



The Official Publication of the United Transportation Union

## THE VOICE OF TRANSPORTATION LABOR

"The only support these guys got was from the UTU. I think it was extraordinary for the UTU International to grant us strike benefits and to make its resources available to support so few people. The UTU will do whatever it needs to do, whether it's for the benefit of 30 people or 30,000, and this case proved it. You can't believe what that meant to us. The UTU did everything it could to protect 30 people!"

— Colorado & Wyoming Railway General Chairperson John Kurtz (see page 5)

### News & Notes

#### Members vote at D&H

ALBANY, N.Y. — Ballots have been mailed to about 200 workers on the CP/Delaware & Hudson Railway represented by the UTU, giving them the opportunity to vote on a new four-year contract that would eliminate entry rates and establish trip rates in place of mileage rates, according to UTU International Vice President Pete L. Patsouras. The tentative contract also includes a signing bonus, grievance procedure amendments, and a provision for computing vacation days based on anniversary date. In addition, COLAs are provided for at the end of the contract. "We were able to reach a tentative agreement after the first session with a National Mediation Board (NMB) official," Patsouras said. "The mediator did a great job, but so did everybody who played a part on our negotiating team." Patsouras said those who were particularly helpful in putting the pact together included UTU New York State Legislative Director Sam Nasca, General Chairperson Mike Maloof, and General Chairperson Carmine Mastropietro. Also instrumental were Sean Keating, who was acting chairperson for conductors, and James M. Hawley, president of Local 211, Binghamton, N.Y., who recently was elected conductors' chairperson. "I think the contract will win ratification," said Mastropietro, who represents trainmen on prior-rights districts. "There's something in here for everybody."

#### RRB to mail pay forms

CHICAGO — The U.S. Railroad Retirement Board will soon be mailing a "Certificate of Service Months and Compensation" (Form BA-6) to every railroad employee who received creditable railroad compensation in 2001. Employees for whom compensation was reported in 2001, but who have not received a Form BA-6 by late June, or need a replacement, should contact the nearest board field office. For most employees, the address and phone number of the board office serving their area are provided on the form. Employees can also locate the nearest field office by visiting the board's web site at [www.rrb.gov](http://www.rrb.gov). In addition, a toll-free automated help line is available 24 hours a day, seven days a week, at 1-800-808-0772.

## UTU, carriers reach deal; members to vote on pact

CLEVELAND, Ohio — Voting could begin by July on a tentative new contract between the UTU and America's major railroads.

The tentative agreement covers wages, work rules, remote control technology and health care.

Affected are U.S. employees in train and engine service and yardmasters, who make up almost one-third of the nation's rail workforce.

The agreement must be ratified by the affected UTU-represented employees.

Freight railroads negotiating this agreement include The Burlington Northern and Santa Fe Railway Co., CSX Transportation Co., Kansas City Southern, Norfolk Southern Railway Co. and Union Pacific Railroad.

Details of the tentative agreement are being posted on the UTU's website at [www.utu.org](http://www.utu.org) and through a special issue of the *UTU News*, which should reach all affected employees in June.

Special advisories will be made available to UTU members via e-mail if they have signed up for that service (see [www.utu.org](http://www.utu.org)).

UTU U.S. officers and rail general chairpersons were provided a detailed briefing on the tentative agreement by the UTU negotiating team

May 23 in Washington, D.C.

"This agreement builds upon a prior tentative agreement reached in September 2000 and deals with wages, entry pay, health care and remote control technology," UTU International President Byron A. Boyd, Jr., said.

"The rail contract our negotiating team has obtained from the carriers is substantially improved from where we were two years ago when a tentative agreement failed to materialize.

"You will see an improvement in entry rates of pay," Boyd said. "As for remote control, we have achieved protection and pay recognition.

"In the area of health care, we will not follow the costly pattern agreed to by another union. Brothers and sisters, this is really a good deal. I believe that when all the facts are released, you will find that your negotiating team delivered on each of the promises made to you."

Boyd thanked members of the negotiating team, which included Assistant President Paul Thompson; General Secretary and Treasurer Dan Johnson; Vice Presidents David Hakey, Rick Marceau, Carl Vahldick and Artie Martin; Assis-

*Continued on page 10*

## UTU leaders boost Amtrak

WASHINGTON, D.C. — United Transportation Union leadership made a meaningful down-payment on the future of national intercity rail passenger service May 8 as the House Railroad Subcommittee voted to reject calls for privatization of Amtrak and to provide Amtrak with an almost \$2 billion cash infusion for fiscal year 2003 that begins Oct. 1.

The Associated Press called the action "a strong signal that the cash-starved railroad will get the money it says it needs to avoid cutting routes" that could have cost thousands of union jobs.

H.R. 4545 must clear the entire House and Senate and, more importantly, its spending recommendation must be contained in separate appropriations legislation. The subcommittee

*Continued on page 10*

## BLE loses again in remote fight

CHICAGO, Ill. — The Brotherhood of Locomotive Engineers (BLE) lost its second court round against remote control last month when a federal judge in Chicago declined its motion to require arbitration in a form sought by the union.

