

UTU News

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“By being part of this union – this great organization – everyday, you stand for something very important, and you make a big difference in the lives of millions of people in this nation. Thank you for all that you do.”

– North Carolina Gov. Michael Easley, to Greensboro, N.C., Regional Meeting participants

News & Notes

Member killed on job

SMITHERS, B.C. – Elliott Bergen, a Canadian National trainman and member of Local 85 at Smithers, British Columbia, was killed late on the evening of June 5, 2001, in a switching accident at an industry in Smithers. He was 34. He joined the UTU in 1990. He had worked the job on which he was killed for about 12 years. He leaves behind wife Anita Bush and a one-and-a-half-year-old son. Local 85 Chairperson and Legislative Representative Tom Cormack said Bergen was spotting rail cars at the New-Pro wallboard factory at Smithers. “He was riding on the cut that was to be spotted, and the loads that he had placed at the main came back and struck him as he was tying off the hand brake. “There is a 1% grade on the trackage, Cormack noted. Bergen was killed “nearly instantly,” Cormack said. He said the local was conducting an investigation into the accident, including getting an outside firm to interpret the data from the locomotive’s data recorder.

TNM&O clerks okay deal

LUBBOCK, Tex. – The revenue accounting clerks at Texas, New Mexico & Oklahoma Coaches in Lubbock, Tex., approved their first union contract with the carrier last month. General Chairperson Roy Arnold, who served as the UTU’s chief negotiator, said the new contract provides for the first time benefits of holiday pay, sick leave, bereavement leave and, “most importantly,” a grievance and arbitration procedure that gives the employees a voice in their workplace. The contract also provides additional vacation time and more flexible working hours for the positions covered under the agreement. “These employees sought out UTU representation last year as a result of continued harassment and favoritism by management employees,” Arnold said. The UTU already holds a contract for coach drivers with the company.

Harold Bosley dead at 81

SHERIDAN, Wyo. – Harold W. Bosley, whose activities on behalf of handicapped individuals earned him the UTUIA Volunteer of the Year Award in 1995, died June 3, 2001, in Sheridan, Wyo. He was 81. Bosley, a member of UTU Local 951 at Sheridan, was diagnosed with Multiple Sclerosis (MS) in 1966 when he was a conductor on the old Chicago, Burlington and Quincy Railroad. He retired from railroading in 1967 and became confined to a wheelchair in 1968. Bosley began working for the rights of the physically challenged soon after, saying “I decided that I didn’t need to think of myself as being handicapped. Instead, I decided to become handi-capable.”

UTU’s Boyd delivers message of strength through diversity

GREENSBORO, N.C. – United Transportation Union (UTU) International President Byron A. Boyd, Jr., delivered a message describing “a progressive future built on the foundation of our diverse heritage, our respect for craft autonomy and our solidarity” to more than 1,000 UTU members and their guests who attended the keynote session of the UTU’s three-day Regional Meeting here at the Sheraton Greensboro Hotel at Four Seasons.

The “State of the Union” address was punctuated by applause as President Boyd described the union’s current financial and political strengths, its near-term prospects at the bargaining table, and its future as a merger partner with the Brotherhood of Locomotive Engineers (BLE), which he predicted “will be accomplished by the end of the year.”

“Our aim is in our name,” President Boyd proclaimed. “Let us go forward united with heads high and hearts proud. We are making history and delivering security to the men and women who move North America.”

The UTU’s “commitment to diversity is the strength of this union,” Boyd said.

“Diversity furthers our collective goals,” Boyd said, noting that respect for diversity within the UTU resulted “not just because it is the law, but because it is the right thing to do.”

President Boyd pointed to the role played by the United Transportation Union Insurance Association (UTUIA) in positioning the union for the future, noting its assets of \$215 million and reserves of \$33 million make it “one of the largest fraternal insurance associations in North America.”

Pointing to the UTU’s recent political accomplishments, President Boyd predicted that “before this year ends, Railroad Retirement reform will be passed by Congress and signed by the president.”

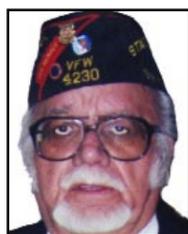
He said the union’s political action committee (PAC) fund, the Transportation Political Education League (TPEL), is now “150% larger than the next five rail-union PACs combined.”

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Pavela earns UTUIA honor

CLEVELAND, Ohio – Robert S. Pavela has been named the 2001 UTUIA Volunteer of the Year. Pavela, who lives in Trenton, Mich., is a member of UTU Local 1075 at Trenton and UTUIA Unit 11.



Pavela

His two sons, Robert M. and Michael E. Pavela, who are rightfully proud of their father’s service to his fellow Americans, nominated Pavela for this prestigious award.

Pavela served in the U.S. Army from 1943 through 1946. Stationed in England, France, Germany and Belgium, he witnessed the horrors that came to be known as the Battle of the Bulge.

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UTU welcomes talks with BLE

CLEVELAND, Ohio – Byron A. Boyd, Jr., International President of the United Transportation Union (UTU), welcomed the announcement of the resumption of merger talks by the Brotherhood of Locomotive Engineers (BLE) Advisory Board made at a special meeting of the union last month.

“The decision of the BLE Advisory Board to renew unification talks with the UTU will benefit the men and women in train and engine service who deserve a strong, single voice fighting for better wages, benefits, quality of life and job security,” said Boyd.

“UTU has remained at the table,” Boyd continued, “and we are happy to resume the unification process because it is the right thing to do for the membership of both unions.”

“We look forward to immediate resumption

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Around the UTU

News from around the U.S. and Canada

Local 48, Norfolk, Va.

Members are mourning the loss of 60-year-old active member **Wayne Baker**, a Norfolk Southern employee with 38 years of experience who was killed in a head-on car accident on a June afternoon on the way home from the Port Lock Yard, according to Local Chairperson **Thomas Adams**.

Local 168, Chicago, Ill.

Members are mourning the loss of Trustee **William Kushta**, who succumbed to a massive heart attack in May, said Secretary and Treasurer **L.T.G. Channing**. Meanwhile, Channing, an Amtrak RedBlock peer counselor and fledgling web designer, invites members to view the new features on the Operation RedBlock website, including the interactive blood alcohol calculator and an article contributed by **Ed Adams** of Local 1732, San Jose, Cal., regarding adulterants. View the site at <<http://www.redblock.com/whitepageltgc.htm>>

Local 343, Hamilton, Ont.

Due to a workplace injury, **Michael Laderoute** resigned the post of legislative representative at the regular June meeting after holding the office since 1997, said Local Chairperson **Scott Montani**, who assumed the post and will be representing the local at the Regional Meeting in Winnipeg, Manitoba. Nominations for alternate legislative representative will be taken during the next meeting, set for 9 a.m., Sunday, July 15 at the Leander Boat Club in Hamilton.

Local 471, Eugene, Ore.

Members have announced plans for the **Fifth Annual J.C. Anderson Memorial Golf and Barbecue Tour**, set for August 6 at Diamond Woods Golf Course, 960 Territorial Rd., Monroe, OR 97456. A \$50 entry fee is being charged for the four-person scramble, with a shotgun start scheduled at 8 a.m. For more information about the event, sponsored by the local with an assist from **World Class Embroidery and Yaeger, Jungbauer, Barczak & Vucinovich**, or to donate cash or prizes, contact Legislative Representative **Greg Boam** at 4742 Thunderbird Dr., Eugene, OR 97404, call him at (541) 461-5407, send a fax to (541) 461-5428, or send him e-mail at <wrlclas@televar.com>.

Local 473, La Grande, Ore.

Members, retirees and their families are invited to attend the annual picnic, sponsored by **Bricker, Zakovics, Querin, Thompson & Ritchey**, following a noon business meeting on August 8 at Riverside Park in LaGrande, Ore. Food is provided, but all are encouraged to bring a salad or dessert and table service. General Chairperson **L.L. Nelson**, who has announced his retirement effective August 31, will be in attendance.

Local 495, Salina, Kan.

Following their annual picnic on April 29, members of the local donated a "considerable amount" of leftover food to relief workers and families following a devastating tornado that destroyed several homes in the area, said Kansas Legislative Director **Don Lindsey**. Also, **Jim Keyte** was awarded a UTU brass lantern in a special raffle held at the picnic.

Local 577, Northlake, Ill.

The annual family picnic will be held on



J.F. Reser (left) and J.J. Moderwell (center), both of Local 145, were recently honored by CSX along with Jon Hosfeld (right) of Local 830 for their roles in stopping a runaway train hauling hazardous materials.

Unsung heroes earn recognition

When two UTU members and a BLE member heroically halted an unmanned, 47-car CSX freight train pulling a load of hazardous materials that was running out of control across northwestern Ohio in May, the press and public naturally focused on those who apparently saved the day.

But the unsung heroes were another pair of UTU members ready with "Plan B," including **J.J. Moderwell** and **J.F. Reser** of Local 145, Columbus, Ohio.

The incident was safely brought to an end when, in a daring maneuver, trainmaster **Jon Hosfeld** of Local 830, Harrisburg, Pa., jumped aboard the moving train at a crossing and shut down the power.

Hosfeld's actions were possible because the train had been slowed to about 10 mph after engineer Jesse Knowlton, along with UTU-represented conductor **Terry Forson** of Local 1397, Columbus, Ohio, gave chase in another engine, linked up to the back of the runaway and applied the brakes.

"We played an integral part in the planning, along with the dispatchers," said Reser, a conductor who harbored anxieties about the plan. "I would never have guessed an engine in 8-notch could be slowed down the way it did. Jack (Moderwell) and I both figured that with the chase train coupled onto the back, the runaway would still be going 30 mph."

With that outcome in mind, Reser and Moderwell, an engineer, volunteered to get in front of the runaway in another engine and allow it to bump the back of their engine, which would gradually brake and bring the runaway to a stop.

Meanwhile, Hosfeld's gambit paid off, and the incident came to a safe end, but the public remained unaware of the role played by Reser and Moderwell.

Still, CSX knew who was responsible for averting a disaster and, at a special ceremony at its Greenbrier Resort in West Virginia, commended all, including Reser and Moderwell, for a job well done.

Labor Day (Monday, September 3) at Busse Woods, Ned Brown Preserve, Grove #32, near Elk Grove Village, Ill., from 11 a.m. to 6 p.m., according to Secretary **Kenneth J. Larson**. All rails are invited for food, refreshments and fun.

Local 597, Des Plaines, Ill.

A fund has been established to aid **William Pylypiw**, who was critically injured in April

when a drunk driver hit his car, said General Chairperson and Alternate Vice President-West **John Babler**, a fellow member of the local. Pylypiw, in his mid-50s with 28 years in the industry, a wife, and three teenaged daughters, is battling severe head injuries, the loss of his spleen and half his pancreas and a broken leg. Donations to the relief fund can be sent to Charter One Bank, 252 S. Randall Rd., Elgin, IL 60123. For more information, contact Babler at (414) 489-3700.

Local 839, Cranbrook, B.C.

Members working for Canadian Pacific Railways have launched a website that offers sections dealing with union business, local interests and the history of the UTU in Canada. In addition, running-trades employees can link to a quick view of their status from the site. View the website at <<http://utu839.com/>>.

Local 1258, Elgin, Ill.

Members are mourning the death of Metra conductor **Christopher Mogan**, 35, who passed away June 20, said Secretary and Treasurer **Glenn Romanchuk**. Mogan, who was on a leave of absence at the time, is survived by a wife and two young children. His father is Metra's director of safety, Romanchuk said.

Local 1397, Columbus, Ohio

Tracy Crittendon was among those wishing to express their gratitude to the UTU and to Local Chairperson **Tom Walker** for intervening with CSX when the carrier last month announced it would furlough 13 employees. Crittenden said Walker called CSX at 9 a.m., then called UTU officials. By 12:30 p.m., all employees had been called back to work.

