	Harrisburg, PA	1518	Hays, Dan D.	Fort Myers, FL
300	Hughes, Robert J.	Newville, PA	832	Lemay, Alvin J.	Neenah, WI	1524	Stanford, Jack A.	Richmond, TX
324	Craig, Noel O.	Wenatchee, WA	838	Gross, Jr., John P.	Frazer, PA	1563	Walker, Fagan K.	Sun City, CA
386	Powers, Joseph F.	Westlake, OH	866	Howerter, Roy W.	Cottonwood, AZ	1581	Thompson, Glen W.	Panama, OK
407	Blume, John H.	Cordesville, SC	891	Hyde, Donald A.	Spokane, WA	1591	Ruppert, Joseph F.	Hanover, PA
419	Leavens, Robert H.	Absecon, NJ	950	Lemay, Lellon R.	Memphis, TN	1628	Polen, Robert D.	Wind Ridge, PA
421	Daruszka, Joseph F.	W. Seneca, NY	974	Coke, Howard J.	Nashville, TN	1637	Roberson, D.T.	Spokane, WA
430	Ritter, Harold R.	Silver Spring, MD	1000	Peters, Walter J.	Las Vegas, NV	1772	Reed, Albert V.	Lancaster, PA
462	Leibenguth, Don M.	Pine Bluff, AR	1011	Self, Clarence E.	Charlotte, NC	1883	Decamp, Harry S.	Skokie, IL
498	Beahm, Warren J.	Bethlehem, PA	1074	Patterson, Harold D.	Fredericksburg, VA	1917	Baker, Floyd J.	London, OH
498	Collins, William P.	Minersville, PA	1105	Boone, William E.	Wilmington, NC	1948	Leach, Glendon E.	Vandalia, OH
573	Marlowe, Sam	Danville, KY	1126	Walker, Dwight G.	S. Hutchinson, KS	1948	Ramhoff, William R.	Youngstown, OH
577	Fereira, Edward A.	S. Pekin, IL	1370	Turk, James L.	Morganville, NJ			



Billy Gilkey
L-785, Paducah, Ky.

"I am a conductor and engineer working for the Paducah & Louisville Railway. I also serve as local chairperson. I will have been railroading 12 years in April. I have got high regards for President Bush, for signing the Railroad Retirement Improvement and Survivors Act into law. I also think he is doing a fine job of handling the terrorism crisis. I did not know much about him before, but I have no complaints about him now. He has been okay for labor; he has helped us out so far. Not all Republican officials have been friends of labor, and hopefully he can work with labor to accomplish more for working persons."



Dan Paradise
L-1614, St. Paul, Minn.

"I am employed as a switchman for the Union Pacific and have been railroading for 27 years. I serve the members as legislative representative. I think George Bush is doing okay with the war, but I think there are some other areas, especially Enron, that concern me a bit. Other than that, he's doing a fair job. He approved the Railroad Retirement improvements, but I don't think he's a friend of labor, at this point, but that could change. It's yet to be seen whether the steel industry can recover, and we know Bush can help, but I'm not sure if he will. He's saying the right things anyway; that part of him I like."



Alan Grossweiler
L-1581, Bakersfield, Cal.

"I was a switchman for the BNSF out of Bakersfield for 30 years and 11 months until I retired. Now I serve my local as local chairperson, probably the only retired member serving as local chairperson in the state. As far as the war effort goes, it has been pretty good. As far as the working man goes, I don't think he's for the working man. I am worried about the job losses in this country. I don't feel the unions have got his full support, like some of the others leaders we have had. I don't like seeing the work leaving the United States. I think he could make a bigger influence than he's been doing. Overall, I'd give him a C+."



Ron Tokach
L-1344, Mandan, N.D.

"I work for the Burlington Northern as a conductor, and have been railroading for 27 years. In 1996 I became a full-time field supervisor for the UTUIA, covering many western states. How does President Bush rate? I think he gets a C, maybe a C-. I rate him as average, just like the grades he got in school. He is basically of average intelligence. They say most presidents have 200 issues on their minds at any one time, and that has got to make it tough for him. I guess he has got enough advisors to help him out, including his dad. I think any president would have handled the September 11 situation the

Conrail police officers vote to affiliate with UTU



Vice President Tony Iannone (left) gets thanks from Al Compitello, former president of the Fraternal Order of Police-NLC I, the group that recently voted to be represented by the UTU.

