



UTU News

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"It is important to note that we are not giving up on attaining these improvements to our Railroad Retirement System. This time, we hope the Brotherhood of Locomotive Engineers and the Brotherhood of Maintenance of Way Employes will not delay this package. It was delay that allowed a handful of Republican senators to use the rules to defeat H.R. 4844."

— UTU National Legislative Director James Brunkenhoefer

News & Notes

CN workers okay pact

TROY, Mich. — About 450 UTU-represented conductors, yardmen and brakemen employed on Canadian National's Michigan Zone (the former Grand Trunk Western Railway) have ratified a new three-year contract with the carrier that is retroactive to 1998. The conductors approved the package by a vote of 135 to 44; the yardmen and brakemen also approved the deal by substantial margins. The new contract eliminates pay discrepancies for employees hired after 1985, provides for weekly guarantees, and improves insurance coverages. The pact also provides for participation in a quality-of-life labor/management committee which will examine availability, rest days, assigned days off and similar issues.

Bus companies drag feet

CLEVELAND — UTU Bus Vice President Bernie McNelis reports that contract negotiations with Cimarron and Renzenberger are continuing, but both companies are dragging their feet over economic issues. "While there has been a lot of progress with Cimarron on non-economic issues, the company continues to cry poor mouth," McNelis said. "We should be getting more into economic issues at our next meeting." With Renzenberger, McNelis said that "time is running out." If they do not try to provide a better economic package, the UTU will have to consider alternatives to the negotiating process, McNelis said. Negotiations with Alex Transportation also are ongoing.

New testing rules set

WASHINGTON, D.C. — The Transportation Department has revised its drug and alcohol testing rules, making the testing process easier to carry out and providing additional safeguards for some 8.5 million transportation employees. The new rules mandate that, to ensure fairness to employees, a medical review officer — who is a physician — will review the test results when a laboratory indicates that an employee's specimen may have been adulterated or substituted. Any employee will also be able to obtain, at a different certified laboratory, a test of his or her split specimen — so called because specimens are split into two separate containers to allow for retesting — to make sure that the original laboratory did not make an error.

Molitoris gets new post

BOCA RATON, FLA. — GeoFocus, a provider of positioning technology to the world's transportation markets, has named Jolene Molitoris as its new chief executive officer and president. Molitoris was formerly administrator of the Federal Railroad Administration. She joined the company on Jan. 2, 2001.

Battle for retirement benefits to continue in 107th Congress

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

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

The 106th Congress was one of the longest on record, concluding 10 weeks behind schedule on Friday, December 15, 2000. It was the latest both chambers have worked at the end of a Congress since the 97th Congress adjourned on December 12, 1982, and a flicker of life remained in H.R. 4844 until the end.

"It is important to note that we are not giving up on attaining these improvements to our Railroad Retirement System," Brunkenhoefer

Status of negotiations

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

"We're having serious problems negotiating the Qs and As over some items I thought were clear," said Assistant President Byron A. Boyd, Jr., who heads the UTU National Negotiating Committee. "We hope these are simply legitimate differences of opinion."

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said. "This time, we hope the Brotherhood of Locomotive Engineers (BLE) and the Brotherhood of Maintenance of Way Employes (BMWE) will not delay this package. It was delay that allowed a handful of Republican

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UTU downplays transit zones

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

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

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

The pro-zone Joint Powers Authority, which had been set to dissolve at the end of Decem-

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C&W employees get jobs back

PUEBLO — Train and engine service employees fired in October 1997 for refusing to cross a steelworkers' picket line at a Pueblo, Colo., steel mill are to be reinstated by a Public Law Board (PLB) decision issued on November 20, 2000.

On October 3, 1997, the United Steelworkers struck CF&I/Oregon Steel, which owned and operated both the steel mill and the Colorado & Wyoming (C&W) railroad, which serviced the mill. The carrier threatened to fire anyone who refused to cross the picket line.

UTU President C.L. Little responded to the carrier noting that it was the carrier's responsibility to provide a safe workplace, and that if members did not feel safe, UTU would defend their decision not to cross under the Federal Railroad Safety Act (FRSA).

On October 10, 1997, the Steelworkers

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Around the UTU

News from around the U.S. and Canada

Local 60, Newark, N.J.

Railmen for Children, a group of NJ Transit employees including members of the local, last month staged a Santa Express for 400 special-needs students, giving them an opportunity to ride the rails with Santa Claus (played by conductors **Mike Phalon** and **Carmen Foti**), enjoy a special lunch and go home with presents, said Local Chairperson (rail) **Donald Bogen**. **Jim Tufano**, president of the organization, said the \$15,000 for the event came from a golf tournament last September, proceeds from vending machines, and donations from a wishing well. Deserving special thanks is the group's treasurer, **Terry Aretz**, whose time and effort was key to the event's success.

Local 84, Los Angeles, Cal.

Members working for Amtrak recently donated \$300 to aid fellow Amtrak employees in South Boston who lost their homes in a fire that left more than 120 people homeless. Donations can be sent to: Amtrak Employees Fire Victims Relief Fund, c/o Mt. Washington Bank, 430 W. Broadway, S. Boston, MA 02127. For information, call (617) 293-9049.

Local 168, Chicago, Ill.

The annual holiday dinner, hosted by Designated Legal Counsel **Robert Harrington**, brought overdue recognition to Past Local Chairperson **Mike McKenna**, Past Local President **Edward Dace, Jr.**, and **Tom Guingrich**, who continues to serve as the local's chaplain. According to Treasurer **Lee T.G. Channing**, special thanks for making the event a success go to **Morris Vanderhack** and Local President **Tim Harrigan**.

Local 313, Grand Rapids, Mich.

Those involved in the preservation effort surrounding the *SS City of Milwaukee*, one of the last railcar ferries to work the Great Lakes, are exploring long-term mooring locations, according to **George P. Micka IV**. The group received nearly \$90,000 worth of grants and donations in 2000 to create a museum commemorating the unique cooperative effort of the rail and maritime industries. A website at <http://www.carferry.com/> offers a look at the ship. For information, contact Micka at (231) 755-8755, or send him e-mail at sscitymilw@aol.com.

Local 324, Seattle, Wash.

Congratulations go to new Local Chairperson **Ken Wiley**, who recently won the hostler committee election, and thanks go to **Diane Herzer**, whose candidacy gave members a choice, according to **Steve Snyder**. Formerly a rail (BNSF) and bus (Evergreen Trails) local, the bus members have now been granted their own local committee of adjustment (**Local 161**), representing nearly 70 full-time and about 110 part-time employees.

Local 469, Madison, Ill.

Despite a snow storm, the Christmas party on December 13 was a booming success, said Secretary and Treasurer **John I. Payer**. Fifty door prizes were distributed, including a 25-inch TV, hunting and camping gear, and numerous 20-lb. hams. In attendance were Nebraska State Legislative Director **Ray Lineweber**, Field Supervisor **Sam Hale**, as well as members of **Local 1405** and **Local 1388** (both St. Louis, Mo.), **Local 1229** (E. St. Louis, Ill.), **Local 1534** (Chicago, Ill.) and **Local 1517** (Cincinnati, Ohio). Sponsors of the event, Designated Legal Counsel **Lance**



Presenting a contribution to Mrs. Pat Whalen (right) of the Handicapped Citizens of Savannah, Lemuel Campbell (center), a member of Local 1031, Savannah, Ga., and chairperson of a recent food drive is joined by Dan O'Leary, director of the Knights of Columbus Council 10274.

Member's efforts build community

When some contemplate retirement, they imagine cutting back on activities and relaxing. But **Lemuel Campbell**, who began railroading in 1966 and will retire in July, knows old habits die hard.

"I think I'll start coaching track again," said Campbell, a member of Local 1031, Savannah, Ga., whose efforts shape the community.

Campbell said he never intended to be active in community affairs. "I got involved by accident after my wife, Beatrice, and I had kids," said the father of a son and a daughter and grandfather of six. "When my son began baseball, I started helping out with the team because the coach was coming late."

His CSX yard job's hours allowed his involvement to grow until, 26 years later in 1999, he was inducted into the Greater Savannah Athletic Hall of Fame due to his contributions to youth baseball, football, basketball and softball organizations.

Campbell worked with the Police Athletic League, helped establish the Savannah Parochial Athletic League, and served as Sacred Heart Catholic School's athletic director and track and field coach from 1971 to 1995.

The Army veteran, who served in Korea, also chipped away at his education, receiving a B.S. in Art Education from Savannah State College in 1974.

Chairperson of his CSX Terminal Safety Committee, he was the subject of a special city proclamation in 1993, received the Southeast District Sports Festival Community Hero Award in 1996, and served a mayoral appointment on the Savannah Recreation Commission from 1996 until 2000.

Work with a number of church-related activities led to his recent receipt of the Savannah State University Alumni Association Distinguished Community Service Award.

"I look back at it and wonder how I do all this stuff," said Campbell, who pursues hobbies that include photography, gardening and art.