Local 1422, Los Angeles, Cal.

The local's annual safety picnic drew more than 200 participants, said Legislative Representative and Alternate California State Legislative Director **Charles Mack**. The event featured presentations by the Railroad Retirement Board, the UTUIA and various law firms. Door prizes awarded through a free raffle included CD players, bicycles, baseball tickets and a Hawaiian vacation, which went to **D.B. Brown** of Local 240, Los Angeles, Cal. Credit for the event goes to Secretary and Treasurer **Pat Haugh**, Local President **Edward Campos** and Local Chairperson (Engineers) **Robert Resendez**.

Local 1558, Bergenfield, N.J.

A special agreement reached with Rockland Coaches (Coach USA) was approved unanimously in late April that does away with the two-tiered pay system which had affected those hired after June 1, 1998, said General Chairperson **Rich Deiser**. The special agreement affects about 20% of those in the local.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **David J. Livingston** of Local 1884, Calgary, Alta., which represents yard workers on Canadian Pacific (West). These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.

State Watch

News from UTU State Legislative Boards

Illinois

Retired former Illinois State Legislative Director **Thomas J. Duggan** passed away on June 6 at the age of 90 from heart failure, according to Illinois State Legislative Director **Joe Szabo**.

Duggan, a member of UTU Local 1538 at Chicago, began railroading as a fireman on the Chicago, West Pullman and Southern Railroad, which was owned by the Wisconsin Steel Works. He was later promoted to engineer.

Originally a member of Lodge 870 of the Brotherhood of Locomotive Firemen and Enginemen, Duggan served as state legislative director for the BLF&E prior to his term as the UTU's Illinois state legislative director from 1972 to 1976. He also served as a vice president of the Illinois AFL-CIO.

"Tom was one of the most influential people in keeping RTA rail employees under the federal umbrella," said former Illinois Legislative Director **Pat Simmons**, who served on the legislative board during Duggan's tenure. "Many of our brother and sisters working on those trains today are enjoying the fruits of Tom's labors."

Kentucky

Legislative Director **Bobby Marshall** recently paid tribute to Sen. Mitch McConnell (R-Ky.) for demonstrating his commitment to railroad workers and their families by co-sponsoring S. 697, the Railroad Retirement and Survivors' Improvement Act of 2001.

In a letter to the *UTU News*, Marshall wrote: "Without Sen. McConnell's leadership role, we wouldn't be on the way to passage of this crucial legislation. On behalf of nearly one million railroad workers and retirees, the UTU would like to thank Sen. McConnell for his commitment to improving our Railroad Retirement system. This legislation, the UTU's top legislative priority, will greatly benefit the 21,000 railroad retirees and spouses throughout Kentucky."

In February, the Kentucky General Assembly became one of the first states to voice support for the legislation, approving a resolution that urged Congress to pass the measure. The

Nebraska



State Legislative Director **Ray Lineweber** would like to acknowledge the support of the local officers of UTU Local 286 at North Platte, Neb., who have all become Dollar-a-Day Club members of the UTU's Transportation Political Education League (TPEL). Standing near the rear of Membership I, the UTU's mobile education and training center are, from left, Legislative Representative **Terry Sigler**, Alternate Legislative Representative **Dan Wesslund**, Local Chairperson **Paul Fitzpatrick**, Secretary-Treasurer **John Hasenauer** and Local Chairperson **Ted Keith**. Kneeling, from left, are Local President **Steve Coleman** and Local Chairperson **Rod Weitzel**. "I truly appreciate the contributions of these local officers, both the financial commitments they made to TPEL, and the time and service they give to this union and their fellow members," Lineweber said.

resolution was forwarded to the President, the President of the U.S. Senate, the Speaker of the House and the entire Kentucky Congressional delegation.

New Jersey

As a result of his participation last March in the "Railroad Days on the Hill," Legislative Director **Dan O'Connell** reports that he was invited to attend a meeting of the New Jersey Shortline Railroad Association by its president, **Bob Bailey**.

O'Connell said that while the UTU currently represents employees on two New Jersey shortlines, the Morristown and Erie Railroad and the New York and Greenwood Lake Railroad, nearly 50 others operate throughout the state of New Jersey.

"This was a productive meeting which provided me with the opportunity to meet with our state's other shortline operators and let them know what UTU is all about. They were glad to meet me. They saw that I didn't have horns on my head," O'Connell said.

Iowa

More than 100 officers, members and spouses attended the UTU's Special Informational Seminar at the Hotel Savery in Des Moines May 2-3, 2001, reported Legislative Director **Pat Hendricks**.

Attendees were greeted by Des Moines Mayor **Preston Daniels**, addressed by Iowa 4th District Congressional candidate **John Norris** and heard from Gov. **Tom Vilsack** at a banquet on the final evening of the seminar.

"The speakers from the UTUIA, the Federal Railroad Administration and the designated FELA legal counsel all gave excellent talks," said Local 17 Legislative Representative **Bill Backoff**. "I want to give a special thanks to Pat Hendricks for all the work he did helping to put this all together."

International President **Byron A. Boyd, Jr.**, Assistant President **Paul Thompson** and General Secretary and Treasurer **Dan Johnson** also were in attendance, as were various general chairpersons and representatives from the Railroad Retirement Board and health and welfare organizations.



UTU International President **Byron A. Boyd, Jr.**, right, stops to chat with Local 17 Secretary and Treasurer **Dave McNary** at the Special Information Seminar held recently in Des Moines.

Bus Department

By **Bernie McNelis**

Study identifies health hazards

A study was done in 1998 on the occupational health and safety of bus and truck drivers. The results of the study show, in part, that whether you operate a van; medium, large or school bus; load or unload baggage, or are responsible for the maintenance of buses, there are constant safety and health-risk factors.

Drivers are subject to fatigue due to long or irregular schedules, or other stresses which increase the likelihood of accidents.

Drivers experience stress due to poor road conditions, night driving, bad weather and the stress of the unknown, like whether they will be attacked because they asked for the fare. School bus drivers also face the stress of carrying priceless cargo.

Back and other injuries can result from poor driver seat design. Whole-body vibrations can damage the kidneys and back.

Of course, let us not forget how bus drivers eat good, nutritional food when on the road! Because of long hours, many drivers do not eat right and are subject to poor health.

Also, employers ask drivers to work beyond their regular hours. Stress comes when they wonder if they will still have a job if they refuse the work.

Making mechanical repairs on buses can cause a number of different types of injuries to arms, backs and shoulders. Mechanics making repairs on the highway also are subject to being struck by another vehicle.

Remember, this study was done in 1998. Since then, how far have we come in getting employers and governmental agencies to resolve these health and safety issues? NOT VERY FAR.



Yardmasters

By **Don Carver**

B&P yardmasters, clerks okay deal

Yardmasters and clerks employed by the Buffalo & Pittsburgh Railroad have ratified a new contract. The new pact became effective June 15, 2001, with the new moratorium expiring November 1, 2003. The 36-month contract provided for 10% in general wage increases for the yardmasters and equivalent amounts for clerical employees represented by the Yardmaster Department. The wage increases will be 3% retroactive to November 1, 2000, 3% on November 1, 2001, and 4% on November 1, 2002.

Health-care plan improvements also are a key part of the new contract. Enhanced healthcare and prescription drug benefits are provided through the National Blue Cross and Blue Shield Plan and administered through the Rochester New York Plan. For the term of this contract, employees with no dependents will make no contributions toward healthcare and employees with dependents will make a \$15 per month contribution.

While we were unable to increase the amount of the carrier's 401(k) matching contributions above the current 25%, it will become part of our goal in the next round of negotiations.

General Chairperson **Richard DeGenova** and Local Chairperson **Todd Moore**, assisted by the Yardmaster Department, are to be commended for their hard work and diligence in reaching this excellent contract for the Buffalo & Pittsburgh yardmasters and clerks.

Negotiations with Amtrak, New Orleans Public Belt and Duluth, Missabe and Iron Range are continuing.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400;

via fax at (216) 228-5755;

via e-mail at utunews@utu.org;

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

Gains from Greensboro

In the wake of the first of our Regional Meetings this summer, the word has gone out – and the word is good!

All the players and pieces came together and fell into place in Greensboro, N.C., creating a successful and memorable event shared by more than 1,000 UTU members, families and guests.

Our gratitude goes out to all those whose untiring efforts – and plain, hard work – resulted in a meeting that easily met and exceeded our highest expectations for a fraternal, educational and social gathering that will have a long-lasting and positive impact on all who participated.

In particular, we want to acknowledge the members of the Local Regional Meeting Committee whose invaluable contributions made it all possible, including Committee Chairperson and North Carolina State Legislative Director Richard H. Westbrook, Jr., and his wife Janie; Leroy Ellerbe; Tracey Innis; Ron and Melanie Ingerick; Glenn and Gail Lamm; Paul and Wanda Martin; Michael and Vallie Smith; Sheldon Spain, and Jim Valley.

We also want to thank those who showed their commitment to the ideals of the UTU by making time in their lives to attend this special gathering, contributing to the ongoing dialog of members sharing the pursuit of personal and professional improvement.

By attending these meetings, members certainly do themselves a favor. But, just as important, is what they do for our organization as a whole.

By participating in these workshops, and by comparing experiences with their brothers and sisters from other locals, on other properties, and from other countries, they improve the union's ability to offer effective, high-quality representation to all UTU members.

And, in the end, that is what these meetings are all about.

A dream come true

Former UTU President Al Chess-er will receive in November the Eugene Debs Foundation Award for life-long achievement in the labor movement. It is an exceptional honor for both Al and the UTU. The timing of this honor is especially important because it coincides with our realizing a dream of rail labor.

Eugene Debs was a pioneer in the labor movement during the late 1800s and early 1900s. He sought a single union for railroad employees so carriers could not whip-saw us and pit brother against brother and sister against sister.



Byron A. Boyd, Jr.

The unfulfilled dream of Eugene Debs is about to become reality with the joining of the UTU and the Brotherhood of Locomotive Engineers into a single, strong North American transportation union representing all train and engine service employees.

As railroads have grown larger and stronger, it has become increasingly difficult for fragmented unions to bargain effectively for wages and to protect employees from arbitrary and harsh discipline policies.

We have long believed that a single union inside the locomotive cab would deliver the strong, single voice envisioned by Eugene Debs to fight for better wages, benefits, quality of life and job security. I am confident a UTU/BLE merger will occur by year's end.

A UTU/BLE merger means a unified negotiating team that prevents carriers from playing off one operating union

against another. It also is about unity while maintaining historical craft autonomy.

I am also confident that a new national agreement beneficial to every train and engine service and yardmaster member will soon be concluded. That agreement will not be one of concession.

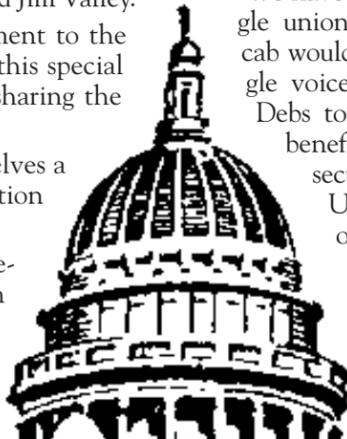
Our new contract will deliver a new compensation system through a carrier concession to eliminate the dual basis of pay and entry rates for current employees. The national agreement we are pursuing will provide approximately a 27%

wage increase to post-'85 employees and approximately a 12.9% increase to pre-'85 employees. There will be no work-rule concessions on our part.

Our new pay system will include trip rates that preserve local conditions as well as retain all arbitrations and penalty payments. Overtime will continue to apply in the same manner it always has been applied, with all post-'85 employees being paid for overtime on the same basis as overtime paid to pre-'85 employees. Trip rates bury for good the carriers' perennial demand to increase the basic day mileage.