PHILADELPHIA, Pa. – Police officers employed on Conrail Shared Assets properties have voted overwhelmingly to be represented by the UTU. They formerly were associated with the Fraternal Order of Police.

The 60 officers work on Conrail properties in New Jersey, Detroit and Philadelphia, protecting yards and other facilities. The group turned to the UTU for support in the face of efforts by carriers to lessen protections. "When Conrail was broken up, these Conrail police officers were the only ones who were unionized; NS and CSX officers were non-union," explained Vice President Tony Iannone. "Byron Boyd agreed they needed our help. The UTU is serious about backing these guys up and proving to the carriers, and to the communities where they work, the value of the service they provide." Iannone praised Boyd and Amtrak General Chairperson Al Suozzo for their help in convincing the officers to stay unionized.

"If the UTU had not come in and supported us, we'd be in big trouble," General Chairperson Al Compitello said. "I would like to see all railroad police officers belong to one union, the UTU. With its knowledge of rail-labor laws, the UTU is the union best suited to accommodate police officers."

UAW honors UTU member for heroism at worksite

CLEVELAND, Ohio – Tom Priebe, a railroad conductor with the Norfolk Southern and 38-year member of Local 792 at Cleveland, Ohio, recently won praise from the United Auto Workers (UAW) and others for his concern for his fellow union brothers.

Last winter, Priebe, who works servicing the giant Ford Motor Company engine plant in Brook Park, Ohio, noticed that water had begun to accumulate near the rail car entrance to the plant. At first he didn't think anything of it because sloppy conditions exist at that time of year.



Priebe

One night Priebe was working with UAW Car Placer Morris "Sonny" Sturgis. "We were going in to check the cars before moving them, walking through standing water about an inch deep. I got a strange feeling that there was something missing, that something was different. I looked down at the water and saw something I didn't like."

What Priebe had sensed was that an access cover plate to an underground sluiceway had been removed, but you could not tell, because it was under water. The underground sluiceway is about three feet wide and 10 feet deep. It carries hot water that is used to cool six blast furnaces.

Priebe also noticed that Sturgis was about to walk right over the hole.

Priebe quickly grabbed Sturgis and stopped him. While Sturgis went for help, Priebe stood guard over the exposed access. "They had pulled the cover off because there was a blockage and they never put the yellow caution tape up," Priebe said. "If he (Sturgis) would have fallen in, the water would have sucked him in to this big underground collection area and he might have gone through these tremendous pumps."

"The plate was off, he saw it was unsafe and he grabbed me. I would have ended up in the mill pond" some distance away, Sturgis said.

Priebe was praised in the local UAW newspaper for his efforts. "Tom Priebe's quick thinking and quick response to the dangers facing Brother Sturgis are to be commended," the paper stated. "Working together, helping each other out, taking care of those in need, that is what the labor movement and, for that matter, what America is all about."

Amtrak summit

Continued from page 1

that all citizens can be proud of," Rose wrote. Davidson told Boyd in a letter that UP "would be very willing to participate in a working team effort to determine if there are common themes and ideas we can develop collectively."

Boyd told the mayors that "preserving, expanding and improving intercity rail passenger service is absolutely urgent to our national well-being. In fact, understanding the value to the most advanced, wealthy and mobile nation in the history of civilization of an efficient, national rail passenger system seems so simple as to be obvious. Yet, in its three decades of existence, Amtrak has never been provided with a permanent, reliable and sufficient source of funding to ensure its ability to deliver the world-class service demanded by existing and potential customers.

"How disappointing that the nation with the world's most efficient rail-freight network has a third-world-equivalent rail passenger system," Boyd said. "What is well documented is that Congress never provided Amtrak with sufficient funding. More recent calls that Amtrak be liquidated are largely the fault of Amtrak President George Warrington and his inner management circle, which has never fought sufficiently hard for that funding and which, by many accounts, doesn't understand how to design, operate and promote a national rail passenger network.

"As a result, Amtrak, which perpetually has

been teetering on the edge of bankruptcy, is again in danger of running out of cash, this time by March," Boyd said. "Worse, Amtrak's goodwill is so badly tarnished in the eyes of many lawmakers that calls for its liquidation are likely to be taken seriously this time. Other harsh proposals expected to be debated in Congress this year are to shut down many of Amtrak's intercity routes and permit private companies with no meaningful railroad experience to operate passenger trains over only a few high-density corridors.