In January, the BLE was told by a federal court it could not strike over the fact that the carriers had assigned remote control work to ground service workers represented by the UTU. Instead, the BLE must submit the dispute to binding arbitration, the federal judge said.

The BLE went back to federal court, asking that the UTU be included in arbitration as "an indispensable party," to which the UTU agreed. That was not a question for the court.

What the court was asked to decide by the BLE was the BLE's desire that the strike injunction be

*Continued on page 10*

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

[WWW.UTU.ORG](http://WWW.UTU.ORG)

# Around the UTU

## News from around the U.S. and Canada

### Local 4, Charny, P.Q.

The Sixth Annual Railway Symposium organized by the local boasted 17 exhibitors' booths and drew more than 150 participants, said Secretary-Treasurer and Legislative Representative **Louis-François Garceau**. Quebec Legislative Board Chairperson **Robert Michaud** gave a speech about unionizing short lines at the event. Meanwhile, Garceau said he will step down from his positions following his 55th birthday in June, in accordance with the local's bylaws.

### Local 281, Milwaukee, Wis.

Members are mourning the loss of Amtrak conductor **Mary I. Maguire**, 40, who succumbed to cancer on March 30, said Local Chairperson **Michael R. Doyle**. She is survived by a nine-year-old son, Matthew. Sister Maguire, who was always working to improve safety and working conditions, went on disability two years ago due to back problems stemming from an assault by a passenger on the Empire Builder.

### Local 340, Connellsville, Pa.

The local and Operation RedBlock are sponsoring a golf tournament at Norvelt Golf Club at Norvelt, Pa., on June 28, said Vice Local Chairperson **Randy Matthias**, with a luncheon set to follow. For more information or to sign up, contact Matthias at (724) 887-4874, or send e-mail to him at Rrmat29313@cs.com.

### Local 471, Eugene, Ore.

The Sixth Annual J.C. Anderson Memorial Golf & BBQ Tour will be held August 5 at Diamond Woods Golf Course in Monroe, Ore., said Legislative Representative **Greg Boam**. For information, write to Boam at 4742 Thunderbird Dr., Eugene, OR 97404, or call (541) 461-5407.

### Local 597, Des Plaines, Ill.

The local, with the Heritage Presbyterian Church in Carol Stream, is holding a food drive June 15 to benefit The People's Resource Center in Wheaton, Ill., as part of "Join Hands Day," the national day of volunteerism sponsored by the National Fraternal Congress of America and the Points of Light Foundation. For information, contact **Harry C. Lewis, Jr.**, at (630) 790-8432.

### Local 744, Frankfort, Ind.

Members participated last month in a golf outing sponsored by Designated Legal Counsel **Hoey, Farina and Downes**, said Local Chairperson **Kenneth O. Edwards**. The scramble format awarded prizes for longest drive, longest putt, and closest to the hole when throwing the ball over the shoulder with a snow shovel from the fringe of the green.

### Local 911, Minneapolis, Minn.

The local continues to participate in the Safety Assurance and Compliance Program (SACP) despite Canadian Pacific's decision to cut funds and the number of labor participants, said Legislative Representative **Jerry Ott**. Among items on the agenda is a simulated emergency evacuation drill in October.

### Local 934, Alliance, Neb.

The local recently celebrated its Membership Appreciation Day, which also served as an open house for its new office space, said Local Chairperson **R.V. Lloyd**.

### Local 971, Crewe, Va.

Conductor **R.W. Dix** was presented with a plaque for his many years of dedication as a mem-



Bus operators from around the U.S. transported spectators at the Winter Olympics in Salt Lake City, Utah. Clockwise, from top left, are Art Ramos (L-1607, Los Angeles, Cal.), Jose Garcia (L-1563, El Monte, Cal.), Tammy Beymer (L-1607) and Jason R. Miller (Utah Transit Authority).

### Bus operator drives at Winter Olympics

The Winter Olympics in Salt Lake City featured not only world-class athletes, but also world-class bus operators, including **Art Ramos** of Local 1607 in Los Angeles Cal., who was one of about 900 operators chosen from 4,000 applicants to work at the games.

"The Olympics Committee held a nationwide search called 'Drive for the Gold,' looking for operators to drive buses during the games," Brother Ramos said.

A bus operator with the Los Angeles County Metropolitan Transportation Authority (MTA) for 13 years, the 44-year-old Ramos said he had the experience of a lifetime.

"It gave drivers from different cities the opportunity to meet, work together toward a common goal, and make sure the events went on," said Ramos, who drove spectators to the various venues.

Ramos relished the opportunity to see and operate the various buses brought in for the event. "We had buses from such places as Washington, D.C., New York City, St. Louis, Atlantic City, Orange County and Atlanta. I really liked the D.C. buses."

Every bit as enjoyable was the chance to meet bus operators from around the nation, including UTU members from other locals. "There were drivers from as far as Hawaii, New York and Texas," said Ramos. "We got along very well. It was a nice change of pace for everybody, and we got to represent ourselves as a profession."

The operators received three days of training before the opening ceremonies to learn the routes and Utah's rules of the road. "We were given accommodations, provided with uniforms, and paid good wages," he said.

Challenges included working in a new environment and dealing with passengers from around the world, but Ramos said the job went smoothly. "It was never really a hassle, despite the many languages and cultures," he said.