For yardmasters, our bargaining committee won the same increases in compensation as other crafts, compensation for transfer time, enhanced sick pay and the same vacation compensation that is paid operating employees.

Together with a Railroad Retirement bill nearing passage in Congress that will reduce the retirement age, preserve full benefits and increase benefits for widows and widowers, the year 2001 is progressing as one of the most successful in UTU history.



WASHINGTON WATCH

By James Brunkenhoefer

Riding to the rescue of Amtrak

When my mother and father were looking for something for me to do on Saturday afternoons, they would drop me at the local movie theatre where there was always a double feature. They were usually westerns and almost always included a serial.

They could make an entire 30-year long serial production about Amtrak. Amtrak has had to face more bad guys than any cowboy ever dreamed of. And now we find Amtrak in the biggest trouble ever.



The Congressional crowd here in Washington is divided up into four groups. The first group is those which we agree with the most. They would like to see a modern, well-run, well-financed passenger system similar to those that run in some parts of Europe, with lots of trains running everywhere, all the time. The cost of this would be literally billions of dollars. Those that believe this dream will come true soon have a lot in common with Santa Claus, the tooth fairy and the Easter bunny.

The second group, which is usually the majority, is those who want to see Amtrak stay pretty much as it is. This group is shrinking. The third group is the one that is growing. These are those that believe that Amtrak should provide a necessary function in a limited area: East Coast, West Coast and a dash around Chicago. Anything else should be up to the states with some assistance, maybe. The last group seldom changes and they believe that there should be no Amtrak, under any circumstances, anywhere. They believe that passenger rail service should be operated by the private sector. It should have little or no unions, no FELA protection, etc.

We have learned much from our previous experiences with

movie serials in regard to our Amtrak crisis. The net result is that it is always the Amtrak workers that pay, not Amtrak management. The people who depend on passenger rail service also suffer. There are no second employees in the cab in most Amtrak locomotives. Crew size and on-board crewmembers have seen their jobs come under attack.

Out of frustration, many workers have been directly in contact with members of Congress and their staff, pointing out some of the horror stories they have encountered. I am certain that these well-meaning individuals hope that the good guys with the white hats will ride in from Capitol Hill and straighten out Amtrak management and save our jobs. Unfortunately, this is Washington, D.C., and not Hollywood.

Once the facts of the horror stories with attached documents arrive here in Washington, they are promptly filed. When the file gets big enough, Congress calls a hearing. This is never a hearing that pleases those who want to see Amtrak grow or those who only want to see a few changes. Instead, it is about the agenda of those in the third and fourth groups, those who either want to amputate Amtrak routes or kill it outright. I have been through these hearings numerous times; they have never turned out the way the well-meaning Amtrak workers have wished. The results of every hearing have been bad. The only question is how bad. The information provided by Amtrak employees directly to Washington merely pours gasoline on the fire. It does not douse the fire, it fuels it.

This situation does not affect only Amtrak workers. If Amtrak continues to bleed jobs, then all of the forecasts involving Railroad Retirement will be inaccurate. If these well-meaning individuals do not soon change their actions, we will see a loss of Amtrak jobs at the agreement level (not at the management level) and run the risk of doing damage to everyone's retirement system, as well.

Investing in High-Speed Rail:

Bringing Passenger Rail Service into the 21st Century

The following was written by Sen. Joe Biden from Delaware, who commutes to Washington daily on Amtrak.

Sitting in snarled traffic on one of our country's major interstate highways or parked on a runway for hours at an overcrowded airport, you have to ask, "Isn't there a better way?"

Last year, more than 22.5 million Americans found out there is: Amtrak. With our nation's highways and airports stretched to the breaking point, America's passenger rail system is poised to play a larger role in our country's transportation network.

Today, nations around the globe are making substantial public investments in new high-speed rail technologies and millions of travelers in other countries are enjoying the benefits of a new era of passenger rail service. Americans should expect no less.

However, with an economy that is the model for the rest of the world, and at a time when our budget battles are over surpluses instead of deficits, we spend less per capita on passenger rail in the U.S. than they do in Estonia. Other advanced industrial economies in the world – and many of the less developed ones, too – are making passenger rail part of a balanced, efficient transportation system. So should we.

Throughout its history, Amtrak has not received the kind of consistent capital funding a first-class passenger rail system needs. In the 30 years it has been in existence, Congress has provided Amtrak with only \$11 billion in infrastructure investment. That's pennies compared to the dollars we spend on highways or airports, beneficiaries of \$750 billion over that same period. With a new, business-like approach to service and investment in high-speed technologies, Amtrak is prepared to open a new chapter in the company's history. But for Amtrak to succeed, Congress must do its part.

Amtrak's new high-speed Acela service on the Northeast Corridor shows what can happen when we invest in new technologies to make passenger rail more efficient. The introduction of this quicker, more efficient passenger rail service has contributed to the record increase in ticket revenues for Amtrak. At the current rate of growth, Amtrak is on pace to serve 4.5 million more passengers in 2001 than it did just five years ago.

In an effort to build on this success and provide Amtrak with the capital funding it needs to succeed, I joined with my colleague Sen. Kay Bailey Hutchinson (R-Tex.) in introducing the High Speed Rail Investment Act of 2001. This bipartisan bill, which enjoys the support of more than

50 cosponsors, including both Majority Leader Tom Daschle (D-S.D.) and Minority Leader Trent Lott (R-Miss.) would enable Amtrak and other passenger rail companies to issue as much as \$12 billion in bonds over the next 10 years. This new source of capital would be used to create a national system of high-speed rail corridors throughout the country – from Portland, Oregon to Portland, Maine.

While we recognize the High Speed Rail Initiative is a significant investment, we believe it is one that makes good economic sense. Thousands of jobs will be created to construct, maintain and operate these new high-speed rail corridors. In the Northeast alone, the Acela project has created more than 10,000 construction and manufacturing jobs. Add to that the thousands of operating jobs that are expected to be created with implementation of full Acela service, and the thousands of employment opportunities that will be created by the development of areas near revitalized downtown train stations. In the Midwest, Amtrak estimates that 15,000 new construction jobs and 2,000 permanent operations-related jobs will be created through development of the Midwest rail corridor.

In addition to providing economic benefits, passenger rail also makes good environmental sense. Passenger rail offers a more efficient use of fuel than car or air travel. And by upgrading our existing rail lines we can preserve and protect existing open space and wetlands by reducing the need to expand highways and airports.

Clearly, continued investment in our national rail system is crucial to a balanced and efficient transportation system. Amtrak has done its part in recent years, bringing in record revenue and introducing high-speed rail service in one of the nation's busiest corridors in the country. It is safe, efficient, fast and it reduces pollution and saves time.

Americans deserve a national transportation system worthy of the strongest, most productive economy in the world. The new technologies of high-speed passenger rail that other nations now enjoy must be part of a balanced 21st century transportation network in the United States.

We have the technology and skilled labor to make a national high-speed rail system work. But the train can't leave the station, so to speak, unless Congress provides Amtrak with the funds it needs to make this critical investment in our nation's transportation infrastructure. It's time we meet this growing passenger demand and bring our rail service into the 21st century.



Sen. Joe Biden

It's time for a new beginning for the Auxiliary

UTU Auxiliary Vice President Mae Parker wrote the following guest editorial:

Today, more than ever before, transportation families have everything to gain through their close association with one another. And, historically, one of the best ways to unite UTU families and to promote their welfare has proven to be through membership in the UTU Auxiliary.



Parker

I believe those of us who participate in the UTU Auxiliary enjoy tighter family bonds and a better understanding of the UTU's work and its importance to the breadwinner in a transportation family.

The job of the Auxiliary is to support all the locals and their members. Right now, with everything that is going on in Washington, D.C., and with railroad safety issues, UTU needs all of the help we can give it.

Our Auxiliary membership is going down instead of up. The average Auxiliary member is more than 70 years old. These members have worked hard and now it is time to get the younger people involved.

At this time, we are working on creating new Auxiliary lodges in Salt Lake City, Utah, and Bakersfield, Cal.

I would like to give you a rundown of the Auxiliaries in my district:

Arizona: seven locals, one Auxiliary; California: 43 locals, eight Auxiliaries; Idaho: three locals, three Auxiliaries; Montana: nine locals, three Auxiliaries; Nevada: three locals, one Auxiliary; Oregon: seven locals, one Auxiliary; Utah: seven locals, no Auxiliaries; Washington: 14 locals, one Auxiliary; Wyoming: eight locals, three Auxiliaries.

As you can see, I have a lot of work to do.

Many things have changed since the Auxiliary started in 1886. For instance, we now have a choice of ritual or casual Auxiliary meetings. Dating from the beginning of the Auxiliary, ritual meetings involve a flag-waving ceremony, the seating of the president, a roll call, possibly a ceremony for a deceased member and other customs. Today, casual-format meetings are more the norm. The ritual has been modified and simplified for a shorter, less-formal meeting more conducive to busy people.

Auxiliary membership qualifications are: any spouse or relative of a

member of the UTU, or Auxiliary, in good standing, or of a deceased member who was in good standing at the time of death, may join the Auxiliary if he or she is 16 years of age or older.

Why attend an Auxiliary meeting? Here are a few reasons:

- At Auxiliary meetings you can meet UTU national, state and local officers and express your thoughts and concerns;
- At Auxiliary meetings you will have a chance to meet Designated Legal Counsel attorneys and/or investigators;
- At Auxiliary meetings you will get to meet your UTUIA insurance representatives;
- At Auxiliary meetings you will get to know your state and local legislative and assistant legislative directors. He or she will keep you updated on what is going on in your state and in Washington, D.C.;
- At Auxiliary meetings you will get to meet people from your health insurance provider;
- At Auxiliary meetings you will get to meet people from the Railroad Retirement Board;
- At Auxiliary meetings you can help plan picnics and other family outings.

Any UTU member is welcome to attend any meeting of the Auxiliary, although they may not vote. I also encourage at least the spouse and one other family member to join the Auxiliary. Why? Because, if the employee is hurt, there will be at least two family members that have been educated on what to do.

An Auxiliary lodge only is required to hold six meetings per year, and dues are only \$4.25 per member per year.

Please, if you are interested in becoming a member of the UTU Auxiliary, or wish to assist in starting a new Auxiliary lodge in your area, contact me or someone at the International Auxiliary office in Cleveland. We are here to help everyone.

Mae Parker, 1910 Rio Vista, Needles, CA 92363,
(760) 326-2713, blugoose@ctaz.com

UTU Auxiliary, 14600 Detroit Ave., Cleveland, OH
44107, (216) 521-1161, auxiliaryed@aol.com

Lawmakers greet UTU President Boyd at reception

Just three blocks from the U.S. Capitol stands the UTU's National Legislative Office, which is named in honor of former UTU President Al Chesser. The UTU frequently sponsors receptions for House and Senate members and also invites labor and management officials. These receptions allow UTU officers to explain to lawmakers our concerns and goals and permit other labor leaders and rail-industry officials to witness first hand the legislative influence of the UTU. The UTU's voice in politics is made stronger by our Transportation Political Education League, whose 29,000 members make \$2 million available each two-year election cycle to help elect and re-elect UTU-friendly federal and state lawmakers.



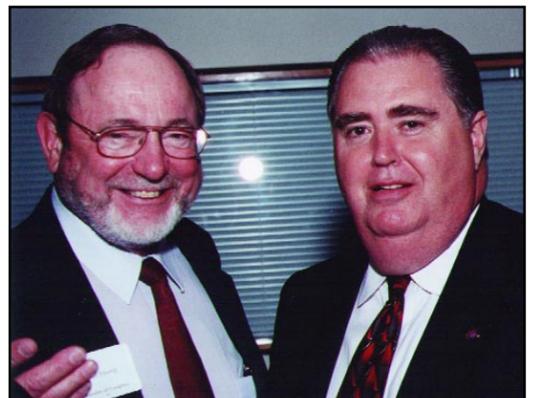
Cong. David Bonior, D-Mich., center, with UTU President Byron A. Boyd, Jr., left, and Transportation Communications International Union President Robert Scardelletti. Rep. Bonior, the minority whip in the House of Representatives, holds the second highest Democratic leadership post among 435 House members.