Callis and the **Midwest Railroaders**, will also sponsor the upcoming annual Super Bowl Sunday Poker Tournament, to be held at the Croatian Hall in Madison, Ill., on January 28, 2001. All UTU members are invited to participate, with the proceeds to support the charity efforts of the Four Square Church in Granite City, Ill. For information, contact Payer at (618) 344-4519 or (618) 452-0775.

Local 631, Brunswick, Md.

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

Local 706, Roanoke, Va.

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

Local 771, Needles, Cal.

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

Local 982, Rochester/Syracuse, N.Y.

The local is putting a website together to serve both of its locations, said Local Chairperson **Dave M. Murphy**. Those with e-mail will be able to receive union news and updates on an immediate basis, while the website itself will serve as an information resource available 24 hours a day.

Local 1462, Boston, Mass.

Secretary & Treasurer **David M. Bowe**, noting he is fortunate to receive a copy of the weekly bids and awards from Amtrak Crew Management, is offering to send a copy to any trainman with an e-mail address. Send e-mail to Brother Bowe at UTU1462@aol.com. Meanwhile, President **E.B. Radovich** said the Fourth Annual North-vs.-South Hockey Game again raised funds to help fellow employees battling leukemia and cancer.

Local 1778, N. Vancouver, BC

The Council of Trade Unions (including UTU Locals 1778 and 1923) and BC Rail reached a tentative contract on December 15, just 15 days before the existing agreement was set to expire. Highlights of the tentative two-year pact, which was set to be presented to the membership just after Christmas, include a 2.5% wage increase each year, a raise in weekly indemnity rates and job security travel allowances, and contracting-out language similar to that employed by the Teamsters, said Secretary and Treasurer **David Moorhouse**.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Paul E. Stewart** of Local 339, Jackson, Tenn., which represents workers on the Illinois Central. 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.

Death of son brings life to “Angels on Track”

CANAL FULTON, OHIO – When Vicky Moore’s son, Ryan, and two other teenagers were killed by a Conrail train at an Ohio grade crossing in 1995, she blamed anyone associated with the railroad industry.

When she learned that five other lives had been lost at that same crossing in the 20 years preceding her son’s accident – a crossing with no warning lights or gates – her pain turned to anger.

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

The Moores decided to use the money, and their pent-up emotions, to fight the menace which had taken their child. They established “Angels on Track,” a non-profit foundation to assist local governments in paying for lights and gates at railroad grade crossings.

After paying attorneys’ fees and medical bills for their son Jason, who was also in the car the day Ryan was killed, the Moores used the remaining \$5.4 million to fund Angels on Track.

The money still sits in the bank today, having grown to \$6 million with interest and donations. But the Moores have found that spending it on grade crossing improvements is not as easy as they had hoped.

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

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

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

In her search for assistance in establishing County Railroad Safety Task Forces to identify and prioritize dangerous crossing, Mrs. Moore came to the United Transportation Union for help.

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

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

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

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

UTU state legislative directors or local legislative representatives interested in assisting the foundation in eliminating hazardous crossings are encouraged to contact Angels on Track.

Since Angels on Track was started, the foundation has approved reimbursement grants for grade crossing installations or improvements at five locations in three Ohio counties.



Vicky and Dennis Moore visit the railroad grade crossing where their son, Ryan, and two other teenagers were killed by a Conrail train. In response, the two started “Angels on Track,” a foundation to help fund grade-crossing improvements.

In Ohio, community task forces, with the backing of county commissioners and other elected officials, can press PUCO to order the installation of lights and gates. In such cases, the railroads usually put up 10% of the cost, with PUCO picking up about 75%, and the local community paying the remainder.

Angels on Track will award reimbursement grants to local highway authorities for railroad grade crossing upgrades representing up to 30% of the public share under state funded programs, not to exceed \$40,000.

Currently, Angels on Track only operates in Ohio, but Mrs. Moore said she is now the chairperson of the National Railroad Safety Coalition Foundation, an effort to obtain funding for grade crossing improvements in other states.

Mrs. Moore said a requirement for grant funding is the establishment of an active County Railroad Safety Task Force to identify and prioritize dangerous crossings and to ensure utilization of funding from all available sources.

For more information, or to contribute to Angels on Track, write to: The Angels on Track Foundation, 12376 Chestnut St. NW, Canal Fulton, OH 44614, or visit the website at www.info@angelsontrack.org.

Bus Department

By Bernie McNelis

Working together for the good of all

We are entering another year and we will be facing many challenges again. However, I know that our members and representatives on our general and local committees are up to the task of handling those challenges, wherever they may come from. We can do so if we work together for the common good of all of our sisters and brothers.

We are in the planning stages for our Regional Meetings, which will be in June and July of this year. Some ideas for workshops that we are considering at this time are: contract negotiations, unfair labor practices and the National Labor Relations Board, cross examinations and other arbitration-related matters, and internal organizing. If any bus, airline or transit member has a suggestion for a workshop, please let me know as soon as possible.

Once again, I am urging all of our bus, airline and transit locals to submit to the International news of your local that we can share with all of our members. What is happening in your local? Has a member received a safety award? Is a member involved in a special community service project? We need your general news and photos of interest, not only for our bus, airline and transit members, but for all UTU members. Send it by mail to the *UTU News* or via e-mail to utunews@utu.org.

I am also interested in receiving your guest columns which we can use in this space or elsewhere in the paper. Is there an issue about which you have a real concern, or a subject matter which you would like to share with the membership? Please submit those to us for review and possible printing in the *UTU News*.

In unity there is strength.



Yardmasters

By Don Carver

Meeting challenge of the new year

Meeting the challenges and reaching for the possibilities should be our goals for the new year.

UTU officers and members working together in unity will produce the strength and motivation to meet the challenges and reach for the possibilities in enhancing the quality of life, wages and benefits for the membership.

Our Yardmaster Department members employed on numerous carriers will be receiving ratification ballots this year.

Yardmaster committees are in contract negotiations on Amtrak, Buffalo & Pittsburgh, Conrail (Shared Assets), CSX Transportation, Duluth, Missabe & Iron Range, Illinois Central, New Orleans Public and Wheeling & Lake Erie.

The presidential election has taught us a lesson on the value of each person’s input and expression of his or her desires.

Millions and millions of Americans went to the polls and voted. Millions voted, but not all.

A majority of Americans expressed their desires, but five Supreme Court justices chose the next president.

Yardmaster Department members who are contemplating either retirement or application for disability should call the Yardmaster Department at least two months prior to notifying their employer or the Railroad Retirement Board.

Important benefits may be lost if the application is not handled properly.



Charles L. Little, International President

Byron A. Boyd, Jr., Assistant President

Paul C. Thompson, General Sec./Treas.

James Brunkenhoefer, Nat. Legislative Dir.

A new era begins

With great fanfare, Amtrak has begun offering high-speed rail service on the Northeast Corridor via the Acela Express.

A lot of Amtrak's hopes are riding on the Acela, which was launched a year and a half late because of an ambitious development schedule that encountered various technical glitches. Amtrak looks to the service to provide both money and momentum heading into 2002, when Congress says it will stop subsidizing the company.

Amtrak President George Warrington has made it clear he intends Acela to succeed, thus providing impetus for profitable high-speed routes nationwide.

With airports snarled by "winglock," and gridlocked highways crumbling faster than they can be repaired, Amtrak's vision of a new era of rail travel appears to have everything going for it — except the funding. With Acela's success, it is hoped our lawmakers will finally realize their shortsightedness in failing to invest in this mode of transportation.

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

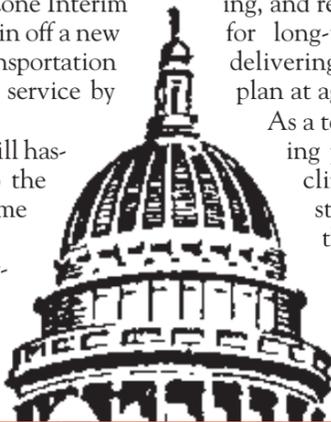
Route to nowhere

Some who failed to learn from recent history apparently like failure.

A case in point is the San Fernando Valley Transportation Zone Interim Joint Powers Authority, which still thinks it's a good idea to spin off a new transit zone from the Los Angeles County Metropolitan Transportation Authority (MTA). Their hope is to realize more "efficient" service by avoiding existing labor contracts. Their idea is doomed.

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

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



WASHINGTON WATCH

By James Brunkenhoefer

Goals remain the same

It now appears that George W. Bush will serve the next four years as president of the United States.

If history is any guide, this change in the political climate will have an impact on the UTU.

Regardless of shortcomings attributed during the past eight years to the Clinton Administration, the undeniable fact remains that America has enjoyed the fruits of the greatest and most prolonged economic boom in its history.

As businesses prospered, so did many of those who worked in those flourishing industries.