"All of this is occurring in the wake of September 11 events, which focused new emphasis on promoting environmentally acceptable alternatives to air and automobile travel," Boyd said. "But even before September 11, Americans made clear to their elected representatives that they support a national rail passenger system and want an increase in intercity rail passenger service.

"It is time to be honest about the need for permanent, reliable and sufficient subsidies, as well as the need for a management team fit, willing and able to deliver customer-driven service," Boyd said. "It is imperative that those possessing extensive railroading experience and knowledge now become involved in assuring America access to a world-class national rail passenger network. A summit involving the nation's freight-rail chief executives, the leaders of those railroads' unions and political leaders is an appropriate and effective means to determine, through informed consensus, what is needed to assure the preservation, expansion and improvement of America's national rail passenger network."

Three notable members die

Three notable UTU members recently passed away, including retired former General Chairperson **Edward M. Leicht**; retired former Maryland State Legislative Director **Harold K. Ritter**, and Brother **Dennis J. Corsale**, an active Amtrak employee widely considered the nation's longest continually employed passenger rail conductor.

Edward M. Leicht passed away December 20, 2001, at his home in Albion, Pa., after a lengthy illness. He was 73 years old.

Brother Leicht, a member of Local 596 in Albion, Pa., began his rail career on the Bessemer & Lake Erie Railroad at the age of 16 as a call boy in the Pittsburgh area, then worked as a fireman and engineer until his retirement in 1986, when he had 43 years of service on the railroad. He served as general chairperson for 18 years.

Leicht also served in the U.S. Navy during World War II and in the Korean War, and was a member of the Veterans of Foreign Wars and the Loyal Order of the Moose.

Harold K. Ritter of Local 430 in Cumberland, Md., passed away December 28, 2001, in Silver Spring, Md. He was 85 years old.

Brother Ritter began his rail career as a freight brakeman on the Baltimore & Ohio Railroad and joined Brotherhood of Railroad Trainmen (BRT) Lodge 267 in February 1946.

He served as local legislative representative, and as UTU's Maryland State Legislative Director from unification in 1969 until his retirement in 1984.

Dennis J. Corsale of Local 95 in Rensselaer, N.Y., passed away in Saratoga Springs, N.Y., on January 13, 2002, after a short illness. He was 79 years old.

Brother Corsale began his career on July 19, 1941, at age 19 on the Delaware & Hudson Railroad. Serving in the Coast Guard during World War II, he returned to railroad work, and later became an Amtrak conductor. He joined BRT Lodge 311 in Mechanicville, N.Y., in February 1942.

According to reports, Brother Corsale was recognized last summer as the nation's longest continually employed train conductor. He celebrated his 60th anniversary on the job last July and was still working until falling ill shortly before Christmas.

Remote control projects set

Continued from page 1

employees represented by the UTU.

The National Wage and Rules Panel was established in 1996 to permit railroads and the UTU to discuss complex issues in a non-confrontational manner. Parties expressly envisioned pilot projects such as this.

"There are a number of issues to be worked out before either side enters into a definitive agreement on remote control," UTU International President Byron A. Boyd, Jr., said. "Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology cannot be ignored and we are all better off understanding and controlling that technology.

"Our goal is to protect our membership from adverse actions," Boyd said. "We have seen the BLE take exception in the courts and be locked out of the process. Only after we actually see and experience the actual operation can we be in a position to negotiate the proper employee protections."

Meetings

Continued from page 1

days in advance of travel, while discounts of 5% are available if booked within 60 days of travel. All discount flights are through Continental Airlines only.

Discount car rental fees also have been arranged for UTU Regional Meeting participants through Avis Rent A Car Systems. Interested parties can call Avis Worldwide Discount (AWD) toll free at (800) 331-1600. Those interested in obtaining the UTU Regional Meeting discount rate must mention the AWD discount number, D150699. Please keep in mind that car rental rates vary from city to city.

The theme of this year's UTU Regional Meetings is "Remembering Our Roots," and special seminars focusing on the history of the UTU will be included at the UTU Regional Meetings.

Spouses and other family members are encouraged to attend the president's state of the union address, the human rights program, the UTU history session, the UTU Auxiliary workshop and other seminars that will follow, as information of importance to UTU members and their families will be presented.

As always, Regional Meetings will include specialized workshops for UTU local and general committee officers and legislative representa-

tives. Presentations on topics of interest to UTU family members, as well as UTU Auxiliary members, will also be included.

The New Orleans Regional Meeting has been designated as the Canadian Regional Meeting.