National Legislative Director James "Brokenrail" Brunkenhoefer, right, with Rep. John Lewis, D-Ga. Rep. Lewis is a member of the House Ways and Means Committee, which must approve tax bills, including changes to Railroad Retirement.



From left to right, Brotherhood of Locomotive Engineers President Ed Dubroski, BLE legal counsel John Kujawski, UTU President Byron A. Boyd, Jr., and AFL-CIO Secretary-Treasurer Richard Trumka.



House Transportation and Infrastructure Committee Chairman Don Young, R-Alaska, left, with UTU President Byron A. Boyd, Jr. Chairman Young has consistently demonstrated that when the UTU talks, he listens. Chairman Young introduced the Railroad Retirement Reform bill in Congress this year and has been one of the bill's most energetic supporters.



Dan O'Connell, left, UTU state legislative director for New Jersey, with UTU National Legislative Office Chief of Staff Scott Belden.



UTU General Counsel Clint Miller, left, chats with AFL-CIO Secretary-Treasurer Richard Trumka.



UTU Assistant President Paul Thompson, right, with UTU Finance Director Stu Collins, center, and Kansas City Southern Railway Chief Labor Negotiator Emerson Bouchard.



UTU General Secretary and Treasurer Dan Johnson, left, and retired UTU Vice President Larry Davis, right, chat with Burlington Northern Santa Fe Railway Chief Labor Negotiator John Fleps.



Retired House member Bud Shuster, R-Pa., right, who was chairman of the Transportation and Infrastructure Committee, is greeted by UTU Alternate U.S. National Legislative Director James Stem. Rep. Shuster repeatedly used the force of his office to stop Norfolk Southern from closing its freight-car shops near Altoona, Pa.

Leaders praise UTU for foresight, strength

Several national, state and local dignitaries addressed those attending the recent Regional Meeting in Greensboro, N.C.

Below are excerpts from three of those speeches. For the complete text of the speeches, go to <www.utu.org>.

RRB's Speakman lauds UTU's hard work on pending pension law

GREENSBORO, N.C. – U.S. Railroad Retirement Board (RRB) Labor Member V.M. "Butch" Speakman praised the hard work done by UTU officers and members in moving the Railroad Retirement and Survivors' Improvement Act of 2001 through Congress.



Speakman

"The leadership of the UTU, its legislative body, and the rank-and-file membership of this great union are to be commended for the foresight and downright hard work to see this legislation enacted," Speakman said.

Speakman said he was proud that the rail pension system "allows our retirees to retire with pride and dignity after giving the rail industry their youth and the best years of their lives.

"Unfortunately, there is a weak link in a strong chain of benefits. All too often, retirement with pride and dignity is compromised with the loss of a spouse who worked on the railroad.

"At times, our widows and survivors are forced into a state of poverty because their annuity income does not meet the minimum income level that defines poverty in this country.

"When that railroad employee passes away, the surviving spouse sees that pension reduced significantly. As a result, not only must a widow suffer through the loss of her loved one, but many must suffer through a loss of their dignity as well.

"That is wrong! And it cries out for correction.

"Upon enactment, all future widows and widowers will receive increased benefits. Moreover, nearly 50,000 widows and widowers, many of them UTU retirees, will have their benefits recomputed, and a much-needed increase applied.

"For this reason, I have always believed that the increased widow benefit is the most important provision embodied in the pending retirement legislation."

Speakman also said the pending legislation's provisions to reduce full-age retirement from 62 to 60 years of age is actually a restoration of benefits that were negotiated away in the early 1980s to help the Railroad Retirement System weather a temporary solvency problem.

"Today, the solvency of the system is not in question. Quite the contrary, we find ourselves in the best financial condition since the inception of the Railroad Retirement System.

"As such, the reason for increasing our retirement age no longer exists. It is only appropriate and completely justifiable that the pending legislation contains a provision that restores the age requirements to pre-1983 levels.

"That is a benefit you paid for. That is a benefit you should have restored."

Speakman also praised the measure's "ratcheting" mechanism that would automatically correct any under- or overfunding of the trust fund.

"The bottom line being that the railroads, not the employees, would be obligated to make up any shortfalls, as set by the ratchet formula."

N.C. Gov. Easley commends UTU members for their commitment

GREENSBORO, N.C. – North Carolina Gov. Michael F. Easley, a popular Democrat elected to office on a platform of support for working families, made a special unscheduled trip to meet with UTU International President Byron A. Boyd, Jr., and welcome UTU members, their families and their guests to the state.



Easley

Thanking members who live in North Carolina for their continuing support, and offering an open-door policy to the concerns of UTU North Carolina State Legislative Director Richard H. Westbrook, Jr., Gov. Easley outlined a progressive statewide agenda consistent with the UTU's goals.

Gov. Easley called attention to the need to "stand up for the children who have no voice, and the seniors who really have no choice," and noted that the actions of the citizens of the individual states played a major role in the health of the national economy and the fate of the nation's working families.

"Here in North Carolina," Gov. Easley said, "we're not going to be satisfied with the status quo. We know we can be more, and we know we can do more."

The governor concluded his unscripted speech by offering his gratitude to all UTU members nationwide for demonstrating their commitment to progressive actions and legislation.

"By being part of this union – this great organization – everyday, you stand for something very important, and you make a big difference in the lives of millions of people in this nation," Gov. Easley said. "Thank you for all you do."

On behalf of the members and officers of the union, President Boyd returned the hospitality shown by the governor, graciously thanking him for finding time in his schedule for the union's members and presenting him with a special UTU clock to mark his participation in the UTU Regional Meeting.

Gov. Easley was first elected to public office in 1982 when, at age 31, he became district attorney for North Carolina's 13th Judicial District in Brunswick, Bladen, and Columbus counties.

As one of the state's youngest district attorneys, he fought drug trafficking and public corruption along the district's coastline, achieving one of the highest drug conviction rates in the state.

N.C. Secretary of State Marshall calls rail crucial to development

GREENSBORO, N.C. – North Carolina Secretary of State Elaine F. Marshall told those attending the UTU Regional Meeting that railroads are crucial to the state's future and may even play a greater role than the Internet as an economic spur.



Marshall

"When it comes to moving goods, nothing does it more efficiently than a well-working rail system can," Marshall said.

The challenge UTU members face, she said, is in educating the public and policy makers about the benefits of a well-developed rail infrastructure in an age where attention is more often focused on high-tech investments.

Marshall noted that, in the long run, railroads can bring the region more long-term economic development than the Internet.

"Unless someone invents that Star Trek 'teleporter' thing for real, you simply cannot move a load of plywood through cyberspace," she said.

Marshall drew attention to a proposed commuter rail line between Durham and Raleigh, but said planners have to convince people it is

worth the \$300- to \$660-million expenditure.

Delaying such a project only drives up the cost and prohibits its growth, as housing developments and other real-estate plans eat most of the available space, Marshall warned.

In the Triad, transportation planners are looking at three projects. One is the high-speed rail plan that links Washington to Atlanta, with several stops in between.

The second is an extension of conventional passenger service to Asheville. The third is a commuter rail within the Triad.

Marshall said that the government needs to step up to the plate when cost becomes an issue. She sees a day when consumer demand for rail will bring in all of the dollars to build and maintain those systems. In the meantime, the government should channel more of its money toward rail instead of toward highways.

"In the biggest picture—from Amtrak to regional projects—those of us in government have that duty to tackle," she said.

Marshall called on UTU members to educate the public on the benefits of commuter, high-speed and freight rail.

Message

Continued from page 1

Boyd noted the UTU's leading role in calling for the re-nomination of Linda Morgan to head the federal Surface Transportation Board (STB) and the institution of a 15-month moratorium on rail mergers. As a result, he said, the new merger rules stipulate that the union, and not management, chooses the collective bargaining agreement to be put in place.

Boyd also said a new national agreement between the union and the railroads represented by the National Carriers' Conference Committee would soon be concluded, and the pact "will not be one of concession."

"Our new contract will deliver what we deserve," Boyd said. "It will end the pay disparity between pre- and post-'85 employees. It will deliver a new compensation system."

Boyd reiterated that the new compensation system would include no work-rules concessions, and would include trip rates preserving local conditions, as well as all arbitrations and penalty payments.

"The trip rates will not – and I repeat, NOT – include overtime rates," Boyd said. "Overtime will continue to apply in the same manner it always has been applied. All post-'85 employees will be paid for overtime on the same basis as overtime is paid pre-'85 employees. We would not have settled for anything less!"

"Trip rates end the basic-day mileage issue once and for all," Boyd declared.

Boyd said UTU-represented yardmasters would also gain. "For yardmasters, our bargaining committee won the same increases in compensation as other crafts, compensation for transfer time, enhanced sick pay and the same vacation compensation that is paid operating employees," he said.

Noting that the tentative agreement has not been issued for ratification despite the passage of nine months since its announcement, Boyd said the railroads continue to stall over the timing of elimination of entry rates of pay for current employees.

"The carriers said they made a mistake in the language agreed to," Boyd explained. "They now say they never intended that the elimination of entry rates would apply to brakemen. If that's what they think, brothers and sisters,

they did make a mistake – a big one!"

Boyd welcomed UTU/BLE merger discussions, and described the initiative as "the right thing to do for the membership of both unions."

But Boyd also warned that the UTU would "return to representation elections if the BLE leadership again gets cold feet or if their membership votes this merger down," reciting a string of favorable National Mediation Board rulings, representation-election wins, and a "war chest" dedicated to the cause.

Boyd said a merger with the BLE "is about unity while maintaining craft autonomy," and said such a merger would "deliver a strong, single voice fighting for better wages, benefits, quality of life and job security."

He also promised "the heritage and the autonomy of locomotive engineers will be preserved."

"The UTU has respected historical craft autonomy for 32 years," Boyd continued. "We have no intention of stopping now... We are making the same promise that was made and kept when the UTU was created 32 years ago. We have kept that promise. We have never wavered from that commitment."

Pavela

Continued from page 1

A continuous member of the UTU and its predecessor organization, the Brotherhood of Locomotive Firemen & Enginemen, since December 1, 1965, Pavela joined the Veterans of Foreign Wars Post 4230 in 1973, and American Legion Post 426 in 1978.

After his retirement from the Detroit, Toledo & Ironton Railroad in 1982, Brother Pavela stepped up his involvement in the VFW, serving Sunday breakfasts and cleaning tables. At the same time, he became a member of the Wayne County Metropolitan Service Officers Association.

With the help of his wife, Mary, a long-time VFW Ladies Auxiliary member, he soon was in charge of the post's breakfasts, as well as the very popular euchre games held at the post.

He was elected chaplain for Post 4230 in 1983, holding that office until 1987, when he was elected for the first of three consecutive one-year terms as Commander.

In 1993, with the time-honored tradition of military funerals at risk due to budget cuts and the sheer number of services being performed, Pavela formed a group called the "DownRiver Veteran's Honor Guard," and was elected president and chaplain of the group.

With more than 40 volunteers, the DownRiver Veteran's Honor Guard has conducted more than 800 military funerals, sometimes as many as three in a single day, free of charge.

From 1993 to the present, Pavela has also held the elected office of chaplain for American Legion Post 426. In 1996, he was appointed employment chair for District 4, and in 1999, he accepted the post of homeless and employment chair for a year.