Railroads represented by the National Railway Labor Conference (NRLC) appeared ready to share their good fortune with their workers when they reached an historic agreement with rail labor to dramatically improve the Railroad Retirement System.

Among other things, the initiative would have expanded surviving-spouse benefits, brought eligibility for unreduced retirement benefits at age 60 with 30 years of service, established five-year vesting, and repealed caps on benefits for long-term employees while delivering a health insurance plan at age 60.

As a testament to the prevailing political and economic climate, the railroads even stood ready to guarantee the continuing solvency of the system, assuring workers that they, too, would have something to show from the nation's economic prosper-

perity.

Tantalizingly close to reaping these gains, with one final hurdle to cross, a power play in Congress destroyed our best chance in more than a generation to improve our pension program, and took away our piece of the pie.

The Republican influence on that initiative may have been a harbinger of things to come. With a split Senate, a Republican-controlled House of Representatives, and a Republican taking up residence in the White House, U.S. business interests, including railroads, are trimming their sails, making adjustments for an anticipated change in the economic tide.

Maybe it's just a coincidence that the progress we were making on our national rail contract has suddenly bottlenecked.

According to the UTU National Negotiating Committee, now pursuing the questions-and-answers phase of negotiations, serious problems over items that were previously thought to be clearly understood have surfaced.

While we may simply have run into some legitimate differences of opinion, some have suggested the railroads may be renegotiating through the question-and-answer process.

Worse yet, they may be posing to gain political leverage through a Republican administration that expects to preside over a changing and cooling economy.

While our rate of negotiating progress may have changed, and the political and economic climate may have changed, all parties should note this fact: The UTU's goals and determination remain unchanged.



Charles L. Little

Rail managers hear what they want to hear

My home seniority district is in Houston Tex., on the former Southern Pacific. In 1997, this terminal melted down and almost took the entire North American railroad system with it. Trains were stacked up from Jacksonville to Los Angeles and Chicago to Mexico City. The reason for this meltdown wasn't only the UP/SP merger and the events of summer 1997. You can trace Houston's problems back for decades.



I remember when we had nine different terminal superintendents in an 11-year period. Management kept sending new faces to solve Houston's problems. When they could not solve them, they brought in another new face. Every new face told management the same thing, that Houston needed more infrastructure, more track, more facilities and more advanced signaling. Every time management heard that, they brought in a new guy. The terminal superintendents who told management that they didn't need anything, and could actually make some cuts, got to stick around and probably received a raise. This continued until the whole system collapsed.

I've seen a very similar circumstance here in Washington, D.C. Ever since the 1994 elections, the best way to get elected was to be against Washington. Every two years, we get a bunch of bright new faces that are against Washington. Just like the terminal superintendents in Houston, they think they will clean it up and report back to the management and the voters about the good job they are doing. They are going to tell you that you can have new and better government by taking out signals, pulling out track and getting rid of overtime. We have to be smarter than railroad management and recognize what is going on. If we don't, we will face a meltdown much more serious than the Houston terminal.

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

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

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

As you can tell, I am not very optimistic that this Congress will look the voters in the eye and tell them the truth anymore than those former terminal superintendents did in Houston. I am very concerned that if we, their managers, don't start holding these politicians accountable for their actions, we may some day be suffering through a national meltdown that is much more serious than what happened in Houston in the summer of 1997.

State Watch

News from UTU State Legislative Boards

North Dakota

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

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

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

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

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

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

Illinois

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

Szabo said that, at the request of the UTU, preliminary discussions already have taken place with State Rep. Jay Hoffman (D-Collinsville), who chairs the House Transportation Committee, and with Secretary of

New Jersey



Top: Newly elected Senator Jon Corzine (D-N.J.), center, who was endorsed by the UTU in the recent general election, is joined by Assistant Legislative Director Michael Bienick (419) and by Legislative Director Dan O'Connell at a meeting last month. O'Connell pointed out that Corzine ran the most expensive campaign ever for a U.S. Senate, but did so almost entirely with his own money. **Bottom:** Pictured, from left, are O'Connell, retired Assistant Director Walter Butkowsky (1390), retired Vice Chairperson Thomas "Father" Devine (1390), and UTU Designated Legal Counsel Joseph Altier. At a recent meeting, Butkowsky and Devine were presented with certificates of appreciation for their years of service to the New Jersey Legislative Board.

State Jesse White, whose office administers the state motor-vehicle laws, to explore language that would be used in a bill to regulate rail crew-van safety.

"If these meetings are successful – and I believe they will be – the problem of unsafe

crew vans will be solved in the state of Illinois," Szabo said.

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

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

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

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

"It's not fair to my constituents in Riverdale to be away from the village so much," he said. "They deserve a mayor who will be in town."

District of Columbia

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

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

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

Added Local 1933 Secretary and Treasurer **J.E. Boone, Sr.**, "When rail labor unites to focus on legislative issues like H.R. 4844, we are bound to be successful."

UTU Local 1470 Trustee **Tom Schreiber** served as "our master chef," Fritter said.

History

Erdman Act secured respect for union members

While much can be accomplished at the negotiating table, history has shown the UTU and its predecessor unions that it sometimes takes an act of Congress to secure progress.

In 1898, unionized workers in the U.S. gained an important protection through passage of the Erdman Act, which made it a criminal offense for employers to dismiss employees or to discriminate against prospective employees because of their union membership.

The Erdman Act was an outgrowth of Eugene V. Debs' 1894 American Railway Union strike against the Pullman Company. After that strike, general managers for the railroads used a blackball system to keep strikers from returning to work.

At first, the general managers refused to issue service letters proving they had railroad experience to those who had gone on strike. Without these letters, it was almost impossible for a striker to get a railroad job.

After one striker successfully sued his railroad company employer, the general managers changed direction and came up with a maneuver described as the "crane with broken neck." The general managers wrote the service letters, but on the stationery of paper manufacturer Crane Bros., which gave them a choice of two secret watermarks, detectable only when the sheet was held up to the light. One, showing a crane with head erect, was given to non-strikers. The other, used for those who were involved in the 1894 strike, had the bird's neck hanging down. It was a warning to potential employers that the applicant had been a striker.

Under the Erdman Act, such maneuvers became criminal acts, and the right to union membership gradually, if grudgingly, gained management's respect.

40 years ago

"LAKEWOOD, N.J. – Drivers and maintenance men of Lodge 1007 are pressing their strike against Lincoln Transit Co. for higher wages, an

improved pension and hospitalization plan. The 88 members of the lodge voted to strike the property after all legal avenues of procedures were exhausted." – *Trainman News*, Vol. 15, No. 1, January 1961.

30 years ago

"Sweeping transportation law changes which would virtually repeal the Railway Labor Act were high on the list of President Nixon's legislative priorities as Congress poised for a return to action. Secretary of Labor J.D. Hodgson said the administration will seek passage of an emergency disputes act 'essentially the same' as its proposal of last February. Covered would be railroads, airlines, trucking, maritime and longshore operations." – *UTU Transportation News*, Vol. 3, No. 2, January 1971

20 years ago

"Competing railroads are getting ready to offer stiff opposition to the proposed consolidation of the Union Pacific, the Missouri Pacific and the Western Pacific into a 22,800-mile rail system. Competing carriers are seeking more than 10,000 miles of trackage rights as conditions of the consolidations, ICC reports show." – *UTU News*, Vol. 13, No. 2, January 1981.

10 years ago

"Conrail and Canadian Pacific Ltd. have settled a dispute over trackage rights, setting the stage for a major restructuring of railroad operations in the Northeastern United States. The agreement completes CP's \$25-million purchase of the bankrupt Delaware & Hudson Railway, which had been threatened because of the dispute over the trackage rights. The agreement also gives CP Rail its long-sought access into the U.S. Northeast Corridor and better connections to its other U.S. property, the Soo Line." – *UTU News*, Vol. 23, No. 1, January 1991.

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

After ten months of hard work by a coalition of 13 labor unions and retiree organizations, a handful of conservative Republicans, primarily Senators Phil Gramm (R-Tex.), Don Nickles (R-Okla.) and Pete Domenici (R-N.M.), ignored the pleas of Senator Larry Craig (R-Idaho) and others and killed the Railroad Retirement and Survivors' Act for this session. Although 83 senators, including 37 Republicans, signed letters of support for the act, in the end, the Republican Caucus chose to disregard the needs of hundreds of thousands of railroad employees and widows and stood with their party leaders to defeat the legislation. Here is the story of H.R. 4844:

By James M. Brunkenhoefer
UTU National Legislative Director

On January 13, 2000, our office in Washington, D.C., was contacted about an agreement between rail labor and management on improvements to the Railroad Retirement system that had been negotiated by UTU International President Charles Little, UTU Assistant President Byron Boyd and other union leaders. It was a bold initiative that would benefit surviving spouses and current rail employees, while putting nothing at risk.



Brunkenhoefer

President Little and Assistant President Boyd promised the Legislative Department any support needed, and both personally intervened at critical points in the process, never wavering in their commitment.