Ramos said the operators also enjoyed some social functions. "We were welcomed with a party when we arrived, we went to a party sponsored by the Utah Transit Authority, and the night before we left, the Olympic Committee gave us a party at the Meadows Plaza featuring K.C. and the Sunshine Band," Ramos said.

Besides getting to keep the uniform, the operators were given souvenirs, a certificate marking their service, a commemorative watch, collectors' pins and a medallion. "They were very nice and generous to us in every way," Ramos said.

ber and secretary-treasurer of the local. Brother Dix retired in February with more than 38 years of service on the Norfolk & Western Proper.

### Local 1202, Fort Wayne, Ind.

Members were set to participate in a golf tournament June 3 at the Autumn Ridge Golf Club, said Secretary-Treasurer **Jim Hoag**, who thanked Designated Legal Counsel **Yaeger, Jungbauer, Barczak & Vucinovich, PLC**, for their support.

### Local 1574, Portland, Ore.

Members are slated to vote on a new set of bylaws, according to Secretary-Treasurer **J.R. Wolfe**. Meanwhile, members voted to cover the costs of sending Local President, Legislative Representative and Delegate **J. B. Collins** to attend the Regional Meeting in Reno, Nev.

### Local 1638, Cleveland, Ohio

CSX conductor **Ray Bottles** will participate in a radio interview on WEOL-AM 950 in Elyria, Ohio, at 9 a.m. on June 13, sharing his memories of the 20th Century Limited to mark the 100th anniversary of the passenger train's launch. Bottles believes he may be the last working trainman who pulled duty aboard the train.

### Local 1736, Flint, Mich.

A memorial to two fallen railroaders attended by about 300 people was held May 18 during Railroad Days, when a monument commissioned by the local, Canadian National (CN), and members of Brotherhood of Locomotive Engineers (BLE) Division 650 was unveiled. The memorial paid tribute to Grand Trunk Western (GTW) conductor **Gary L. Chase**, 58, a member of the local, and Canadian National (CN) locomotive engineer **Tom O. Landris**, 49, a member of BLE Division 650, who were killed in a head-on collision Nov. 15, 2001, at Andersonville, Mich. Also on hand were U.S. Alternate Vice President-East **Steven J. Thompson** and Michigan State Legislative Director **David H. Brickey**.

### Local 1957, Silsbee, Tex.

Conductor **Elvin E. Polk** recently was presented a plaque upon his retirement from the BNSF noting his 37 years of injury-free service, according to member **Walter R. Land**. Brother Polk also received a watch, a jacket and best wishes for a long and happy retirement.



Union Pacific dead-head crews aboard Amtrak Train No. 304 (The Ann Rutledge) met with UTU International President Byron A. Boyd, Jr., as he rode Amtrak between Kansas City and St. Louis on May 17. From left are conductor **Jim Turpen** (L-933, Jefferson City, Mo.), **Boyd**, engineer **Calvin Groose** (L-933), conductor **Rodney Peoples** (L-1403, Kansas City, Mo.), conductor **Vince Moehle** (L-933) and engineer **Dave Claque**.

# State Watch *News from UTU State Legislative Boards*

## Maryland

State Legislative Director **Larry Kasecamp** announced that the Maryland Legislative Board is accepting applications for its annual James E. Major, Jr., Memorial Scholarship.

The scholarship provides \$500 a year over four years to a UTU member or the spouse, child, stepchild or grandchild of a UTU member accepted for admittance or already enrolled at a recognized accredited university, college or junior college.

Applications must be received by the Maryland State Legislative Board prior to August 1, 2002.

To receive an application, contact your local legislative representative or telephone Kasecamp at (301) 689-1936.

## Louisiana

Louisiana Governor **Murphy J. Foster, Jr.**, has signed into law two bills aimed at improving safety at railroad crossings around the state.

Senate Bill 51 requires railroads to keep rail/street intersections clear of weeds, high grass, brush and other possible sight obstacles for a length of 300 feet and a width of up to 50 feet from the tracks, and S.B. 52 authorizes a study of crossings near schools to determine which ones need safety devices such as crossing arms and flashing lights.

Both bills were sponsored by Sen. Foster Campbell (D-Bossier City), who said he wants to reduce the number of deaths and injuries at rail crossings. Louisiana is among the top five states in the country in vehicle/train collisions, injuries and deaths.

UTU State Legislative Director **Tyrone Boudreaux** said that he testified on behalf of both of the bills.

"I am asking all active and retired UTU members in the state, as well as members of the UTU Auxiliary, to contact Sen. Campbell's office and thank him for authoring this legislation," said Boudreaux. He said the senator's office can be reached at (318)-746-2078.

Boudreaux said that others offering testimony on behalf of these two bills included students

## Missouri



Legislative Director **W. Larry Foster** recently met with Missouri State Sen. **Ted House** (D) and Missouri Rep. **Don Koller** (D), chairman of the House Transportation Committee, to express his appreciation for their services to the people of Missouri and to the UTU. Both are retiring from office this year due to term limits and both were presented with a UTU clock in appreciation of their services. "These legislators have served our needs for many years and have been there for us through thick and thin," Foster said. "They will be missed." On left: Foster (left) with State Rep. Don Koller; right: Foster (right) with State Sen. Ted House.

from Madison High School, as well as the parents of a young girl killed at a railroad crossing.