Watch future editions of the *UTU News* for complete information and registration forms for this year's Regional Meetings.

2002 Regional Meetings

Reno, Nevada
June 10-12, 2002
The Reno Hilton
2500 E. Second St.
Reno, NV 89595
(800) 648-5080 or (775) 789-2000

Washington, D.C.
July 29-31, 2002
Hyatt Regency on Capitol Hill
400 New Jersey Ave. N.W.
Washington, DC 20001
(800) 233-1234 or (202) 737-1234

New Orleans, Louisiana
August 15-17, 2002
The Fairmont New Orleans
123 Baronne St.
New Orleans, LA 70122
(800) 866-5577 or (504) 529-7111

Two killed

Continued from page 1

The estimated impact speed was 42 mph; the speed limit on the road was 45 mph, Martin said. The hopper did not derail.

The pastor has been charged with manslaughter in the accident, according to reports.

"He was easy going and good to work with," Martin said of Isom. A wife and three children survive Isom, he said.

Vanhla "Viola" Yoder, 30, a conductor for the Norfolk Southern, was killed on a dark and rainy Christmas Eve morning when she was struck by a passing train about 4:30 a.m. at the Kemper Street station in Lynchburg, Va. She was a member of UTU Local 769 at Alexandria, Va.

Yoder was the divorced mother of three young children and the sole support for them and her elderly mother.

"The condolences of all UTU officers and members go out to the families of these UTU members. That these accidents occurred during the holiday season make them even more tragic," said UTU International President Byron A. Boyd, Jr.

UTU members help carry the Olympic torch

CLEVELAND, Ohio – The Olympic flame will be burning brightly in Salt Lake City this month thanks to UTU members who had the opportunity to carry the Olympic torch.

Some 70 Union Pacific (UP) employees, including 11 UTU members, were selected to carry the torch, which was lit by magnified sunlight in a ceremony in Greece on Nov. 19, 2001. The relay began December 4 in Atlanta, Ga., the last place the Olympic flame burned in the U.S. Beginning December 9, the torch was picked up by UP train and carried through Texas and Arkansas. After transferring to other modes of transportation, the flame was again picked up by UP January 10 in Omaha, Neb., and carried through Kansas, Oklahoma, New Mexico, Arizona, California, Nevada and Oregon.

At each stop, a local runner would ignite the torch from a special cauldron car's flame. Participants pass the flame from runner torch to runner torch and eventually back to the cauldron car.

The first two UP workers to carry the torch, **Jerald Howell** and **Robert Strzelczyk**, both carried it December 11, 2001, in San Antonio, Tex. Howell is a member of Local 756 at San Antonio, Tex.; Strzelczyk is local chairperson of Local 489, San Antonio, Tex.



Steve Slack

Next, **Hurston Cook**, a member of Local 221 at N. Little Rock, Ark., carried the torch in Texarkana, Ark., December 13.

Fourth was **Steve Slack**. Slack, 51, is a conductor on the UP, working road jobs out of S. Pekin, Ill. He is a member of Local 577 at Northlake, Ill.

Slack has been running for years, averaging 15 miles per week. He carried the torch January 5, 2002, for two-tenths of a mile along Jackson Road in Glencoe, Ill., about 30 miles north of Chicago.

Philip Jewett was the next UP member to carry the Olympic flame. Jewett is a 48-year-old conductor and switch supervisor with the Union Pacific Railroad. He works servicing the General Motors assembly plant at Janesville, Wisc. He is a member of Local 322 at Milwaukee, Wisc. He carried the torch January 5 in Racine, Wisc.

"The leg for each runner is about once around a football field, about 400 yards," Jewett said. "There are many people involved so you don't have to go that far; not everyone participating is a distance runner."

Jewett said the Olympic organizers are careful about the runners' image. "Everybody gets an identical windbreaker suit, hat and gloves to keep. They are real strict about what you wear. They have the right to keep you from running if you have logos on you."

Brian Lewis was next. He carried the torch January 18 in San Francisco. Lewis, 54, works as a switch foreman on the UP at Oakland, Cal. He serves his union as local chairperson for Local 239 at Oakland.

"I find it a big honor (to carry the torch)," Lewis said. "I also want to bring the UTU into this somehow. It is not only an honor for the UP but also for the UTU, a union that represents all these railroad workers. They said I could wear any type of footwear. Maybe I will put some UTU stickers on my shoes."