Since the legislation had the support of labor and management, we expected passage would be a day at the beach. It was — except that beach was more like Iwo Jima.

Two unions jump ship
Early on, two of the unions that had been part of the negotiating process jumped ship.

Hoping that UTU members would reject the effort, the Brotherhood of Maintenance of Way Employees (BMWE) decided to hold a series of meetings across the country to persuade members of all crafts to reject the package. The Brotherhood of Locomotive Engineers (BLE) assisted by using their website to promote the meetings. Although their efforts were fruitless in gaining votes, they were successful in causing delays and planting seeds of doubt that later would be used by the Senate right-wing extremists like Gramm, Domenici and Nickles. Their efforts appeared to be focused more on casting doubt on the security, administration, and the constitutionality of the legislation than on securing gains for rail workers, retirees and widows.

Over the course of the year, BLE doctrine changed from flat-out opposition to "unopposed" to "support." However, some of their state chairmen wrote letters of opposition to lawmakers, and their Vice President and National Legislative Director Leroy Jones spoke out against the bill to the AFL-CIO, planting more seeds of doubt.

With the negotiation of principles completed, the plan was presented to the House Transportation and Infrastructure Committee leadership: Chairman Bud Shuster (R-Pa.) and ranking member James Oberstar (D-Minn.) and their staffs. Cong. Shuster readily agreed to be our lead sponsor in the House, but Cong. Oberstar felt it necessary to see if he could do something for the two unions who, at the time, did not support the package. The BLE expressed some interest in Oberstar's efforts, but the BMWE outright rejected his offer, indicating it was either going to be their way or no way.

Finally, Cong. Oberstar joined with Cong. Shuster in fully supporting the legislation. In addition, Cong. Rahall (D-W.V.) and Cong. Petri (R-Wisc.) joined the effort, becoming the "Big Four" of the Transportation and Infra-

structure Committee. The Big Four and their staffs then began negotiations with the Democratic and Republican staffs of the Ways and Means Committee, chaired by Bill Archer (R-Tex.).

Numerous changes were made in the draft legislation to get the support of Cong. Archer's staff. After getting an agreement with the parties in the House, we attempted to negotiate with the Senate Finance Committee and the Senate Labor Committee, which proved difficult. Rather than waste valuable time struggling with the Senate committees, it was suggested we go back and move the bill out of the House first.

The principles of our agreement with the railroads were incorporated into H.R. 4844, which was introduced into the House on July 13, 2000. Shortly afterward, it was voted out of the House Transportation and Infrastructure Committee by a 62-to-1 vote. The BMWE brought numerous officers to Washington to defeat the package, but were unable to secure more than one vote.

The next step was a vote before the House Ways and Means Committee, which was scheduled and then postponed.

The agreement was the result of long and detailed negotiations, and changes to the bill would likely change the terms of the agreement. More importantly, any amendments in the House would open the door for amendments in the Senate. Senate Majority Leader Trent Lott had notified the coalition he was aware of the intent in the Senate to offer amendments he didn't support, and if they were attached to H.R. 4844, he would not move it and the bill would be dead.

Another roadblock

We were soon confronted by another roadblock. It is our understanding that Cong. Hulshof (R-Mo.), representing a district with numerous barge lines, approached Chairman Archer and asked to amend H.R. 4844 to include a repeal of a 4.3-cent-per-gallon tax on liquid fuel used by both the barge industry and the railroads.

When the railroads learned about the amendment, they chose not to inform rail labor. Had they done so, we could have successfully gone to the Democrats on the committee and blocked Hulshof's efforts.

Making matters worse, Archer withheld this information from Shuster and his staff.

On the day of the House Ways and Means Committee vote, Cong. Hulshof successfully added his amendment to H.R. 4844. Rail labor recognized it as a "killer" amendment, and was surprised to learn the railroads knew it was coming. Some wanted to have a major fight with rail management, but we would have killed our own bill.

Rail labor immediately attempted to contact Cong. Hulshof's office, but was told he was too busy to meet with us.

Applying tremendous pressure, we got the railroads to release a letter stating they did not support the repeal of the 4.3-cent tax as an amendment of H.R. 4844. Others in rail labor were still trying to kill the bill by delay.

Were it not for delays before the Ways and Means Committee mark-up and vote, we would have been able to straighten out this problem and move to the Senate before the August recess. Still, House Speaker Hastert

committed to move on the legislation immediately after the Labor Day recess, and he honored his commitment.

Congress returned September 5. On September 7, Cong. Shuster went to the House floor, and to everyone's surprise, got a unanimous consent suspension of the rules. H.R. 4844 passed the House by 391 to 25, without the Hulshof amendment. When passed by the House, H.R. 4844 had 306 cosponsors.

The day before the House vote, the Congressional Budget Office (CBO) "scored" H.R. 4844 as a \$15-billion cost to the government, considering the transfer of Tier II funds from government bonds into stocks as "spending," even though most of the money came from taxes on rail workers or railroads.

We overcame this negative scoring in the House, but it would haunt us in the Senate. Shortly after the CBO scoring, the Clinton Administration issued a policy statement expressing concern about the CBO scoring.

When our bill arrived in the Senate,

*"Because of your efforts,
your union now has
more respect than
any time in its history,
from both its friends
and its enemies."*

Finance Committee Chairman Roth (R-Del.) promised expeditious handling by his committee, but the panel was still being pressured by the BMWE to hold hearings, causing additional delays.

Around this time, the railroads indicated to the BLE they were still willing to offer health care benefits to them if they would support the legislation. The BMWE was given the same offer if they would drop their objections and remain neutral, neither supporting nor opposing the legislation.

Time was running out for the 106th Congress, and Sen. Roth's staff felt it necessary to gamble on bypassing the hearing process and voting the bill out of the Finance Committee. It would require a demonstration of broad-based support for the legislation. Rail labor and management, working together, were able to receive 83 written commitments from senators supporting the legislation. By the end of the day, all amendments were either defeated or withdrawn.

Despite our success at this stage, Sen. Gramm, Sen. Domenici and Sen. Nickles still had objections. Sen. Domenici wrote a letter to Sen. Lott filled with inaccuracies about the Railroad Retirement program and H.R. 4844. Domenici, along with Sen. Gramm, indicated that they would put a "hold" on the legislation and threatened to filibuster if Sen. Lott attempted to move it.

Also at this time, we suddenly picked up opposition from the National Association of Manufacturers, the Concord Coalition, the Taxpayers Union and the Heritage Foundation, which used Domenici's letter to Lott as the reason for their opposition. The source of some of the information in the Domenici letter: The BMWE/BLE seeds of doubt.

The *Washington Post* also printed an editorial opposing our legislation based on this misinformation. Despite these attacks, not one

senator from either party changed his or her position. Our members had done a very good job getting our message out and correcting the inaccuracies.

Sen. Lott then indicated he wanted to be helpful and initiated negotiations between Sen. Gramm and the coalition. After numerous efforts, it became obvious that, to satisfy Sen. Gramm, we would have to do grievous harm to the principles of our agreement. Sen. Domenici's goals were even more unreasonable. He wanted to fully privatize the system in such a fashion that it would not only bankrupt the retirement system, but the rail industry as well. Obviously, we could not meet their demands.

We later learned there were a handful of conservative Republican senators that did not want to pass this legislation because it would have taken funds out of the Fiscal Year 2001 budget that George Bush could use for his tax cut for the wealthy. It was disappointing and frustrating that a handful of Republican senators, using the clock to their advantage, were able to cause such mischief.

It became obvious that, in spite of Sen. Lott's interest, he was being held hostage by a small minority within his own party.

I believe it is safe to say the railroads were shocked that this program, which they strongly supported, was being held up by the Republicans in the Senate.

Sen. Lott offered his help

At this point, Sen. Lott told us he felt he could overcome his party's resistance if the White House would ask for the legislation.

Now, everyone was working on gaining White House support. The White House staff became totally focused on getting the last parts of the Clinton agenda into law. We were attempting to have H.R. 4844 added to an already lengthy package. This literally would be the last piece of legislation Bill Clinton would ever sign.

Because of the budget talks, and because this was an election year, negotiations involving Railroad Retirement went on and on, with responsibility for the legislation being pitched back and forth between House Speaker Hastert, Senate Majority Leader Lott and the White House. At the same time, House Minority Leader Gephardt and Senate Minority Leader Daschle were trying to be helpful. Every time we went into a meeting, we were told it was the other guy's fault it wasn't moving. The White House would report they would sign it when the Senate passed it, and the Senate said it would pass it if the White House would ask for it. Everyone was saving their negotiating chips for the final piece of legislation. Finally, the White House used a chip and sent a letter asking for the bill, just exactly as Sen. Lott had requested. Lott never opposed H.R. 4844, but he was never able to convince the handful of senators opposed to it that H.R. 4844 should move forward.