"The UTU supported this legislation because we believe that it will save lives," Boudreaux said.

## Idaho

Legislative Director **George Millward** would like to thank Idaho Sens. **Larry Craig** and **Mike Crapo**, along with Rep. **Mike Simpson** and their respective staffs, for their continued support of the new Railroad Retirement legislation and their concern for "our retirees."

Millward said more than 260 retirees attended conferences around the state co-hosted by the legislators, the Railroad Retirement Board and the UTU State Legislative Board, where they received updates about the new legislation and their benefits.

"I also want to thank our Idaho Legislative Board and past Director (**Greg**) **Farris** for their hard work in making these meetings so successful," Millward said.

## Endorsements

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

### Massachusetts

#### Senate

John Kerry (D)\*

#### House of Representatives

1st Dist. John W. Olver (D)\*  
 2nd Dist. Richard E. Neal (D)\*  
 3rd Dist. James P. McGovern (D)\*  
 4th Dist. Barney Frank (D)\*  
 5th Dist. Martin T. Meehan (D)\*  
 6th Dist. John F. Tierney (D)\*  
 7th Dist. Edward J. Markey (D)\*  
 8th Dist. Michael E. Capuano (D)\*  
 9th Dist. Stephen F. Lynch (D)\*  
 10th Dist. William D. Delahunt (D)\*

### Missouri

#### Senate

Jean Carnahan (D)\*

#### House of Representatives

1st Dist. William Lacy Clay (D)\*  
 3rd Dist. Richard A. Gephardt (D)\*  
 4th Dist. Ike Skelton (D)\*  
 5th Dist. Karen McCarthy (D)\*  
 7th Dist. Roy Blunt (D)\*  
 8th Dist. Jo Ann Emerson (D)\*

### Montana

#### Senate

Max Baucus (D)\*

### Nebraska

#### Senate

Chuck Hagel (R)\*

#### House of Representatives

1st Dist. Doug Bereuter (R)\*  
 2nd Dist. Jim Simon (D)  
 3rd Dist. Tom Osborne (R)\*

### Rhode Island

#### Senate

Jack Reed (D)\*

#### House of Representatives

1st Dist. Patrick J. Kennedy (D)\*  
 2nd Dist. James R. Langevin (D)\*

\* = Incumbent

## Bus Department

By **Percy Palmer**

### Negotiations key to success

Negotiations are the process by which we reach agreement on most things in life. It is through that process that most of us happen to be on this earth. We are all hereditary negotiators.

There is, however, one form of negotiation that is different: contract negotiations. This is a legally binding written form and is signed by the parties. Contract negotiations are unique. We do not have a national agreement so each unit negotiates individually through their general committee of adjustment and then ratification by their respective membership takes place. This is at times a Herculean task for which these committees should be commended. They have done a tremendous job over the years and are meeting the challenge. In addition to wages, hours, fringe benefits and other terms and conditions of employment, some members do not realize the various laws, rules and regulations under which a bus driver falls, and they all have to be taken into consideration during the contract negotiation process.

For example, in the private sectors, we negotiate under what is called collective bargaining while in the public sector, such as municipalities, it is called "meet and confer." The meet and confer process leaves a lot to be desired in some states. For example, in California arbitration in the public sector is by "mutual consent." Do you see these companies agreeing to arbitration? Fortunately, during negotiations some of these committees request assistance from the International and there is always someone with knowledge and experience available, as well as a Legal Department that is always at their service.

The world has become a better place by benefiting from some of these contracts that our UTU bus people have negotiated.



## Yardmasters

By **Don Carver**

### Tentative contract delivers as promised

The UTU National Negotiating Committee has reached tentative agreement on our contract.

The committee, led by President **Boyd** and Assistant President **Paul Thompson**, has delivered on its commitments to present the membership a contract for ratification that enhances wages and benefits without any givebacks.

Our forward-thinking leadership is taking us into the 21st Century as the pacesetter of rail labor. They have not been willing to sit back and let others lead.

There will be those who criticize this contract. Do not be influenced by the naysayers and cynics. Study the proposal for yourself and you will find it worthy of your full support.

The CSXT yardmaster committees were in continuing negotiations May 14, 15 and 16. Progress was made as they move ever closer to a finalized contract with CSXT. The next meetings are scheduled to resume in Jacksonville the week of June 17.

Our Yardmaster Council on the Union Pacific has negotiations for a system agreement scheduled in Omaha for the week of June 24.

The Canadian Pacific (D&H) yardmaster committee is in mediation on its contract.



# UTU News

**Byron A. Boyd, Jr., International President**

**Paul C. Thompson, Assistant President**

**Daniel E. Johnson, Secretary/Treasurer**

**James M. Brunkenhoefer, National Legislative Dir.**

## Contact the UTU:

via telephone at (216) 228-9400

via fax at (216) 228-5755

via e-mail at [utunews@utu.org](mailto:utunews@utu.org)

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

## An important decision

Very shortly, most UTU members employed by major railroads will be receiving a copy of the tentative new agreement on wages, work rules, remote control technology and health care. Also included in the package will be questions as to interpretation formulated by general chairpersons, carrier responses and other explanatory material, including a history surrounding negotiations.