About a year ago, on July 1, 2000, Pavela's service earned recognition through the Chapel of Four Chaplains Legion of Honor Award.

The Chapel of Four Chaplains is a national non-profit organization founded in the memory of four Army Chaplains who gave their life jackets to soldiers who had none, linked arms, and went down with the *USAT Dorchester* after it was torpedoed on February 3, 1943.

According to survivors of the tragic incident, these four men of God – two Protestants, a Catholic and a Jew – were the only source of order and hope in a desperate and chaotic situation. They guided men to their boat stations, coaxed them over the side, and gave away their only means to save themselves in order to save others.

To recognize and encourage acts of volunteerism, brotherhood and sacrifice, the Chapel of the Four Chaplains established the Legion of Honor Program, which honored Pavela last year.

"There is nothing more precious to us than the act of voluntarily reaching out to others to offer selfless service," UTU International President Byron A. Boyd, Jr., said of Pavela.

"And because we know what it means to have someone at your side to offer support and guidance, we are also proud to honor Brother Pavela's wife, Mary.

"Mrs. Pavela has been a volunteer at Seaway Hospital in Trenton, Mich., for more than 18 years, was past president of the VFW Ladies Auxiliary, and has been chaplain for several years.

"We congratulate the Pavelas – proud parents of two sons and the grandparents of eight-year-old Jessica and five-year-old Christopher – on Robert S. Pavela's receipt of the UTUIA Volunteer of the Year Award," Boyd said.



Robert S. Pavela of Local 1075 in Trenton, Mich., receives his 2001 UTUIA Volunteer of the Year award from UTU International President Byron A. Boyd, Jr., at the Regional Meeting in Greensboro, N.C.

Merger talks

Continued from page 1

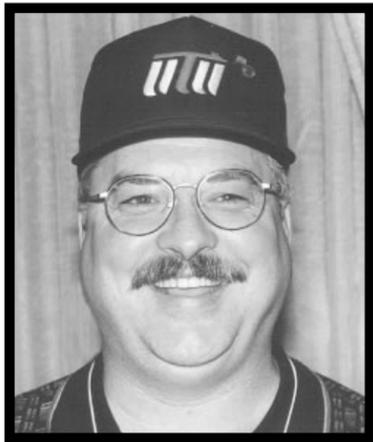
of the work of the Joint Drafting Committee to produce a Unification Agreement and Constitution for the membership of both unions to vote on as soon as possible," said UTU Assistant President Paul C. Thompson.

"The BLE and the UTU each has a rich heritage, and we intend to preserve and celebrate our distinctions as part of our unification," Boyd said.

"Foremost, however, we must pursue strength in unity that prevents carriers from playing us off against one another. It is the strength in unity that will allow us to deliver the bread-and-butter and quality of life issues that matter most to our families.

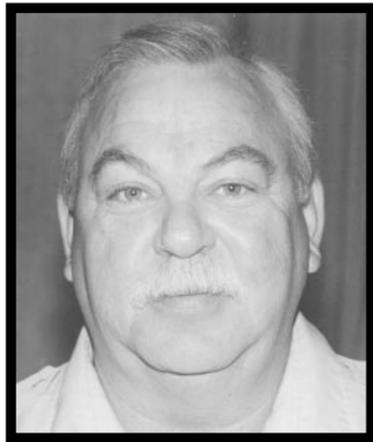
"That is why I look forward to resuming talks with the BLE toward creation of a single North American transportation union representing all the men and women who operate trains and who are the true engine of North American railroading, together with our bus and airline membership," Boyd concluded.

Voices: Can technology make your job safer?



Harry Garvin
L-240, Los Angeles, Cal.

"I'm a full-time local chairperson working for Union Pacific (UP) as a conductor on the weekends. I've been railroading nearly 29 years and believe technology can help, but the carrier has turned safety into a budget issue. Manpower's a problem, and they're canceling our work/rest agreements. UP says technology allows it to run 95% on-time -- why can't they use that technology for better crew scheduling, so we're rested and working safer? Conductors use computers in the cab to do clerical work, but what if the engineer runs a red signal while you're concentrating on the computer?"



Paul Robinson
L-1608, Chatsworth, Cal.

"I'm a bus operator, and August will mark 15 years that I've been with the Los Angeles County Metropolitan Transportation Authority (MTA). Absolutely, technology can make our jobs safer. The new CNG (compressed natural gas) buses are cleaner burning and less of a health hazard to the operators, and better for the environment. They're streamlined, and really hug the road. But you never know who's coming in the door, so we have a silent alarm on the buses. If I activate it, the headliner sign says 'Emergency, call police,' the turn signals start flashing, and the police get an alert."



Leonard Briggs
L-453, Clinton, Ill.

"I'm a conductor with 32 years of experience on the Illinois Central, although I'm actually working for Canadian National now. Technology can make the job safer, but sometimes it's the simpler technology that makes a big difference. We pushed for steel-toed boots for 10 years, and we've had them now for about five years. They really make a difference. Using radios instead of fuseses and hand signals makes things a lot safer, too. But if the train's over 50 or 60 car-lengths, the body microphones don't work well at all. I wish they had better microphones so our hands would be free."



Mickey Merrims
L-1544, Maywood, Cal.

"I work in the yard as an engine foreman for BNSF, and have been on the railroad for 34 years. To a certain extent, technology can make you safer, but there's no substitute for experience. Technology can only be part of it. The technology that's made the biggest difference has been the radios. Before we got them in the 1970's, we passed signals by hand. If you had a lot of cars, it was hard to pass the signal through the crew to the engineer. And if the engineer made a mistake, it could be a disaster. We have to repeat a lot of our transmissions, but the radio's a big advantage."

National offers members money-saving coupons

CLEVELAND, Ohio – National Car Rental is offering active and retired UTU members the opportunity to save money three ways on their next car, truck or van rental.

National normally offers UTU members and families a 25% discount on daily and weekly business rates, or 5% off National's leisure rates, including weekday and weekend rentals.

National now is offering UTU members three new ways to save: Those UTU members requesting National Car Rental identification cards from the UTU International will also receive three coupons good for additional savings. The coupons can be used for either \$10 off weekday rates, \$10 off weekend rates (Thursday through Monday), or a one car-class upgrade.

For even greater savings, the coupons can be used in addition to the discounts UTU members already receive.

The discounts apply to all of National's selection of General Motors vehicles, from economy cars to luxury cars, sport-utility vehicles, and minivans. Discounts also are available on rentals in Canada and across the world through National's global partnerships.

National has been the UTU's preferred car rental company for many years because it is the most unionized company in the industry.

To make a reservation, members should call National Car Rental toll-free at 800-CAR-RENT (800-227-7368) and mention the UTU discount identification recap number, 5005467, and type of coupon being used.

Members also can access National's web site at www.nationalcar.com. Once on the website, members should enter both the UTU coupon number in the appropriate space and the UTU discount identification recap number, 5005467, in the "Contract ID #" space on the reservation form.

Members also can receive the special rates by showing a current dues receipt or their National Car Rental discount identification card at the time of rental. Discount-coupon use requires advance reservations.

To receive a National Car Rental discount identification card and the three money-saving coupons, write the UTU Public Relations Dept., 14600 Detroit Ave., Cleveland, OH 44107, fax your request with your name and address to (216) 228-5755, or e-mail utunews@utu.org and put "National Car Rental coupon" in the subject line.

TPEL HONOR ROLL

Honoring members who have begun contributing to TPEL or increased their donations to \$100 or more per year within the last month.

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			GOLD CLUB (\$100 OR MORE PER YEAR)		
Britt, Donald S.	1570	Roseville, CA	*Robinson Jr., Wesley A.	5	Kansas City, MO
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Weyers, Russell E.	7	North Platte, NE
Berry, Benjamin S.	471	Eugene, OR	*Kitts Sr., Huston W.	48	Norfolk, VA
Lamm, Glenn A.	1129	Raleigh, NC	*Reizovic, Frank J.	60	Newark, NJ
Smith, Michael E.	1129	Raleigh, NC	Bogans, Margaret	61	Philadelphia, PA
Westbrook Jr., Richard H.	1129	Raleigh, NC	Norwood, Bernard E.	61	Philadelphia, PA
Zoeller, Peter M.	1129	Raleigh, NC	Harris, Henry L.	286	North Platte, NE
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Dewald, Tim S.	473	LaGrande, OR
Bovenmyer, Steven R.	867	Des Moines, IA	Horn, Kevin C.	473	LaGrande, OR
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Trotter, George N.	473	LaGrande, OR
Witzel, Wilbur J.	31	San Jose, CA	*Nord, Frank H.	486	Glendive, MT
Johnson Sr., Geoffrey T.	61	Philadelphia, PA	Cleveland, Blaine E.	495	Salina, KS
Talaga, Stephen P.	61	Philadelphia, PA	Downey Jr., Theodore E.	500	Grand Jct., CO
*Shaver, Jack V.	202	Denver, CO	Albrecht, Monty R.	506	Herington, KS
Coleman, Steven P.	286	North Platte, NE	Idleman, Ryan L.	506	Herington, KS
Fitzpatrick, Paul V.	286	North Platte, NE	Pennington, Marshall H.	506	Herington, KS
Hasenauer, John R.	286	North Platte, NE	Munn, Joseph L.	513	Gainesville, TX
Sigler, Terry E.	286	North Platte, NE	Sweeny, Jack R.	773	Galveston, TX
Weitzel, Rodney D.	286	North Platte, NE	Head, Charles Scott	781	Shreveport, LA
Stuart, Harry D.	329	Boone, IA	Jones, Timothy Wayne	781	Shreveport, LA
O'Connell, Daniel J.	800	Jersey City, NJ	Linder, Bruce A.	942	Florence, SC
McDonald, Dalton P.	1129	Raleigh, NC	Harris, Sidney J.	953	Victoria, TX
Rollins, Melvin W.	1409	Kansas City, KS	Long, James W.	971	Crewe, VA
DIAMOND CLUB (\$300 OR MORE PER YEAR)			Kamphuis, Duane W.	1059	Minot, ND
Hutchinson, Paul J.	61	Philadelphia, PA	Reiner, Roger A.	1059	Minot, ND
Glur, Arthur W.	286	North Platte, NE	*Mills Jr., James L.	1117	Las Vegas, NV
Wentzloff, Peter A.	650	Minneapolis, MN	Bowers, Dennis L.	1136	Sterling, CO
*Bonham, Paul	656	N. Little Rock, AR	Waller, Steven M.	1136	Sterling, CO
Howell, Jeffrey H.	1800	Tucson, AZ	Williams, Darrel R.	1188	Oklahoma City, OK
			*Holcomb, Benjamin D.	1245	Atlanta, GA
			Troiani, John V.	1290	Chicago, IL
			*Harmon, John M.	1328	Louisville, KY
			Huye, David W.	1337	New Orleans, LA
			*Damstrom, R.F.	1840	Glasgow, MT

* = Retired Member

UTU News

9

Senior News

Retiree finds piece of Mexican heaven

An estimated 7,500 people from the United States have carved out a little piece of the U.S. in and around Mexico's Lake Chapala, and retiree **Jim Drozd** and his wife are two of them.



James A. Drozd

"We're in love with it!" said Drozd, a member of Local 744, Frankfort, Ind. "We're there about six months each year. Houses are cheap, property taxes are virtually nothing, domestic help is more than reasonable, and there's every kind of social club you can imagine, including an American Legion, computer clubs, stock investment clubs and gardening clubs."

Lake Chapala is in the Guadalajara region of Mexico, where some 50,000 U.S. citizens make their homes at least part of the year. "We're right on the lake at 6,000 feet elevation," Drozd explained, "and that keeps a breeze going. We don't need heat in the winter or cooling in the summer."

In Mexico, home is a walled property that includes a six-bedroom, five-bathroom house, a swimming pool and a "casita," where the gardener and his wife live year-round and keep an eye on the place while the Drozds are away.