Early in this process, there was a feeling by some that if the proposal was delayed, the railroads would put more on the table because they wanted it badly enough. Quite frankly, the delays provided Sen. Domenici, Sen. Gramm and Sen. Nickles with the timing to use the rules to kill the package. It was the BMWE/BLE who were partly responsible for the delay.

Those who argued for and caused delays wanted to ignore the fact that their actions resulted in continued suffering for more than 50,000 widows, a failure to reduce vesting requirements, a failure to reduce the pension age with full benefits, etc. I am sure that there are some who do not care, or consider it a victory, but I am very glad that I work for leaders

that do care.

There are many people throughout our entire industry who played significant roles in this entire process. The response from those involved was simply overwhelming. Some House and Senate offices received more communications about Railroad Retirement than they got on the impeachment issue or on Elian Gonzalez. No matter which office you

I have been a Democrat all of my adult life and always will be. But I have to admit, this truly was a bipartisan effort. Without the support of members of both parties, it would not have happened. A majority of Republicans in both houses supported this package. They may have only done so because management asked them to, but they did it. It is extremely unfortunate that a handful of very conserva-



UTU National Legislative Director James M. Brunkenhoefer opens a meeting of the labor-management coalition that worked toward the passage of H.R. 4844. Eighty-four individuals from various labor unions and railroads were in attendance at the UTU National Legislative Office's Education Room in Washington, D.C.

contacted, our issue usually ranked among the top five from constituents. I can assure you this cause was supported from the top to the bottom. It wasn't just President Little and Assistant President Boyd and the Legislative Department. Every level of this organization, including general chairpersons, local officers, the UTUIA, rank and file members and their families, played a role in this effort. Edythe Walter, president of the UTU Auxiliary, along with the auxiliary's National Legislative Director Dorothy Arrington, kept that organization informed and very active. The same can be said for our retiree organization and NARVRE. It took everything to get this far. I was amazed at the resources used.

Many unions played a part

Many other unions played significant roles. The leadership on a day-to-day basis came not only from the UTU, but also from the Transportation Communications Union and their leadership, as well as from the Brotherhood of Railroad Signalmen. They walked every mile and took every step with us. We always knew that we could call on them when needed. The Sheet Metal Workers were helpful in times too numerous to list. The Boilermakers, who have a large membership at a Mississippi shipyard, were always ready to help with Sen. Lott. The International Brotherhood of Electrical Workers and the International Association of Machinists were also frequent supporters. The Service Employees International Union, one of the largest in the AFL-CIO, has a small division that represents the Firemen and Oilers. They had special expertise in the administration of multi-employer pension plans.

The Air Traffic Controllers and the Communication Workers of America, who don't represent any members in the railroad industry, and the Seafarers, who have less than 30 railroad members, were also active supporters, as well as the AFL-CIO. Of course, we received a great deal of help from the railroads.

Republican senators decided to hold us hostage. Out of the 211 Democrats in the House, only two voted against us. In the Senate, all 46 Democrats signed on. Only about 17 of the 54 Republicans never indicated publicly they supported us. Even at that, several of those 17 quietly indicated they would not be a problem. It is quite obvious that the Republican party in the Senate is so fractured that Trent Lott is not a leader, but little more than a facilitator.

TPEL makes the difference

Because of your efforts, your union now has more respect than at any time in its history, from both its friends and its enemies. I am sure that there are those who do not recognize that a contribution to TPEL is not a cost, but an investment. I can assure you our TPEL program did as much to get this legislation this far as anybody's effort. I know many who contributed to this program had no idea that TPEL would end up supplying significant leverage toward gaining major improvements in Railroad Retirement. But this investment is definitely paying off. If you do not contribute to TPEL, please start contributing now. If you already contribute, please look at raising your level of participation. Being strong is good; being powerful is better. Today we are strong; tomorrow we need to be more powerful.

It is important to recognize we are not giving up on attaining these improvements to our Railroad Retirement system. We are up to the challenge.

This time, we hope the BLE and the BMWE will not delay this package. It was delay that allowed a handful of Republican senators to use the rules to defeat H.R. 4844.

Just consider this as another step in reaching our destination. Together we will get it done.

And by the way, when you see President Little and Assistant President Boyd, pat them on the back and thank them, because when it is finally all over and done, remember it all started with them.

Negotiations

Continued from page 1

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

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

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

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

answers portion of the document in late November.

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

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

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

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

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



UTUIA representatives visit local

Three UTU/UTUIA representatives recently spent time with members of Locals 78 and 265 in Pocatello, Idaho, to answer their questions about union membership and to explain the many benefits of fraternal insurance protection. Above, Union Pacific conductor Scott Kinney (L-265), left, meets with UTUIA Field Supervisor Andy Sanderson. "They were glad we came in to explain the benefits of the UTU and UTUIA," UTU Special Representative Billy Packer said.

Retirement

Continued from page 1

senators to use the rules to defeat H.R. 4844."

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

Brunkenhoefer praised the cooperative action of active and retired UTU members, whose calls and letters to lawmakers played a

major role in the nearly successful effort to reform the rail pension system, and he emphasized the importance of contributions to the Transportation Political Education League (TPEL) in the effort.

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

Underscoring the intention to pursue the issue, Brunkenhoefer urged members who haven't contributed to TPEL to do so, and

asked those who have been loyal supporters to consider increasing their level of participation. "Being strong is good; being powerful is better," Brunkenhoefer said. "Today we are strong; tomorrow, we need to be more powerful."

H.R. 4844 had its genesis in late 1999, when UTU International President Charles L. Little and Assistant President Byron A. Boyd, Jr., in cooperation with a coalition representing retirees and rail labor organizations, along with freight rail carriers represented by the National Railway Labor Conference (NRLC), negotiated proposed amendments to the Railroad Retirement Act that would have significantly benefited railroad retirees.

C&W workers

Continued from page 1

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

After considering the great amount of evidence submitted, the PLB found that the employees did, indeed, have a "reasonable fear for their safety." The board also noted the conflicting testimony

presented by the carrier and UTU.

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

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

In responding to a union request for the list of new hires, CF&I's attorneys stated:

"This clear and present danger mitigates against provision of the requested informa-

tion. What safeguards would you provide? What assurances that the list would not be misused? How could either of us look ourselves in the mirror if the list got into the wrong hands and injury or worse occurred?"

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

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

Transit zones

Continued from page 1

ber, voted to remain in existence and continue pursuing what was recently thought to be a dead-end project. In addition, the Joint Powers Authority also moved to request from the MTA and the Southern California Association of Governments up to \$300,000 to proceed with additional feasibility studies.

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

UTU opposes plan

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

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

Legislation supports labor

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

In addition, in an attempt to encourage UTU workers and their supporters to return to their jobs, California Gov. Gray Davis had signed legislation during the negotiations that

most observers believed put a permanent end to spin-off plans.

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

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

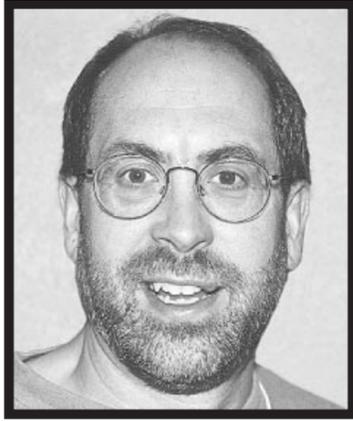
"What they heard from their consultant should have been enough to make them understand they don't have much of a chance for success. As far as I can tell, this whole thing is much ado about nothing."

"We are unequivocally opposed to the concept of transit zones," UTU spokesperson Goldy Norton said, "and the MTA has, in our labor contract, certain obligations which must be met before it can even consider an application."



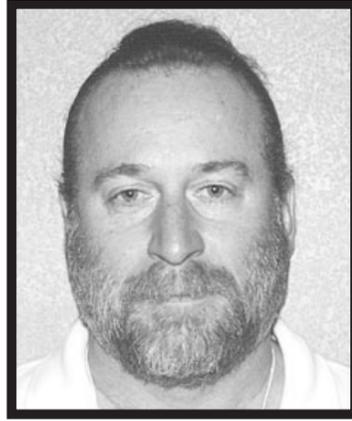
Stephen Buroughs
L-363, Roanoke, Va.

"I've been on the rails for 21 years. I'm a conductor with Norfolk Southern, and I try to vote regularly. I don't understand how they can have so many different ways of casting a vote. You would think in this day and age they'd have something a little more uniform and standardized that wouldn't leave so much room for questions and confusion. I also don't understand why they would recount just part of the vote. Maybe they should have recounted all the votes in Florida. To tell you the truth, I've never understood how the Electoral College worked. I'm confused about a whole lot of this. But, by all means, UTU members should continue to vote."