After receiving the tentative new contract, affected members will have 21 days in which to study it and cast a ballot.

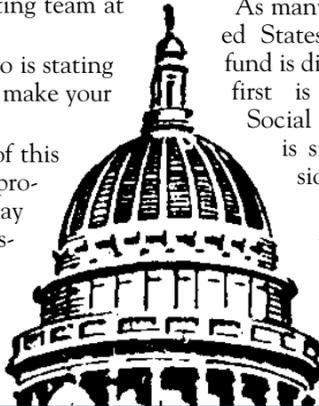
Each member of the UTU negotiating team recommends a "yes" vote. But obviously, it is a decision for you and your family.

Your vote should be cast only after thorough examination of the facts as contained in the tentative agreement and the explanatory materials. You may also wish to contact your general chairperson and local officials. General chairpersons received a thorough briefing by the negotiating team on May 23 and many local officials were planning on meeting with the negotiating team at the Reno, Nev., Regional Meeting.

The negotiating team offers wise advice: Be wary of anyone who is stating what this proposal may or may not contain. Read it carefully and make your own decision.

There are those with an agenda different from the objectives of this organization; people who do not have as a first order of business protections for you and your family. There also are individuals who may try to pursue their own interests and agendas by attempting to discredit or discourage support for the package.

It always makes good sense to keep an open mind, to ignore rumors that fill the shanty and to make decisions based solely upon the facts as you and your family interpret them.



## WASHINGTON WATCH

By James Brunkenhoefer

## TPEL puts our money where our mouth is

In 1974, after the Watergate scandal, Congress passed campaign-finance legislation. The idea was to control excessive spending by special interests that attempt to influence elections and drown out the voice of everyday people.



The new law also permitted the formation of political action committees, known as PACs, which give individuals the ability voluntarily to pool their money to match the giving power and influence of large corporations.

UTU complied with this federal law and formed its own PAC called the Transportation Political Education League (TPEL).

Under the law, union members may voluntarily contribute to their union's PAC and then the PAC may make donations to federal candidates of up to \$5,000 per election.

During the Reagan years, a loophole was found in the 1974 campaign finance law. It permitted corporations and even unions to avoid the dollar limitations so long as the money was not given to any particular candidate, but rather to a political party.

Soft money contributions, especially by corporations, exploded in volume and exceeded the amount of money spent by PACs. Congress closed that loophole this year.

The UTU never participated in the soft money game. Your union dues have never been used as contributions to a political campaign or party. Although other unions wrote checks out of their treasury of dues money, the UTU limited its political contributions to funds collected through TPEL.

## Your calls, letters, mail were key to success

by Sen. Harry Reid  
Senator, State of Nevada

Almost 4,000 retired railroad workers live in my home state of Nevada. They are some of the 600,000 retirees who devoted their lives to working for U.S. railroads and their invaluable contributions to our country should earn them a secure and comfortable retirement.

That's why I was proud to lead the efforts to pass the Railroad Retirement Survivors' and Improvement Act of 2001.

This measure, which was signed into law by President Bush on December 21, 2001, is the first significant update of the country's Railroad Retirement System since 1974.

It has benefits for everyone involved. It will make sure our railroad workers and their families have the secure retirements they deserve, while also being less expensive for both workers and employers.

As many of you know, the United States railroad pension trust fund is divided into two parts: the first is largely equivalent to Social Security, and the second is similar to a private pension plan.

The Railroad Retirement Survivors' and Improvement Act of 2001 will eliminate some of the bureaucratic hurdles

involved in managing the second part of the plan, and will allow more flexibility in investment options for that money. It will also reduce payroll taxes for employers.

The combination of changes should allow for increased returns on the pension plan investments without increasing the burden on employers.

The Railroad Retirement and Survivors' Improvement Act of 2001 has lowered the early retirement age for railroad workers, from age 62 to age 60—with 30 years service. It also has changed one provision in the old laws that had caused great financial hardships for some elderly widows and widowers.

Under the old law, the benefits for a retired railroad workers' surviving spouse would be cut to half of what the retiree had been getting. Now, the law guarantees that those widows and widowers will continue to receive full benefits.

I'd like to thank all the railroad workers and retirees who wrote to me or e-mailed or telephoned my office during the debate over this measure.

You offered advice and support and, in the end, we created a new law that has the strong support of both labor and management in the rail industry. It also had strong bipartisan support in Congress.

I think the new law will improve the lives of Nevadans and all Americans who helped keep America moving over the last decades.



Reid

# Straight talk on remote control

by Paul Thompson  
International Assistant President

There are numerous false rumors about remote control. Let me set the record straight.

It begins in Canada a decade ago, when the carriers sought to negotiate remote control operations jointly with the UTU and the BLE. But, soon after negotiations began, the BLE declined to meet and talks broke down. That was unfortunate, because the UTU had proposed the two organizations work closely to put an emphasis on job protection for both train and engine service employees. After the BLE refused to negotiate, the issue was decided by a third-party arbitrator.