"Property taxes are about \$50 a year," said Drozd, "but there are no amenities, such as garbage pick-up or full-time firefighters."

Retirement commenced for Drozd in May 1999, after a rail career that began at age 19 on the Belt Railroad Company of Chicago. "I spent 20 years there, starting as a fireman in 1956, and was promoted to engineer about three years later," said Drozd. "Then I spent about a dozen years outside of the industry, but returned and worked for 10 years as a brakeman for CSX."

Drozd discovered his piece of paradise about 30 years ago, when a friend invited him down for a visit. "Ever since, I think there's been maybe two years that I didn't go down there."

RRB earns high marks in satisfaction survey

CHICAGO, Ill. – The U.S. Railroad Retirement Board (RRB) earned a score of 82 in a recent American Customer Satisfaction Index (ACSI) survey, 13 points higher than the current overall Federal government score, and 11 points higher than the comparable private sector average, the agency said.

The ACSI survey focused on the RRB's core constituency of railroad workers who have recently retired and are currently receiving monthly benefits from the agency.

The survey found the RRB scoring highest (91) in the area of customer service, with

respondents particularly praising the courtesy and professionalism of agency employees.

The retirement benefit application process received a score of 84, with customers pleased with the promptness in receiving their first benefit payment, but concerned with the amount of supporting documentation (proofs of age, marriage, military service, etc.) required when filing for benefits.

Those surveyed also gave high marks (85) for printed information provided to applicants by the agency, although some felt the material should be easier to understand.

Make plans now for fall cruise

Cabins are being reserved at a brisk pace for the upcoming UTU Travelers Club Fall Foliage Cruise aboard the Princess Cruise Line's Crown Princess, set for Oct. 19-29, 2001.

While traveling round-trip from Boston to Quebec and back, participants who appreciate grand-class cruising will enjoy \$75 in shipboard credits (with a maximum of \$150 per cabin), as well as a complimentary group photo

to and an invitation to a private get-acquainted cocktail party.

Because prices include all taxes, port fees and cancellation insurance, participants will enjoy nearly \$500 in extras on a package priced at nearly half-off the normal cost of a comparable Love Boat cruise.

Port calls in Quebec, Halifax and Sydney, Nova Scotia, St. John, New Brunswick, Bar Harbor and Portland, Maine, offer innumerable opportunities for sightseeing and shopping, just as the autumn colors peak.

The dance floor, casino and original Broadway-style entertainment promise evenings every bit as exciting as the nightlife in Quebec, and the shipboard activities and amenities, including the health and beauty center, offer no end to quality-time choices.

Those interested in receiving informative brochures and reservation forms are urged to write today to: **UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250.** To learn about the various upgrade options and airfares, call **Lakewood Travel Bureau** toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

Retiree Club of PA to hold annual picnic

The Railroad Retiree Club of PA, comprised of rail veterans in Pennsylvania from all crafts, has announced plans for its annual picnic.

The event will be held this year on Wednesday, July 18, at the Shellsville Picnic Grounds in Shellsville, Pa., beginning at 11 a.m., according to Retiree Program member **Bill Sutton**, editor of the group's newsletter and a member of Local 816, Harrisburg, Pa.

For more information about the club, or to order picnic tickets, contact **Ken Mundis** at **915 Wetzville Rd., Enola, PA 17025**, or call him at **(717) 732-0347**.

THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Hayden, James H.	Toledo, OH	385	Amodeo, Philip J.	Poughkeepsie, NY	974	McClain, Roy E.	Estill Springs, TN
5	Perkins, Alan J.	Kansas City, KS	385	Washburn, Edward L.	Cornwall, NY	977	Moon, Willis R.	Kennewick, WA
94	Lewis, Kenneth C.	Wichita, KS	394	Schatzel, John L.	Kingston, NY	1043	Kessler, Dan L.	Parker, AZ
98	Pettus, H.L.	Santa Cruz, CA	446	Simons, Charles E.	Rapid City, SD	1067	Galbraith, Robert C.	Virginia, MN
113	Savage, Coleman E.	Payson, AZ	469	Englemann, Norman L.	St. Louis, MO	1105	Kilpatrick, Malcolm L.	Wilmington, DE
199	Keesler, Joe L.	Creston, IA	498	Lehman, Edward P.	Hellertown, PA	1346	Withers, Calvin B.	Nashville, TN
200	Manary, Deloras G.	N. Platte, NE	533	Curtis, Roert L.	Paola, KS	1393	Huffman, David V.	Lockport, NY
202	Ross, Dean A.	Denver, CO	656	Jackson, John T.	Hot Springs, AR	1400	Guilmette, Eugene J.	Westbrook, ME
215	Miller, Paul E.	Harrisburg, PA	744	Henning, Frank D.	Frankfort, IN	1594	Hobdell, George H.	Secane, PA
225	Metcalfe, Billy F.	Port Clinton, OH	792	Losh, Eugene W.	Port Richey, FL	1748	Cleveland, Ronald W.	Brunswick, OH
265	McMurray, Howard A.	Pocatello, ID	811	Porter, Morris S.	Riverside, CA	1748	Gabor, Andrew	Cleveland, OH
300	Olszewski, John	Millville, NJ	830	Persa, Louis	Highspire, PA	1748	Lambert, George J.	Sarasota, FL
305	Myers, Walter J.	Mesa, AZ	835	Blunt, Leroy O.	Fresno, CA	1887	McAnnally, Floyd E.	Clanton, AL
305	Sedlacek, Rolland D.	Lk. Ozark, MO	835	Longhofer, Jack	Stockton, MO	1917	Ely, Herbert F.	Hamilton, OH
313	Gale, Frank A.	Hudsonville, MI	903	Morris, Charles F.	Fernandina Bch., FL	1917	Roberts, Ray	Orlando, FL
313	Hansen, John R.	Sparta, MI	937	Loving, Orville R.	Waco, TX	1929	Manley, Clyde R.	Wood River, IL
339	Lane, Marion	Jackson, TN	965	Passons, Kenneth D.	Dallas, TX	1963	Snapp, Leslie M.	Jeffersonville, IN

Last call for Winnipeg Regional Meeting!

The UTU/UTUIA Regional Meeting in Winnipeg will offer members, spouses and guests a full measure of fraternalism, education and fun.

This Regional Meeting will last a full three days, with the President's Banquet on the evening of July 25, 2001.

Each attendee at the meeting **MUST** be registered in order to attend any planned social functions. Pre-registration speeds the registration process at the meeting, helps organizers plan more accurately and saves on the meeting cost. These savings are passed on to each attendee who is pre-registered. **The pre-registration fee is \$125 per person over the age of 11.** Children 11 years of age and under will be complimentary. **A pre-registration form and complete payment for each attendee, regardless of age, must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, by July 13, 2001, 10 days prior to the scheduled start of the meeting, or attendees will be charged an on-site registration fee of \$175.**

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

Details of the golf outing and Auxiliary tour are printed below.

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

Notice of cancellation of your Regional Meeting attendance or golf tournament participation must be received at the UTU International Headquarters by July 13, 2001, 10 days prior to the first day of the Regional Meeting, for a full refund without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

You should make your own room reservation as soon as possible at one of the hotels listed below.

July 23-25, 2001, Winnipeg, Manitoba

Delta Winnipeg Hotel (host hotel)

350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
Hotel reservations: (800) 268-1133
Reservation code: UTU
Room rate: C\$125 single/double
Parking: C\$9 per day

Place Louis Riel All-Suite Hotel (overflow hotel)

190 Smith St., Winnipeg, Manitoba R3C1J8
Hotel reservations: (800) 665-0569
Reservation code: UTU
Suite rate: C\$120 to C\$135, single/double
Parking: C\$4.50 per day

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

Golf outing in Winnipeg

The UTU will hold a golf outing Sunday, July 22, the morning before the start of the Winnipeg Regional Meeting, at The Links at Quarry Oaks in Steinbach, Manitoba.

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

The course requires soft golf spikes and proper attire. Golf club rentals are available and should be reserved ahead of time by calling (204) 326-9864. The play will be Texas Scramble, or four-player scramble.

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

UTU Auxiliary offers tour

The UTU Auxiliary will offer a tour of Lower Fort Garry National Historic Park during the Winnipeg Regional Meeting.

On Tuesday, July 24, 2001, participants will travel from the host hotel by motorcoach to enjoy a paddlewheel-boat tour to Lower Fort Garry National Historic Park, a restored 1830's trading post where modern voyageurs re-enact the days of the fur trade. Lunch will be aboard the 400-passenger paddlewheeler as it returns to dock.

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

UTU Regional Meeting Registration Form

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

Each person attending the Winnipeg Regional Meeting, including family members and guests, **MUST** be registered in order to attend any planned social functions. **Pre-registration fees are \$125 per person (U.S. currency);** children 11 and under are complimentary. All pre-registration fees must be paid in U.S. currency. Canadian currency will **NOT** be accepted. If you have questions, consult your checking or banking institution. Forms and payments must be received by July 13, 2001, 10 days prior to the meeting. **On-site registration will be \$175 per person (U.S.).**

Member Registration

Name _____ Local _____

Title (if any) _____

Home Address _____

City/State/ZIP _____

Daytime telephone number _____

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

Printed CD-ROM

Spouse Registration

Name _____

Title (if any) _____

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

Yes No

Child Registration

Child name _____ Age _____

Child name _____ Age _____

Child name _____ Age _____

Guest Registration

Guest Name _____

Address _____

City/State/ZIP _____

Relationship to member _____

Golf Registration

Name _____

Handicap _____

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

Payment Options

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

Credit Card (please indicate type):

VISA MasterCard

Card number _____

Expiration date _____

Total amount charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$125 per person over age 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, by July 13, 2001, 10 days prior to the Winnipeg Regional Meeting. Make checks or money orders payable to "UTU Regional Meeting." **Those who do not pre-register for the Winnipeg Regional Meeting but instead choose to register at the meeting site will be charged a \$50 penalty fee. For your convenience, payment by credit card is suggested.**

7% APR* with your UTU VISA card!

That's right. 7% APR!!! The Prime Rate UTU VISA Platinum is at its lowest rate, EVER! You can take advantage of the new lower rate by transferring balances from higher-rate credit card accounts. You'll start out with 3.9% APR for the first six months, then your rate becomes the Prime Rate, currently 7% APR.

Or, if you prefer a card with no annual fee, you can choose the No Annual Fee VISA Platinum, with a rate of Prime +4.9% APR, currently only 11.9%. This card has the same 3.9% APR introductory rate.

If you don't have a balance to transfer, either UTU VISA Platinum card offers great value, including the following exceptional benefits:

- > Each time you use your card, you automatically make a contribution to support important UTU programs;
- > Online account access through CardServices Online at <www.nc-cardservices.com> You can view your balance, recent statements, transactions and download account information into compatible financial software. You can also pay your bill, request a credit line increase and additional cards, online...anytime!

> Internet E-Commerce Rebate program through <www.PrimeRebates.com> You can earn rebates of up to 25% when you make purchases from hundreds of internet merchants including Lands' End, Barnes & Noble, CDUniverse, The Sharper Image, Lillian Vernon, Marriott Hotels and Victoria's Secret. Your rebates automatically appear on your UTU credit card statement;

- > \$250,000 common carrier insurance;
- > Automatic rental car insurance;
- > Worldwide emergency travel assistance;
- > Extended warranty protection;
- > Emergency medical and legal assistance.



Apply now for outstanding savings and benefits. Call 1-888-622-8434 to apply and transfer balances by phone.