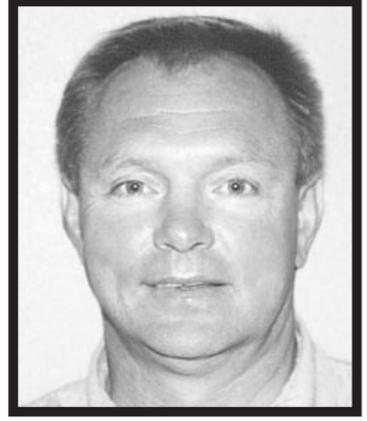
Mark Bear
L-1626, Anchorage, Ak.

"I've been a railroader for 11 years and work for Alaska Railroad as a conductor. I'm just glad this confusing situation happened in America, because anywhere else there would be fighting in the streets. For all its faults, at least the American system will result in a peaceful transition of power. I'm disappointed with the way it's working out, but I can't see how people can say they were robbed just because their candidate isn't elected. I hate to say it's preordained, but in the long term, I think God actually chooses who will win, and He will grant the winner the wisdom and courage to do the right things. The winner will have my support and prayers."



Chris Roed
L-650, Minneapolis, Minn.

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



Ron Bodell
L-1067, Virginia, Minn.

"I work for Duluth, Win-nipeg and Pacific as a conductor, with 27 years of rail experience, and I voted through an absentee ballot. I'm a Gore supporter, and right off the bat, I think the Bush people did everything they could to discredit the voting process to rob Gore. It looks bad. The whole thing stinks. At the least, I think we should have a national standard for ballots. I think we'll be able to fix whatever went wrong in this election, so it hasn't soured me on the democratic process. But apparently, it's not about fairness, it's about winning. UTU members should make sure they vote, because this shows that every vote counts."

T P E L H O N O R R O L L

Honoring members who have begun contributing to TP&EL or increased their donations to \$100 or more per year within the last two months.

Name	Local City	Name	Local City	Name	Local City	Name	Local City	Name	Local City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)									
Batton, Jerry L.	1088 Jackson, MS	Coffey, Craig M.	171 Aurora, IL	Stroik, Eric A.	582 Stevens Pt., WI	Kasperas, Rimas I.	1290 Chicago, IL	Gaines, Robert E.	1957 Silsbee, TX
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)									
King, Thomas A.	740 Joliet, IL	Groesch, Larry L.	171 Aurora, IL	Parker, Stephen D.	584 Meridian, MS	Prutsmann, Christopher	1290 Chicago, IL	Garrett, Eldwin L.	1957 Silsbee, TX
Sicinski, Charles E.	740 Joliet, IL	Hilgendorf, Paul E.	171 Aurora, IL	Baxter, Mitchell M.	590 Portage, WI	Baxter, Mitchell M.	1294 Milford, UT	Gilbert, Clint A.	1957 Silsbee, TX
Filter, John W.	1000 Minneapolis, MN	Sims, Gregory	171 Aurora, IL	*Gilpin, Harold E.	1328 Louisville, KY	*Lawless, James F.	1375 Philadelphia, PA	Hammer, Alan J.	1957 Silsbee, TX
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)									
Wilkens, Stephen C.	17 Marshalltown, IA	Erickson, Michael L.	200 N. Platte, NE	James II, Franklin H.	600 Cumberland, MD	Pitts, Joshua C.	1376 Columbus, OH	Hardy Jr., Terry W.	1957 Silsbee, TX
Childers, Michael L.	740 Joliet, IL	Gartner, John M.	200 N. Platte, NE	Behmetuik, Scott A.	740 Joliet, IL	*Dier, Albert H.	1393 E. Buffalo, NY	Hardy, Kevin W.	1957 Silsbee, TX
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)									
Varvel, Lawrence C.	206 Peru, IN	Geiger, Aron J.	200 N. Platte, NE	Littlejohn, Harry G.	781 Shreveport, LA	Weidman, Harley	1403 Kansas City, MO	Hare, Chris	1957 Silsbee, TX
Miller, Stephen P.	228 Cedar Rapids, IA	Huber, Michael J.	200 N. Platte, NE	Spicer, Jason M.	860 Middleport, OH	Costello, William	1433 Elmwood Park, IL	Hightower, Conley E.	1957 Silsbee, TX
Holmquist, Paul R.	329 Boone, IA	Kaps, Clayton E.	200 N. Platte, NE	*Frost, James G.	891 Whitefish, MT	Crum, Timothy J.	1433 Elmwood Park, IL	Holmes Jr., Sidney I.	1957 Silsbee, TX
Nowlin, Charles A.	349 Kansas City, MO	Martin, Jeffrey D.	200 N. Platte, NE	*Graham, Charles P.	891 Whitefish, MT	King, Michael E.	1433 Elmwood Park, IL	Holmes, James H.	1957 Silsbee, TX
Peacock, Richard L.	586 Willard, OH	Max, Barbara J.	200 N. Platte, NE	O'Connell, Sheila M.	898 Boston, MA	Mielke, Donald H.	1433 Elmwood Park, IL	Johnson, Clyde H.	1957 Silsbee, TX
Gibbons Jr., Robert D.	679 Attleboro, MA	Mlady, James D.	200 N. Platte, NE	Sissom, Stephanie D.	904 Evansville, IN	Miller, John E.	1433 Elmwood Park, IL	Joyce Sr., Clifford L.	1957 Silsbee, TX
Behmetuik, Michael A.	740 Joliet, IL	Noonan, Scott	200 N. Platte, NE	Egan, Michael J.	911 Minneapolis, MN	Rogers, Mark C.	1433 Elmwood Park, IL	Kelley, Jay C.	1957 Silsbee, TX
Hanwell, Robert L.	898 Boston, MA	Todd, Chadd B.	200 N. Platte, NE	Elder, James A.	911 Minneapolis, MN	Tucker, Andre	1433 Elmwood Park, IL	Kelley, Robert B.	1957 Silsbee, TX
Galvin, Gary R.	1074 Freeport, PA	Swisher, Rodney L.	202 Denver, CO	Niebeling, Kim A.	911 Minneapolis, MN	Hamlet, D.J.	1445 Elizabeth, NJ	Kugler, Jason J.	1957 Silsbee, TX
Johnston, Wayne T.	1290 Chicago, IL	Boswell, Jason T.	206 Peru, IN	Strand, Cynthia	911 Minneapolis, MN	Holovacs, Brad	1445 Elizabeth, NJ	Lewis, Gerald	1957 Silsbee, TX
Larson, Richard D.	1433 Elmwood Park, IL	Biddle, Terry Joe	206 Peru, IN	McKenzie, Chris	942 Florence, SC	Ransdell, Van O.	1445 Elizabeth, NJ	Linam, Jeff W.	1957 Silsbee, TX
Blake, Stanley L.	1857 Green River, WY	Morris, Robert A.	206 Peru, IN	Odom, William J.	942 Florence, SC	Powers, Colleen V.	1462 Boston, MA	Linthacum, David A.	1957 Silsbee, TX
Guetterman, Kenneth	1929 E. St. Louis, IL	*Estep, David C.	225 Bellevue, OH	Pinion, Charles A.	942 Florence, SC	Happel, John M.	1473 Boston, MA	Linthacum, Kelly M.	1957 Silsbee, TX
Lewis, Benjamin W.	1929 E. St. Louis, IL	Jones, Randall G.	228 Cedar Rapids, IA	Thompson, Brian L.	942 Florence, SC	Mercuri, Vincent C.	1473 Boston, MA	Norman, Erik L.	1957 Silsbee, TX
Proffer, Gregory D.	1929 E. St. Louis, IL	Wilson, Matthew J.	228 Cedar Rapids, IA	Krance, James A.	947 Chaffee, MO	Bonner, Lewis W.	1503 Marysville, KS	Palmer, Timothy R.	1957 Silsbee, TX
DIAMOND CLUB (\$300 OR MORE PER YEAR)									
Ingram, John A.	2 Beaumont, TX	Monahan, Edward F.	262 Boston, MA	Allen, David F.	965 Dallas, TX	Salvador, Armenta	1607 Los Angeles, CA	McCauley, Michael J.	1957 Silsbee, TX
*Sloan, George F.	5 Kansas City, MO	Sutton III, Frederick I.	262 Boston, MA	Shoemo, Jeffery D.	965 Dallas, TX	Ackerman, Lance J.	1857 Green River, WY	McLeod, Roy E.	1957 Silsbee, TX
Linder, Patrick A.	259 St. Joseph, MO	Dean, Curtis P.	283 Portland, OR	Bickley, Glenn R.	970 Abbeville, SC	Funk, Timothy M.	1857 Green River, WY	Meredith, Shawn D.	1957 Silsbee, TX
Steinke, David L.	322 Milwaukee, WI	Richards, Steven M.	286 N. Platte, NE	McMurtury, Clyde F.	970 Abbeville, SC	Gomez, Jesse J.	1857 Green River, WY	Nichols Jr., Norman	1957 Silsbee, TX
Bye, Robert R.	375 Edgemoat, SD	*Smith, William J.	298 Garrett, IN	Dow, Richard D.	1016 Enid, OK	Kordus, Jeff L.	1857 Green River, WY	Norman, Erik L.	1957 Silsbee, TX
Bunce, John W.	934 Alliance, NE	Garrison, Christopher	298 Garrett, IN	Winbolt, Donald L.	1016 Enid, OK	Matlack, John H.	1857 Green River, WY	Palmer, Timothy R.	1957 Silsbee, TX
Justus Jr., Marion	980 Enderlin, ND	Rosso, Thomas J.	305 Lincoln, NE	Ary, Yreka M.	1088 Jackson, MS	Mattison, Lance S.	1857 Green River, WY	Sellers, Denise R.	1957 Silsbee, TX
*Kenny, Edward C.	1375 Philadelphia, PA	Haskins, James L.	311 LaCrosse, WI	Chandler, Jason V.	1088 Jackson, MS	Niau, Ralph T.A.	1857 Green River, WY	Simmons, Bobby C.	1957 Silsbee, TX
Anderson, Brett R.	1433 Elmwood Park, IL	Hayes, Dan T.	322 Milwaukee, WI	Cichocki, James	1088 Jackson, MS	Scott, Ken D.	1857 Green River, WY	Soffes, Steven J.	1957 Silsbee, TX
Jenrich Jr., Harold W.	1840 Glasgow, MT	Schneider Jr., Joseph R.	322 Milwaukee, WI	Gordon, Darryl D.	1088 Jackson, MS	Baxton, Dwight J.R.	1929 E. St. Louis, IL	Stacy, Sherry L.	1957 Silsbee, TX
Bird, Paul A.	1957 Silsbee, TX	Shadwick, Steven L.	338 Chattanooga, TN	Grayson, Donald K.	1088 Jackson, MS	Anderson, Robert L.	1957 Silsbee, TX	Standley, Royce G.	1957 Silsbee, TX
Whatley, Jessie T.	1957 Silsbee, TX	McCoy, Brian S.	367 Omaha, NE	Griffin Jr., Jerry L.	1088 Jackson, MS	Andrews, Robert W.	1957 Silsbee, TX	Stanley, Brian D.	1957 Silsbee, TX
GOLD CLUB (\$100 OR MORE PER YEAR)									
English, James A.	17 Marshalltown, IA	Frerking, Robert E.	375 Edgemoat, SD	Jacobs, R.T.	1088 Jackson, MS	Andrews, Jerome	1957 Silsbee, TX	Stuart, James A.	1957 Silsbee, TX
Reed, Myron L.	20 Beaumont, TX	Hart, Richard J.	375 Edgemoat, SD	Johnston, Philip W.	1088 Jackson, MS	Bates, Spencer L.	1957 Silsbee, TX	Tobias, Benjamin W.	1957 Silsbee, TX
Navarro Jr., Raymond	83 Houston, TX	Lyndoe, Troy J.	375 Edgemoat, SD	Lacy, T. Christopher	1088 Jackson, MS	Boone, James L.	1957 Silsbee, TX	Umholtz, Charles L.	1957 Silsbee, TX
Schibi, William D.	113 Winslow, AZ	Chamberlin, Vadus B.	473 LaGrande, OR	Lowery, Stacey R.	1088 Jackson, MS	Bush, Damian D.	1957 Silsbee, TX	Vaughan, Leslie W.	1957 Silsbee, TX
Retired Members									
		Freeman, Robert S.	473 LaGrande, OR	Mickler, William D.	1088 Jackson, MS	Cannon, Eddie	1957 Silsbee, TX	Walters, Steven D.	1957 Silsbee, TX
		Stuckey, Alan H.	490 Princeton, IN	Moore, Kelly B.	1088 Jackson, MS	Della-Pietra, Robert	1957 Silsbee, TX	Weekley, William K.	1957 Silsbee, TX
		Todd, Gregory L.	495 Salina, KS	Ritch, William R.	1088 Jackson, MS	Duke, Hervert S.	1957 Silsbee, TX	Westbrook, Darrell G.	1957 Silsbee, TX
		Nuss, Eugene C.	506 Herington, KS	Rivers, Bobby B.	1088 Jackson, MS	Eklund, David C.	1957 Silsbee, TX	Williams, K. M.	1957 Silsbee, TX
		Pryor, Stephanie A.	506 Herington, KS	Roberts, George W.	1088 Jackson, MS	Flores II, Guillermo	1957 Silsbee, TX	Williamson, Larry D.	1957 Silsbee, TX
		Bludau, Everett A.	508 Smithville, TX	Spears, Steven R.	1088 Jackson, MS	Fowler, Renaldo R.	1957 Silsbee, TX	Wilson, James M.	1957 Silsbee, TX
		Bratcher, Michael H.	508 Smithville, TX	Spears, Mikeal W.	1088 Jackson, MS	French, Aaron R.	1957 Silsbee, TX	Eckles, Paul D.	1962 Toledo, OH
		Richards, Phillip L.	544 Havre, MT	Tompkins Jr., George	1088 Jackson, MS				
		Muntges, Gerald A.	577 Northlake, IL	Williams, Michael D.	1088 Jackson, MS				
		Prochaska, Frank J.	577 Northlake, IL	Wright, Edward D.	1088 Jackson, MS				
		Raschka, Wayne	582 Stevens Pt., WI	Patterson, William E.	1241 Richmond, CA				