Thompson

The separate UTU and BLE arbitration hearings were handled simultaneously. The UTU focus was on safety, mitigation of adverse affects and measures to protect jobs. The BLE's primary focus was who would "own" the work.

The arbitrator ruled that the work of a yard foreman would not change if the foreman, instead of giving hand signals to an engineer, sent signals via a belt pack to an on-board computer.

The ink was barely dry on this award when the carrier served notice to establish conditions for extensive use of belt packs. The carrier said if both the UTU and the BLE would jointly negotiate an all-inclusive belt-pack agreement, benefits would be superior. Again, the three parties met. And, again, the BLE walked out—this time refusing to sit with the UTU because of the arbitration award.

By letting a third party determine its fate, the BLE lost all of the yard engineer positions in Canada, and UTU-represented employees were given the remote control work.

When the UTU became aware that the U.S. carriers were considering remote control operations, President Boyd sought to avoid a repeat of the Canadian situation. He hoped a UTU-BLE merger would unite the two organizations to work solely for the benefit of all train and engine service employees. I know, because I was present when President Boyd explained this situation to then-BLE President Clarence Monin and later to then-BLE President Ed Dubroski.

Both Clarence and Ed agreed that all train and engine service employees would be better served by one organization working to protect all members.

When the U.S. carriers signed a letter of intent with the UTU regarding remote control operations, President Boyd immediately alerted newly elected BLE President Don Hahs. In fact, on President Hahs' first trip to Cleveland after his election, President Boyd brought me, General Secretary and Treasurer Dan Johnson and General Counsel Clint Miller to an Oct. 3 meeting with BLE President Hahs, First Vice President Ed Rodzicz, General Secretary and Treasurer Bill Walpert and BLE General Counsel Harold Ross.

President Boyd showed the BLE officers the letter of intent. They discussed how a UTU-BLE merger would protect train and engine service jobs as U.S. carriers sought to implement remote control. President Boyd specifically

promised President Hahs that the UTU would demand from the carriers a seat for the BLE at the negotiating table and equal job protections for all train and engine service workers.

President Boyd also told President Hahs that the UTU had cancelled all negotiations over remote control with the carriers until after the BLE voted on the merger. This would allow BLE officers to sit with the UTU at all remote control negotiating sessions. The BLE officers present at that meeting personally assured President Boyd they would openly support the merger.

The BLE officers did not openly support the merger. And, once it was voted down by the BLE members, the BLE walked down the same path it had walked in Canada. The BLE chose to fight remote control and not negotiate. The BLE contended it was a "major" dispute and the BLE could engage in a work stoppage. A federal judge said "no."

The BLE was left to submit the issue to arbitration, the same as the BLE was forced to do in Canada, thus again giving a third party control over their members' destiny.

## BLE is demanding all the remote control work

Meanwhile, the BLE is demanding all the remote control work. The BLE is not fighting to stop remote control. It is fighting to take the work from the UTU. The BLE has a history of taking work from train service employees in favor of engineers.

On Montana Rail Link, where the BLE represents train-service employees as well as engineers, the BLE on March 12, 2001, negotiated a remote control agreement that gives remote control operations to two engineers. When only two engineers are on an assignment without train-service employees, the two engineers receive an extra 45 minutes pay.

So, if you wonder why the UTU negotiated this issue with the carriers, you need look only at recorded history.

You might also ask why the UTU didn't simply fight remote control technology. The answer is that we have repeatedly learned—in Canada with remote control and in the U.S. with radios and end-of-train devices—that technology cannot be stopped.

Moreover, the U.S. carriers have the Canadian arbitration award on their side, which says belt packs are simply communication devices. They further argue that they have a right to unilaterally implement remote control.

While the UTU believes the carriers do not have the right unilaterally to implement, we know from experience that we are better off negotiating rather than having a third party, whether it be an arbitrator, court or Congress, make decisions for us—especially since most of those third-party decisions have not been good ones for our members.

I think we have negotiated solid and valuable protections for UTU members in the tentative agreement you will see shortly. In fact, the tentative agreement provides substantial protections for buy-outs and/or reserve board positions for engineers as well as train service employees. President Boyd is to be commended for looking out for all operating employees. It is too bad BLE officers do not share a similar desire.

## Despite court victory, C&W railroaders wait

PUEBLO, Col. – A federal judge in Colorado has upheld an arbitration board's ruling ordering Oregon Steel and its subsidiary short line railroad to reinstate 30 UTU-represented employees who refused to cross a United Steel Workers (USW) picket line nearly five years ago.

The UTU members, who belong to Local 49 in Pueblo, Col., are entitled to back pay and benefits in addition to reinstatement, the federal court said.

But, as General Chairperson John P. Kurtz said, "This isn't settled yet."

The workers are employees of Oregon Steel's Colorado & Wyoming Railway Co., which moves steel and scrap around the grounds of Rocky Mountain Steel Mills, which previously was owned by CF&I Steel. The short line also serves other industries near the steel mill.

The 30 workers refused to cross a USW picket line during a 13-week strike in 1997 because of safety concerns. When the strike ended, Oregon Steel refused to reinstate them, saying they had abandoned their jobs. Arbitration followed, but a decision was not issued until December 2000.