*The information about the costs of the cards described is accurate as of 6/18/01. 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 7% for Prime Rate VISA and 11.9% for No Annual Fee VISA. The variable cash advance APR is currently 7% for Prime Rate VISA and 11.9% 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 22.9%. Cash Advance Fee: 3% of advance amount, \$5 minimum. Cash Equivalent Item Fee: 3% of advance amount, \$10 minimum. The Prime Rate VISA has a \$35 annual fee. Minimum Finance Charge: \$.50 in any month finance charge is imposed.



UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION

14600 Detroit Ave., Cleveland, OH 44107-4250

NOTICE OF PRIVACY POLICY

At the United Transportation Union Insurance Association, protecting your privacy is very important to us. The reason we collect information is to better serve your needs. Having accurate information about you permits us to provide you with an appropriate range of insurance products.

The nonpublic personal information that we collect about you varies according to the products, services or benefits you request, and may include:

- Information we receive from you on applications or other forms, such as name, address, social security number, assets and income;
- Information about your transactions with us, our affiliates or others, such as name, address, social security number, policy coverage, premiums and payment history;
- Information we receive from consumer reporting agencies, such as a credit history.

We may share the above nonpublic personal information we have about you with the United Transportation Union. Sharing this information assists us in:

- Processing the payment of your insurance premiums;
- Maintaining your insurance policies in force;
- Providing you with better customer service.

We may share the above nonpublic personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements. We may share this nonpublic personal information with affiliated or nonaffiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We are, and will continue to be, vigilant in safeguarding your personal and medical information. We maintain physical, electronic and procedural safeguards that comply with federal regulations to guard your nonpublic personal information. This privacy policy applies even if you no longer have policies or a relationship with us.



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UTU Rate Tables

EFFECTIVE JULY 1, 2001

In this special four-page section of the July 2001 edition of the *UTU News* you will find rate tables, effective July 1, 2001, resulting from the application of an 11-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2001

RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2001

LOCOMOTIVE ENGINEERS (MOTORMEN) - PASSENGER SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$141.00	105.12¢
80,000 AND LESS THAN 100,000	\$141.00	105.12¢
100,000 AND LESS THAN 140,000	\$141.09	105.21¢
140,000 AND LESS THAN 170,000	\$141.17	105.29¢
170,000 AND LESS THAN 200,000	\$141.26	105.38¢
200,000 AND LESS THAN 250,000	\$141.35	105.47¢
250,000 AND LESS THAN 300,000	\$141.43	105.55¢
300,000 AND LESS THAN 350,000	\$141.52	105.64¢
350,000 AND LESS THAN 400,000	\$141.60	105.72¢
400,000 AND LESS THAN 450,000	\$141.69	105.81¢
450,000 AND LESS THAN 500,000	\$141.78	105.90¢
500,000 AND LESS THAN 550,000	\$141.86	105.98¢
550,000 AND LESS THAN 600,000	\$141.95	106.07¢
600,000 AND LESS THAN 650,000	\$142.03	106.15¢
650,000 AND LESS THAN 700,000	\$142.12	106.24¢
700,000 AND LESS THAN 750,000	\$142.20	106.32¢
750,000 AND LESS THAN 800,000	\$142.29	106.41¢
800,000 AND LESS THAN 850,000	\$142.37	106.49¢
850,000 AND LESS THAN 900,000	\$142.46	106.58¢
900,000 AND LESS THAN 950,000	\$142.54	106.66¢
950,000 AND LESS THAN 1,000,000	\$142.63	106.75¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF -		
ADD ALTERNATELY:	\$.08	.08¢
	& \$.09	.09¢
MOTOR OR ELECTRIC CARS IN MULTIPLE OR SINGLE UNIT	\$141.26	105.38¢
DAILY EARNINGS MINIMUM	\$142.52	

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (SUCH DIFFERENTIAL TO BE APPLIED IN SAME MANNER AS THE LOCAL FREIGHT DIFFERENTIAL).

Yardmaster rates of pay also increased on July 1, 2001. Yardmasters should contact their general chairperson for the exact formula.



STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2001

RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2001

**LOCOMOTIVE ENGINEERS (MOTORMEN) -
THROUGH FREIGHT SERVICE**

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$151.69	112.72¢
140,000 AND LESS THAN 200,000	\$152.12	113.15¢
200,000 AND LESS THAN 250,000	\$152.29	113.32¢
250,000 AND LESS THAN 300,000	\$152.44	113.47¢
300,000 AND LESS THAN 350,000	\$152.59	113.62¢
350,000 AND LESS THAN 400,000	\$152.80	113.83¢
400,000 AND LESS THAN 450,000	\$153.01	114.04¢
450,000 AND LESS THAN 500,000	\$153.22	114.25¢
500,000 AND LESS THAN 550,000	\$153.43	114.46¢
550,000 AND LESS THAN 600,000	\$153.61	114.64¢
600,000 AND LESS THAN 650,000	\$153.79	114.82¢
650,000 AND LESS THAN 700,000	\$153.97	115.00¢
700,000 AND LESS THAN 750,000	\$154.15	115.18¢
750,000 AND LESS THAN 800,000	\$154.33	115.36¢
800,000 AND LESS THAN 850,000	\$154.51	115.54¢
850,000 AND LESS THAN 900,000	\$154.69	115.72¢
900,000 AND LESS THAN 950,000	\$154.87	115.90¢
950,000 AND LESS THAN 1,000,000	\$155.05	116.08¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	.18¢
DAILY EARNINGS MINIMUM	\$153.20	
ARTICLE III(B) OF AGREEMENT OF OCTOBER 14, 1955		

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).

STANDARD BASIC DAILY RATES OF PAY
AS OF JULY 1, 2001

RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2001

LOCOMOTIVE ENGINEERS (MOTORMEN) - YARD SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$148.22	\$161.74
500,000 AND LESS THAN 550,000	\$148.43	\$161.99
550,000 AND LESS THAN 600,000	\$148.61	\$162.21
600,000 AND LESS THAN 650,000	\$148.79	\$162.42
650,000 AND LESS THAN 700,000	\$148.97	\$162.64
700,000 AND LESS THAN 750,000	\$149.15	\$162.86
750,000 AND LESS THAN 800,000	\$149.33	\$163.07
800,000 AND LESS THAN 850,000	\$149.51	\$163.29
850,000 AND LESS THAN 900,000	\$149.69	\$163.50
900,000 AND LESS THAN 950,000	\$149.87	\$163.72
950,000 AND LESS THAN 1,000,000	\$150.05	\$163.94
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	\$.215

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY WILL BE ADDED TO THE ABOVE RATES.

UTU RATE TABLES, EFFECTIVE JULY 1, 2001

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2001
 RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT JUNE 30, 2001

LOCOMOTIVE FIREMEN (HELPERS) - PASSENGER SERVICE

WEIGHT ON DRIVERS (POUNDS)	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$131.96	99.11¢
80,000 AND LESS THAN 100,000	\$132.05	99.20¢
100,000 AND LESS THAN 140,000	\$132.13	99.28¢
140,000 AND LESS THAN 170,000	\$132.31	99.46¢
170,000 AND LESS THAN 200,000	\$132.39	99.54¢
200,000 AND LESS THAN 250,000	\$132.48	99.63¢
250,000 AND LESS THAN 300,000	\$132.48	99.63¢
300,000 AND LESS THAN 350,000	\$132.56	99.71¢
350,000 AND LESS THAN 400,000	\$132.65	99.80¢
400,000 AND LESS THAN 450,000	\$132.74	99.89¢
450,000 AND LESS THAN 500,000	\$132.82	99.97¢
500,000 AND LESS THAN 550,000	\$132.91	100.06¢
550,000 AND LESS THAN 600,000	\$132.99	100.14¢
600,000 AND LESS THAN 650,000	\$133.07	100.22¢
650,000 AND LESS THAN 700,000	\$133.15	100.30¢
700,000 AND LESS THAN 750,000	\$133.23	100.38¢
750,000 AND LESS THAN 800,000	\$133.31	100.46¢
800,000 AND LESS THAN 850,000	\$133.39	100.54¢
850,000 AND LESS THAN 900,000	\$133.47	100.62¢
900,000 AND LESS THAN 950,000	\$133.55	100.70¢
950,000 AND LESS THAN 1,000,000	\$133.63	100.78¢
1,000,000 POUNDS AND OVER:		
FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.08	.08¢
DAILY EARNINGS MINIMUM	\$133.30	

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2001
 RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT JUNE 30, 2001

LOCOMOTIVE FIREMEN (HELPERS) - THROUGH FREIGHT SERVICE

WEIGHT ON DRIVERS (POUNDS)	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$138.94	103.95¢
140,000 AND LESS THAN 200,000	\$139.29	104.30¢
200,000 AND LESS THAN 250,000	\$139.46	104.47¢
250,000 AND LESS THAN 300,000	\$139.63	104.64¢
300,000 AND LESS THAN 350,000	\$139.90	104.91¢
350,000 AND LESS THAN 400,000	\$139.98	104.99¢
400,000 AND LESS THAN 450,000	\$140.14	105.15¢
450,000 AND LESS THAN 500,000	\$140.30	105.31¢
500,000 AND LESS THAN 550,000	\$140.46	105.47¢
550,000 AND LESS THAN 600,000	\$140.62	105.63¢
600,000 AND LESS THAN 650,000	\$140.78	105.79¢
650,000 AND LESS THAN 700,000	\$140.94	105.95¢
700,000 AND LESS THAN 750,000	\$141.10	106.11¢
750,000 AND LESS THAN 800,000	\$141.26	106.27¢
800,000 AND LESS THAN 850,000	\$141.42	106.43¢
850,000 AND LESS THAN 900,000	\$141.58	106.59¢
900,000 AND LESS THAN 950,000	\$141.74	106.75¢
950,000 AND LESS THAN 1,000,000	\$141.90	106.91¢
1,000,000 POUNDS AND OVER:		
FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD	\$.16	.16¢
DAILY EARNINGS MINIMUM	\$140.36	
ESTABLISHED BY ARTICLE III(B) OF AGREEMENT OF OCT. 27, 1955		

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2001
 RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT JUNE 30, 2001

CONDUCTORS AND TRAINMEN - PASSENGER AND THROUGH FREIGHT SERVICE

	DAILY RATES		MILEAGE RATES	
	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
PASSENGER CONDUCTORS AND TRAINMEN				
CONDUCTORS	\$141.56	\$141.47	70.58¢	70.51¢
ASST. CONDUCTORS/ TICKET COLLECTORS	\$133.39	\$133.25	67.00¢	66.91¢
BRAKEMEN AND FLAGMEN	\$130.04	\$130.36	65.51¢	65.46¢
TRAIN BAGGAGEMEN	\$131.13	\$130.96	65.86¢	65.77¢
THROUGH FREIGHT CONDUCTORS				
BASIC RATES	\$138.97	\$138.84	104.01¢	103.84¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$139.32	\$139.19	104.36¢	104.19¢
81 TO 105 CARS	\$139.97	\$139.84	105.04¢	104.84¢
106 TO 125 CARS	\$140.37	\$140.24	105.41¢	105.24¢
126 TO 145 CARS	\$140.62	\$140.49	105.66¢	105.49¢
146 TO 165 CARS	\$140.72	\$140.59	105.76¢	105.59¢
166 CARS AND OVER	*	*	**	**
THROUGH FREIGHT BRAKEMEN AND FLAGMEN				
BASIC RATES	\$130.33	\$130.19	98.16¢	98.03¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$130.68	\$130.54	98.51¢	98.38¢
81 TO 105 CARS	\$131.33	\$131.19	99.16¢	99.03¢
106 TO 125 CARS	\$131.73	\$131.59	99.56¢	99.43¢
126 TO 145 CARS	\$131.98	\$131.84	99.81¢	99.68¢
146 TO 165 CARS	\$132.08	\$131.94	99.91¢	99.78¢
166 CARS AND OVER	*	*	**	**
* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2001
 RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT JUNE 30, 2001