Senior News

Retired chairperson sees patterns repeat

The recent retirement of General Chairperson Stephen F. Dowding may have quietly marked a milestone for rail workers in the region.



S.F. Dowding

"I believe I was the last of the road men hired that was still working in this area," said Dowding. "I may represent the end of an era in this locale."

The general committee of adjustment (GO-627) that Brother Dowding headed represented Conrail workers until recently, when Conrail was acquired and divided by Norfolk Southern and CSXT.

A member of Local 278, Jackson, Mich., with 43 years of experience on the railroad, Brother Dowding found the Conrail acquisition to be a familiar circumstance.

"I started service on August 15, 1957, in Jackson, Mich., as a road brakeman for the New York Central," Dowding noted. "The line became part of the Penn Central, then Conrail, and now Norfolk Southern. The situation we just went through with the Conrail acquisition was almost the same as we experienced when the New York Central and the Pennsylvania Railroad merged."

Dowding, who retired effective January 1, 2001, was a vice local chairperson when Penn Central came into being. "I got involved in union affairs as a member of the Order of Railway Conductors & Brakemen in 1964, when I won the post of local trustee. In 1967 or '68, I became vice local chairperson, and in 1976 was elected local chairperson," Dowding recalled. "I became a general chairperson in 1990."

Dowding is especially grateful to those who shared a viewpoint and acted as a sounding board, and he cites as one of the high points of his career a recent incident in which he helped a man who had been off the job for three years get reinstated with all but 30 days' pay.

With a 43-year career behind him, Dowding looks forward to spending time without being concerned about a timetable.

"I've got a great-granddaughter in Texas I've never seen, so the first thing my wife Sandra and I are going to do is go there to visit," said Dowding. "After that, I'll probably do some traveling and some hunting."

More than 170 UTU retirees participate in Cornell study

More than 170 retired UTU members have agreed to participate in a national study of retirement being conducted by researchers from Cornell University's School of Industrial and Labor Relations.

Participants are asked to complete three 50-minute phone interviews for the study, which is designed to examine how retirement affects the lives of working people in the service, construction and manufacturing sectors.

More than 1,000 union members, including those from the UTU, the United Auto Workers, the Association of Flight Attendants, and the International Brotherhood of Electrical Workers, are participating in the study.

Researchers hope the study's results will help unions better tailor their retirement programs

and activities to fit the needs of members who are either nearing retirement or already in retirement.

The UTU enjoys a long relationship with Cornell's School of Industrial and Labor Relations. Over the past decade, the UTU has participated in two other studies conducted by the school.

The study is being conducted in two stages, beginning with interviews of retirees and members nearing retirement. Based on those interviews, researchers then track retiree's subsequent experiences.

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

LIRR retirees welcome new blood

The entire slate of officers of the Long Island Rail Road Senior Citizens Council recently agreed the best thing they could do for the organization would be to retire.

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

New officers include president **Robert L. Steuber**, First Vice President **Kenneth Laub**

of Local 645, Second Vice President **Patrick J. Kilcommons** of Local 1831, Babylon, N.Y., and Secretary and Treasurer **Joseph R. Gallagher** of Local 645.

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

To learn about the group, contact Brownell at **41 Suffolk Way, Marlboro, NY 07746**.

UTU Travelers Club offerings for 2001

Members interested in opportunities for fraternal travel and adventure in 2001 are being reminded of the packages sponsored by the UTU Travelers Club.

Those who act quickly can reserve one of the handful of spots still available on one of the two **Swiss Rail Tours** arranged for this year. Make your reservations on the tour scheduled for **March 21-29, 2001**, before it's too late!