In reviewing the arbitration decision, Federal District Court Judge Wiley Y. Daniel said the arbitrator acted properly in finding against the employer.

"This isn't settled yet, but people are grateful to the UTU, and it's a great victory for us," Kurtz said. The company has 30 days from the date of the decision to file an appeal, which could put everything on hold again for another year or longer. As this edition reached deadline, the company still had time to appeal.

In the meantime, Kurtz said he will go ahead and put together the paperwork indicating how much in back pay and benefits is due each member.

"The gross amount of lost time and lost benefits comes to about \$5.2 million, so the court has to decide liability and how our people will be made whole,"

Kurtz said. "And, these guys will need to be deemed five years of Railroad Retirement credit. The company is not likely to put them back to work until they know the liability, and I suspect there might be an attempt to reach a negotiated settlement."

"This has been very frustrating," Kurtz said. "The company had every intention of breaking the unions. Under the Railway Labor Act, secondary picketing is illegal. The company tried to lure our people into secondary picketing, but we kept our noses clean every day for the 13 weeks of the strike."

"One of the key elements of the decision revolved around this question: Were we trying to support the steel workers, or was this a safety issue?" Kurtz said.

"Our claim was that, under the Federal Railway Safety Act, there was violence, and our people feared for their safety," Kurtz said. "Our people received threats and found things on their yards. The company contended there were no safety problems, yet they had hired 6'5" guys in fatigues to stand guard at the gates."

"We did everything a normal person could do, and still got screwed," Kurtz said. "Because our people feared for their safety and didn't report to work, the company dismissed them. But, that's why the law's there, to protect you, and that's why it was so important for a small property like this to have the backing of a union like the UTU," Kurtz said.

"The only support these guys got was from the UTU," said Kurtz. "I think it was extraordinary for the UTU International to grant us strike benefits and to make its resources available to support so few people. The UTU will do whatever it needs to do, whether it's for the benefit of 30 people or 30,000, and this case proved it. You can't believe what that meant to us. The UTU did everything it could to protect 30 people!"

# How do the TPEL contributions in your UTU local compare?

Here is a list showing the average Transportation Political Education League (TPEL) contribution per member per local per month for the year 2001, based on contributions received from active, dues-paying members (no members on E-49 status are included). State averages are total contributions divided by total active members in the state. **Want to help raise your local's average?** See your local legislative representative, who can explain why a TPEL donation is your best investment in the future, or fill out the registration form printed below.