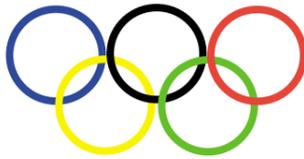
Nace Miles III, a member of Local 31 at San Jose, Cal., carried the torch January 19 in Sacramento, Cal.

The next UTU torchbearer was **Greg Boam**. Boam, 49, is a UP conductor working out of Eugene, Ore. He is legislative representative for Local 471 at Eugene and also serves as assistant state legislative director. Boam also is very active with the Operation Lifesaver rail-safety campaign. Not much of a runner, Boam said he was going to walk, not run, when he carried his torch January 22 in Eugene. "If I run, it is going to be over too quick," Boam said. "I don't want them to have to have an ambulance at the end of the 2/10 of the mile."

Delmer Hanson, a member of Local 473 at LaGrande, Ore., got the opportunity to carry the Olympic torch January 25 in Boise, Idaho. Next, **Timothy Kenny**, a member of Local 446 at Cheyenne, Wyo., carried the torch January 29 in Cheyenne.

Steve Coble carried the torch January 30 in Loveland, Col. Coble, 56, works for the UP as a conductor out of Denver, Colo. He is a member of Local 202 at Denver. "After what happened in September, we need the pride of the Olympics. The Olympic emblem of interlocking rings lets you know we need to be together as much as possible. I am honored to be selected," he said.

All the runners were given the opportunity to purchase their torches for \$335 after the run. Slack said he would gladly pay the \$335 for the torch he will carry. "I'm excited about participating and ready to go. It's a real honor." Boam said he appreciated the fact that he would get to keep his sweat suit, although "I don't think I'm going to be doing too much sweating in that beauty. I don't think I'm going to be doing any videos like 'Sweating to the Torch.'"



Retired Laidlaw School Bus Driver Mary Sikorski, left, a member of Local 1908, Buffalo, N.Y., carried the Olympic torch New Year's Day in Buffalo. Cheering her on, left to right, were Local 1908 members Cindy Gerlach, Rose Sanok and Local Secretary Joann Ehrhardt.

UTUIA seeks 2002 Volunteer of the Year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2002 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you

involved in some other activity that benefits those in your community?

If so, we would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2002 Volunteer of the Year.

The individual selected as UTUIA Volunteer of the Year will receive a \$1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA.

Additionally, he or she will be honored at the 2002 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA).

Also, 20 runners-up will be selected to receive certificates of appreciation for their volunteer efforts.

Deadline for submission of nominations is February 28, 2002.

The outstanding individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners-up as soon as possible.

Decision of UTUIA judges is final. Previous nominees may be nominated again; however, former Volunteers of the Year are ineligible to receive awards.

The Volunteer of the Year program is designed to accomplish many things, not the least of which is the opportunity for UTUIA to let its fraternal light shine. It also provides an opportunity for UTUIA to recognize its volunteers for their outstanding contributions to others.

The nomination form should be mailed to: **UTUIA Volunteer of the Year, Attn.: Sandra Kranick, UTU/UTUIA Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44107-4250.** Don't forget to include a separate sheet of paper describing your volunteer activities.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION 2002 Volunteer of the Year Nomination Form

Name _____ Local _____

Address _____

City _____ State _____ ZIP _____

Telephone Number _____ Dates of Volunteer Activity _____

Total Volunteer Time (hours, minutes) Weekly Monthly \$ _____ Value of Contribution (if applicable)

Please attach separate sheet of paper describing volunteer activity.
The more documentation you can provide, the better.

2/02

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250



This month's winning photo:

This month's winning photograph was submitted by **Brian Black**, a member of Local 240 at Los Angeles, Cal. The engine pictured is Union Pacific Challenger Class #3985, the largest operating steam locomotive in the world. It was taken at Cajon Pass, Cal., in May 1994, Black said.

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

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

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

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250. High-resolution digital photographs should be in the JPEG format and e-mailed to "utunews@utu.org". With each photograph, please include your name and UTU local number, the names of the



persons in the photo (left to right), where the photo was taken, and any other pertinent information.

All photographs submitted become property of the UTU. Remember to review your

employer's policies regarding use of cameras on the property or during work hours.

CORRECTION: Last month's photo was taken by Paul Anderson of Nashua, N.H., and submitted by J.C. Scappace, Jr.



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02/02

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Full Name of Member _____ UTU Local Number _____
 Address _____ City _____ State _____ ZIP _____
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