Luxury enjoyed amid rugged beauty awaits those who reserve a cabin on Princess Cruise Line's **Ocean Princess**, bound for the seven-night **Voyage of the Glaciers** on **May 21, 2001**. When extended another seven days, the **Wilderness Package** includes passage aboard Ultra Dome rail cars to Denali National Park, and more!

The **Grand Australia & New Zealand Experience**, set for **October 10-28, 2001**, promises to deliver the "wonders of the land down under" for an all-inclusive price that makes this trip of a lifetime surprisingly tempting.

For complete information, call **toll free (888) 280-7657**, phone **(440) 748-2777 from Canada**, write to **Lynn Westphal Tours, 8715 Timber Edge Dr., N. Ridgeville, OH 44039**, or send e-mail to **<lwestphal2@aol.com>**.

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
1	Boyle, Robert E.	St. Petersburg, FL	340	Urban, Marshall B.	Friedens, PA	911	Johnson, Eugene T.	Minneapolis, MN	1458	Wallace, T. P.	DeQuincy, LA
1	Hesch, Jacob J.	Erie, PA	385	Johnstone, Jr., J. K.	Stamford, CT	974	Young, James A.	Hendersonville, TN	1505	Duff, Richard M.	Spokane, WA
48	Duncan, W. B.	Virginia Bch., VA	439	Gentry, Will R.	Tyler, TX	977	Martin, James L.	Yakima, WA	1608	Migal, William L.	Chatsworth, CA
98	Penner, Victor R.	Raymond, CA	446	Beggs, Ralph W.	Spring Valley, CA	1006	Henry, Jr., James A.	Deming, NM	1637	Dougherty, John W.	Wishram, WA
117	Hague, George C.	Portland, OR	462	Garner, Ernest	Blytheville, AR	1074	Kurlock, Thomas A.	Greensburg, PA	1638	Bentley, Kenneth E.	Painesville, OH
145	Darst, Robert L.	Columbus, OH	601	Morrow, Paul W.	Lecanto, FL	1081	Berg, Edwin A.	Sun Lakes, AZ	1638	Cornell, Arthur S.	Stuart, FL
211	Proeller, W. H.	Binghamton, NY	605	Cyphers, Gilbert O.	Fairmont, WV	1308	Ross, Charles G.	Paris, TN	1709	Craig, Robert A.	Bellingham, WA
322	Wade, William P.	Antigo, WI	622	Reynolds, Jr., F. K.	Birmingham, AL	1310	Robertson, Edward H.	Corbin, KY	1765	Kauffman, T. A.	Grand Rapids, MI
333	Allen, Roy D.S.	N. Vernon, IN	645	O'Donnell, G. E.	Bloomington, NY	1312	Barnes, W. G.	Pensacola, FL	1882	Allard, R. L.	Chaska, MN
333	Schneck, Arnold	Seymour, IN	807	Alexander, Warren L.	Tucson, AZ	1422	Malone, William L.	Northridge, CA	1962	Colquitt, Eddie G.	Cape Coral, FL

UTUIA Scholarship: The Key to Success

A message from UTU International
President Charles L. Little

Education is the key to success. The key to an education can be a United Transportation Union Insurance Association scholarship.

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



This is the 28th year UTUIA is making available 50 continuing \$500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years.

We realize the amount awarded, \$500 a year, doesn't meet the full cost of the recipient's education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

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

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

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

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

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

Charles L. Little
International President



DISTRIBUTION

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

ELIGIBILITY

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

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

AWARDS

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

ADMINISTRATION

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

INVEST IN THE CHANCE OF A LIFETIME

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

2001/2002 UTUIA SCHOLARSHIP APPLICATION FORM

(PLEASE TYPE OR PRINT)

STUDENT'S NAME _____ BIRTH DATE _____
(LAST) (FIRST) (M.I.) (M/D/Y)

MEMBER'S NAME _____ UTU Local # _____
(LAST) (FIRST) (M.I.) or UTUIA Local Unit #

ADDRESS OF MEMBER _____

OCCUPATION _____

EMPLOYER _____

STUDENT'S RELATIONSHIP TO MEMBER _____

COLLEGE YEAR, 2001-2002 Freshman Sophomore Junior Senior

Signature of Student _____

Signature of Member _____

(Please include date of death if member is deceased; Please leave address label attached to back of application)

Applications must be received **no later than March 31, 2001.**

Please submit **only one application per student.** Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request.

Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

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

UTUIA Scholarship Districts

District	Scholarships
1 Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont	5
2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	6
3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	8
4 Indiana, Michigan, Ohio	6
5 Illinois, Wisconsin	4
6 Arkansas, Louisiana, Oklahoma, Texas	5
7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota	6
8 Arizona, California, Colorado, Nevada, New Mexico, Utah	7
9 Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3

UTU VISA® card saves you money!

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

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

UTU PRIME RATE VISA PLATINUM AND CLASSIC VISA

- Introductory 3.9% APR for the first six billing cycles;
- Thereafter, the Prime Rate, currently 9.5%;
- At least a 25-day grace period on purchases;
- \$35 annual fee for VISA Platinum; \$25 annual fee for Classic VISA.

UTU NO-ANNUAL-FEE VISA PLATINUM AND CLASSIC VISA

- Introductory 3.9% APR for the first six billing cycles;
- Thereafter, the Prime Rate plus 4.9%, currently 14.4%;
- At least a 25-day grace period on purchases.

ADDITIONAL VISA PLATINUM BENEFITS

- \$250,000 travel accident insurance;
- Automatic rental car insurance;
- Global emergency travel assistance services;



All UTU cards have a special Internet e-commerce rebate program that lets members earn rebates up to 25% on purchases made through the PrimeRebates e-commerce website. Rebates will be automatically received on the VISA statement for purchases from hundreds of merchants like Land's End, Barnes & Noble, The Gap, CarParts.com and The Sharper Image. And with NO LIABILITY for fraudulent internet transactions, it's the right time to use www.PrimeRebates.com.

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

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

*The information about the costs of the cards described is accurate as of 11/30/00. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers.

Thereafter, the APR for purchases and balance transfers will be variable, currently 9.5% for Prime Rate VISA and 14.4% for No Annual Fee VISA. The variable cash advance APR is currently 9.5% for Prime Rate VISA and 14.4% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 22.9% or a variable rate of Prime + 14.65%, currently 24.15%. Cash Advance Fee: 3% of advance amount, \$5 minimum. Cash Equivalent Item Fee: 3% of advance amount, \$10 minimum. Minimum Finance Charge: \$.50 in any month finance charge is imposed. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.



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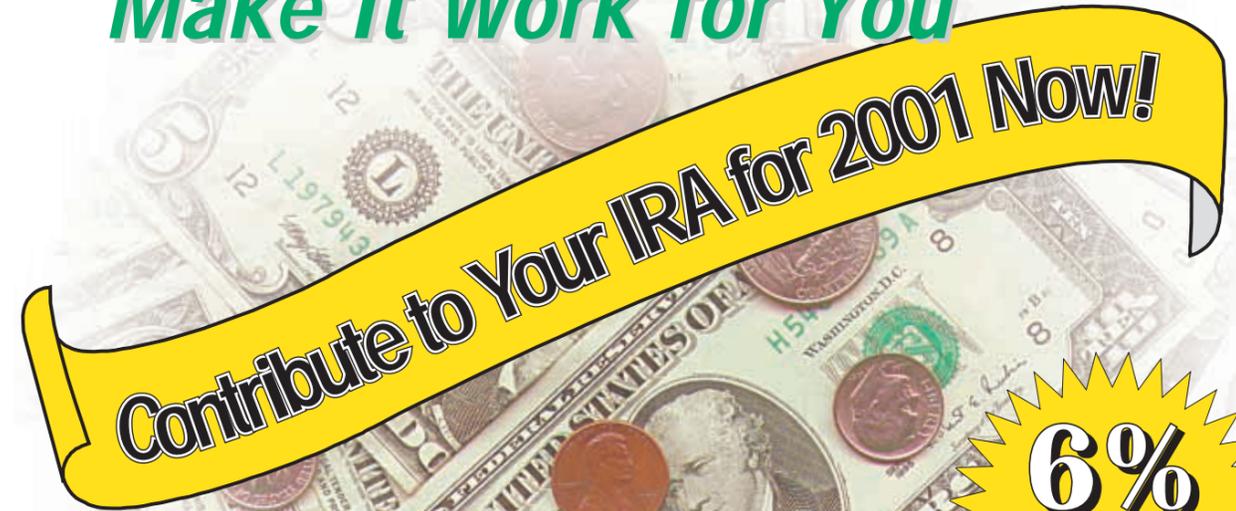
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Information, Please



I would like more information on the following UTUIA Annuity:

- Traditional IRA** **Roth IRA** **Flexible Premium Deferred Annuity**

Full Name of Member _____

UTU Local Number _____

Address _____

City _____

State _____

Zip _____

Telephone Number with Area Code _____

Date of Birth _____

Are you currently employed?

Yes

No

Complete and mail to: UTUIA Marketing and Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250 1/01