CONDUCTORS AND TRAINMEN - LOCAL FREIGHT SERVICE AND YARD SERVICE

	DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF 100	
	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
LOCAL FREIGHT CONDUCTORS				
BASIC RATES	\$139.53	\$139.40	106.30¢	106.13¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 16, 1955:				
LESS THAN 81 CARS	\$139.88	\$139.75	106.65¢	106.48¢
81 TO 105 CARS	\$140.53	\$140.40	107.30¢	107.13¢
106 TO 125 CARS	\$140.93	\$140.80	107.70¢	107.53¢
126 TO 145 CARS	\$141.18	\$141.05	107.95¢	107.78¢
146 TO 165 CARS	\$141.28	\$141.15	108.05¢	107.88¢
166 CARS AND OVER	*	*	**	**
LOCAL FREIGHT BRAKEMEN AND FLAGMEN				
BASIC RATES	\$130.76	\$130.62	100.32¢	100.19¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$131.11	\$130.97	100.67¢	100.54¢
81 TO 105 CARS	\$131.76	\$131.62	101.32¢	101.19¢
106 TO 125 CARS	\$132.16	\$132.02	101.72¢	101.59¢
126 TO 145 CARS	\$132.41	\$132.27	101.97¢	101.84¢
146 TO 165 CARS	\$132.51	\$132.37	102.07¢	101.94¢
166 CARS AND OVER	*	*	**	**
* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
MINIMUM DAILY EARNINGS:				
CONDUCTORS	\$140.23	\$140.09		
BRAKEMEN-FLAGMEN	\$131.46	\$131.32		
ESTABLISHED BY ARTICLE II(B) OF ORC&B AGREEMENT OF DECEMBER 21, 1955, AND BY ARTICLE II(B) OF BRT AGREEMENT OF OCTOBER 4, 1955, SUPPLEMENTED DECEMBER 21, 1955.				
FIVE DAY YARD SERVICE				
OCCUPATION		DAILY RATE		
YARD CONDUCTORS (FOREMEN)		\$155.87		
YARD BRAKEMEN (HELPERS)		\$149.48		
SWITCHTENDERS		\$142.84		

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2001
 RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT JUNE 30, 2001

LOCOMOTIVE FIREMEN IN SHORT LOCAL FREIGHT SERVICE ON RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID ON A DAILY BASIS WITHOUT A MILEAGE COMPONENT

RATES ARE CALCULATED BY SUBTRACTING THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC DAY FROM THE SHORT LOCAL STANDARD BASIC DAILY RATES OF PAY ESTABLISHED UNDER ARTICLE III(C) OF THE SEPTEMBER 14, 1968, AGREEMENT, ADDING ALL SUBSEQUENT GENERAL WAGE INCREASES AND COST-OF-LIVING ADJUSTMENTS, AND THEN ADDING THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC DAY.

WEIGHT ON DRIVERS (POUNDS)	STANDARD DAILY RATES
LESS THAN 140,000	\$140.56
140,000 AND LESS THAN 200,000	\$140.91
200,000 AND LESS THAN 250,000	\$141.08
250,000 AND LESS THAN 300,000	\$141.25
300,000 AND LESS THAN 350,000	\$141.52
350,000 AND LESS THAN 400,000	\$141.60
400,000 AND LESS THAN 450,000	\$141.76
450,000 AND LESS THAN 500,000	\$141.92
500,000 AND LESS THAN 550,000	\$142.08
550,000 AND LESS THAN 600,000	\$142.24
600,000 AND LESS THAN 650,000	\$142.40
650,000 AND LESS THAN 700,000	\$142.56
700,000 AND LESS THAN 750,000	\$142.72
750,000 AND LESS THAN 800,000	\$142.88
800,000 AND LESS THAN 850,000	\$143.04
850,000 AND LESS THAN 900,000	\$143.20
900,000 AND LESS THAN 950,000	\$143.36
950,000 AND LESS THAN 1,000,000	\$143.52
1,000,000 POUNDS AND OVER:	
FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16

LOCOMOTIVE FIREMEN (HELPERS) - YARD SERVICE, AND HOSTLER AND HOSTLER HELPERS

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$138.13	\$148.12
500,000 AND LESS THAN 550,000	\$138.29	\$148.31
550,000 AND LESS THAN 600,000	\$138.45	\$148.50
600,000 AND LESS THAN 650,000	\$138.61	\$148.69
650,000 AND LESS THAN 700,000	\$138.77	\$148.88
700,000 AND LESS THAN 750,000	\$138.93	\$149.08
750,000 AND LESS THAN 800,000	\$139.09	\$149.27
800,000 AND LESS THAN 850,000	\$139.25	\$149.46
850,000 AND LESS THAN 900,000	\$139.41	\$149.65
900,000 AND LESS THAN 950,000	\$139.57	\$149.84
950,000 AND LESS THAN 1,000,000	\$139.73	\$150.04
1,000,000 POUNDS AND OVER:		
FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16	\$.19
HOSTLING SERVICE		
OUTSIDE HOSTLER	\$137.67	\$147.73
INSIDE HOSTLER	\$135.36	\$144.89
OUTSIDE HOSTLER HELPER	\$133.26	\$142.20

In this special four-page section of the July 2001 edition of the *UTU News* you will find rate tables, effective July 1, 2001, resulting from the application of an 11-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.



UTU RATE TABLES

EFFECTIVE JULY 1, 2001

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2001

RESULTING FROM THE APPLICATION OF AN 11 CENT PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2001

FREIGHT CONDUCTORS AND TRAINMEN WITHOUT A MILEAGE COMPONENT IN THEIR ASSIGNMENTS

STANDARD DAILY RATES IN THROUGH FREIGHT SERVICE WITHOUT A MILEAGE COMPONENT**	STANDARD DAILY RATES IN SHORT LOCAL FREIGHT SERVICE***
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UNDER AGREEMENTS HELD BY FORMER:

ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
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FREIGHT CONDUCTORS

BASIC RATES	\$141.22	\$141.13	\$142.99	\$142.85
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$141.57	\$141.48	\$143.34	\$143.20
81 TO 105 CARS	\$142.22	\$142.13	\$143.99	\$143.85
106 TO 125 CARS	\$142.62	\$142.53	\$144.39	\$144.25
126 TO 145 CARS	\$142.87	\$142.78	\$144.64	\$144.50
146 TO 165 CARS	\$142.97	\$142.88	\$144.74	\$144.60
166 CARS AND OVER	*	*	*	*

FREIGHT BRAKEMEN AND FLAGMEN

BASIC RATES	\$132.58	\$132.47	\$134.21	\$134.09
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955

LESS THAN 81 CARS	\$132.93	\$132.82	\$134.56	\$134.44
81 TO 105 CARS	\$133.58	\$133.47	\$135.21	\$135.09
106 TO 125 CARS	\$133.98	\$133.87	\$135.61	\$135.49
126 TO 145 CARS	\$134.23	\$134.12	\$135.86	\$135.74
146 TO 165 CARS	\$134.33	\$134.22	\$135.96	\$135.84
166 CARS AND OVER	*	*	*	*

* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR
PORTION THEREOF

** APPLICABLE TO FREIGHT CONDUCTORS AND TRAINMEN PAID THROUGH
FREIGHT RATES WHO ARE WITHOUT A MILEAGE COMPONENT IN THEIR
ASSIGNMENTS AND ARE THEREFORE PAID ON A DAILY BASIS. RATES PRO-
DUCED BY APPLICATION OF THE SPECIAL ADJUSTMENT OF \$1.00 PER DAY
UNDER ARTICLE I, SECTION 7 OF THE JANUARY 27, 1972, AGREEMENT AND
THE APPLICABLE COST-OF-LIVING ALLOWANCE TO STANDARD BASIC
THROUGH FREIGHT RATES OF PAY.

*** APPLICABLE WHERE LOCAL FREIGHT RATES ARE PAID TO CONDUCT-
ORS AND TRAINMEN IN LOCAL FREIGHT SERVICE, OR ON ROAD SWITCH-
ERS, ROUSTABOUT RUNS, MINE RUNS OR IN OTHER MISCELLANEOUS
SERVICE, ON RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID
ON A DAILY BASIS WITHOUT A MILEAGE COMPONENT. RATES PRODUCED
BY APPLICATION OF THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 56
CENTS PER BASIC DAY FOR CONDUCTORS AND 43 CENTS PER BASIC DAY
FOR BRAKEMEN AND FLAGMEN, THE SPECIAL INCREASE OF \$.40 PER DAY
UNDER ART. II, SEC. 1(C) OF THE MARCH 19, 1969, AGREEMENT, ARTICLE
II(C) OF THE JULY 17, 1968, AGREEMENT AND THE SPECIAL ADJUSTMENT
OF \$1.00 PER DAY UNDER ARTICLE I, SECTION 7 OF THE JANUARY 27, 1972,
AGREEMENT AND THE APPLICABLE COST-OF-LIVING ALLOWANCE TO
STANDARD BASIC THROUGH FREIGHT RATES OF PAY.

YARD CONDUCTOR (FOREMAN) RATES

as of July 1, 2001

Basic Day: \$155.87

Pro-rata: Hour	\$19.4838	Overtime: Hour	\$29.2256
Minute	0.3247	Minute	0.4871
5-Minutes	1.6236	5-Minutes	2.4355

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	154.99	184.22	213.44	242.67	271.89
5	157.43	186.65	215.88	245.10	274.33
10	159.86	189.09	218.31	247.54	276.77
15	162.30	191.52	220.75	249.97	279.20
20	164.73	193.96	223.18	252.41	281.64
25	167.17	196.39	225.62	254.85	284.07
30	169.60	198.83	228.06	257.28	286.51
35	172.04	201.26	230.49	259.72	288.94
40	174.47	203.70	232.93	262.15	291.38
45	176.91	206.14	235.36	264.59	293.81
50	179.35	208.57	237.80	267.02	296.25
55	181.78	211.01	240.23	269.46	298.68

YARD BRAKEMAN (HELPER) RATES

as of July 1, 2001

Basic Day: \$149.48

Pro-rata: Hour	\$18.6850	Overtime: Hour	\$28.0275
Minute	0.3114	Minute	0.4671
5 Minutes	1.5571	5 Minutes	2.3356

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	148.60	176.63	204.65	232.68	260.71
5	150.94	178.96	206.99	235.02	263.04
10	153.27	181.30	209.33	237.35	265.38
15	155.61	183.63	211.66	239.69	267.72
20	157.94	185.97	214.00	242.02	270.05
25	160.28	188.31	216.33	244.36	272.39
30	162.61	190.64	218.67	246.70	274.72
35	164.95	192.98	221.00	249.03	277.06
40	167.28	195.31	223.34	251.37	279.39
45	169.62	197.65	225.67	253.70	281.73
50	171.96	199.98	228.01	256.04	284.06
55	174.29	202.32	230.35	258.37	286.40

SWITCHTENDER RATES

as of July 1, 2001

Basic Day: \$142.84

Pro-rata: Hour	\$17.8550	Overtime: Hour	\$26.7825
Minute	0.2976	Minute	0.4464
5 Minutes	1.4879	5 Minutes	2.2319

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	141.96	168.74	195.53	222.31	249.09
5	144.19	170.97	197.76	224.54	251.32
10	146.42	173.21	199.99	226.77	253.56
15	148.66	175.44	202.22	229.00	255.79
20	150.89	177.67	204.45	231.24	258.02
25	153.12	179.90	206.69	233.47	260.25
30	155.35	182.13	208.92	235.70	262.48
35	157.58	184.37	211.15	237.93	264.71
40	159.82	186.60	213.38	240.16	266.95
45	162.05	188.83	215.61	242.40	269.18
50	164.28	191.06	217.84	244.63	271.41
55	166.51	193.29	220.08	246.86	273.64