State	Local	Contribution	State Average				
Alabama	598 Mobile	.86	1.90				
	622 Birmingham	3.02					
	762 Montgomery	.74					
	772 Sheffield	.41					
	847 Birmingham	.61					
	1053 Selma	.68					
	1291 Birmingham	1.49					
	1887 Fairfield	.79					
	1912 Mobile	1.92					
	1972 Birmingham	.34					
State Average	.96						
Alaska	1626 Anchorage	.82	.81				
	State Average	.81					
	Arizona	113 Winslow		2.25	3.43		
		151 Winslow		1.60			
		807 Tucson		4.83			
		1081 Glendale		4.66			
		1629 Phoenix		4.15			
		1800 Tucson		2.62			
		State Average		3.43			
		Arkansas		221 North Little Rock		2.09	.16
462 Pine Bluff			1.76				
507 Van Buren			1.71				
656 North Little Rock	2.64						
733 DeQueen	1.56						
950 West Memphis	4.46						
State Average	2.32						
California	23 Santa Cruz		1.86	5.04			
	31 San Jose		5.38				
	32 Glendale		.42				
	81 Vista	.00					
	84 Los Angeles	2.13					
	98 San Luis Obispo	1.87					
	100 Oakland	.19					
	239 Oakland	2.33					
	240 Los Angeles	4.78					
	492 Sacramento	1.71					
694 Dunsmuir	2.20						
771 Needles	2.63						
811 San Bernardino	2.67						
835 Bakersfield	2.92						
1200 Portola	.69						
1201 Stockton	1.33						
1241 Richmond	2.23						
1252 Fresno	2.17						
1422 Los Angeles	.82						
1469 Oakland	.24						
1544 Maywood	4.17						
1563 El Monte	1.29						
1564 Los Angeles	1.65						
1565 West Hollywood	1.74						
1570 Roseville	3.78						
1581 Bakersfield	2.58						
1607 Los Angeles	1.67						
1608 Chatsworth	2.79						
Colorado	49 Pueblo	1.66	2.94				
	201 Trinidad	2.69					
	202 Denver	3.13					
	204 Pueblo	2.92					
	500 Grand Junction	3.04					
	945 La Junta	8.19					
	1136 Sterling	3.70					
	State Average	3.37					
	Connecticut	277 Hartford		.00	.58		
		328 New Haven		.00			
1361 New Haven		.48					
1672 New London		.08					
State Average		.16					
Delaware		1378 Wilmington	1.71	1.71			
		State Average	1.71				
		District of Columbia	1522 Washington			1.97	6.53
			1933 Washington			6.53	
			State Average			5.04	
	Florida		30 Jacksonville		.77	1.38	
			141 Jacksonville		.00		
			903 Jacksonville		.40		
			1035 Lakeland		1.13		
			1138 Miami		.80		
1221 Tampa			.79				
1312 Pensacola			.52				
1502 Wildwood		.85					
1900 Miami		.08					
State Average		.65					
Georgia	511 Atlanta	1.77	.96				
	535 Macon	.96					
	674 Augusta	1.24					
	941 Columbus	1.60					
	998 Waycross	.66					
	1031 Savannah	1.25					
	1033 Atlanta	1.46					
	1245 Atlanta	2.69					
	1261 Atlanta	1.30					
	1263 Valdosta	1.58					
1598 Manchester	1.38						
Illinois	168 Chicago	.64	1.90				
	171 Aurora	3.17					
	195 Galesburg	3.13					
	196 Beardstown	1.23					
	198 Peoria	.93					
	234 Bloomington	2.27					
	258 Savanna	.93					
	432 Champaign-Urbana	3.02					
	445 Niota	3.00					
	453 Clinton	2.27					
469 Madison	.93						
528 Chicago	.58						
565 Centralia	3.29						
577 Northlake	1.56						
597 Des Plaines	3.44						
620 Chicago	.65						
653 Blue Island	1.59						
740 Joliet	3.97						
768 Decatur	.59						
979 Salem	1.13						
1003 Kankakee	2.07						
1083 Villa Grove	1.20						
1258 Elgin	3.07						
1290 Chicago	4.74						
1299 Chicago	1.26						
1358 Danville	1.37						
1402 Dupu	.77						
1421 Franklin Park	15.70						
1423 Galesburg	1.44						
1433 Elmwood Park	2.84						
1494 Chicago	1.02						
1525 Carbondale	1.40						
1534 Chicago	1.04						
1538 Chicago	1.10						
1597 Chicago	1.01						
1883 Riverdale	3.10						
1895 Chicago	.66						
1929 East St. Louis	1.02						
1973 Chicago	.84						
State Average	1.71						
Indiana	194 Indianapolis	1.21	2.08				
	6 Elkhart	2.08					
	206 Peru	1.07					
	298 Garrett	2.70					
	333 North Vernon	1.36					
	383 New Albany	.76					
	490 Princeton	8.17					
	744 Frankfort	.98					
	904 Evansville	1.48					
	1186 Gary	1.65					
1202 Fort Wayne	.72						
1381 Hammond	1.78						
1383 Gary	.77						
1399 Terre Haute	2.86						
1518 Indianapolis	.86						
1526 Michigan City	.44						
1548 Indianapolis	.36						
1620 Elkhart	2.22						
1663 Indianapolis	.52						
State Average	1.62						
Iowa	17 Marshalltown	9.72	2.76				
	199 Creston	7.79					
	228 Cedar Rapids	4.00					
	306 Eagle Grove	3.74					
	316 Clinton	2.59					
	329 Boone	4.44					
	418 Sioux City	2.65					
	493 Waterloo	2.61					
	643 Fort Madison	2.62					
	646 Council Bluffs	4.35					
867 Des Moines	2.71						
State Average	3.83						
Kansas	44 Phillipsburg	.17	2.53				
	94 Kansas City	2.45					
	412 Kansas City	1.76					
	464 Arkansas City	4.50					
	477 Newton	1.99					
	495 Salina	2.57					
	506 Herington	1.28					
	527 Coffeyville	2.59					
	533 Osawatomie	3.17					
	707 Marysville	3.94					
763 Pittsburg	.48						
774 Atchison	1.12						
794 Wellington	2.58						
1126 Pratt	1.15						
1227 Wichita	1.16						
1409 Kansas City	2.46						
1503 Marysville	4.80						
1532 Kansas City	3.50						
State Average	2.53						
Kentucky	376 Louisville	1.69	1.97				
	573 Danville	1.04					
	630 Ashland	1.07					
	785 Paducah	.69					
	1190 Ludlow	1.39					
	1310 Loyall	1.35					
	1315 Covington	1.97					
	1316 Ravenna	1.58					
	1328 Louisville	.68					
	1377 Russell	2.55					
1389 Russell	.58						
1567 Corbin	.52						
1963 Louisville	.29						
State Average	1.20						
Louisiana	659 Leesville	1.47	6.61				
	781 Shreveport	6.61					
	976 Shreveport	1.22					
	1066 New Orleans	.34					
	1337 New Orleans	1.49					
	1458 DeQuincy	2.65					
	1501 Baton Rouge	4.27					
	1545 Monroe	1.37					
	1678 Minden	1.06					
	1836 New Orleans	3.10					
1947 Lake Charles	1.16						
State Average	2.52						
Maine	663 Bangor	.03	.42				
	752 Brownville Jct.	.08					
	856 Houlton	.52					
	1400 South Portland	.70					
	State Average	.42					
	Maryland	430 Cumberland		.89	1.01		
		454 Baltimore		1.61			
		600 Cumberland		.81			
		610 Baltimore		1.33			
		631 Brunswick		.90			
1470 Edmonston		3.60					
1591 Baltimore		.98					
1881 Baltimore		1.18					
1949 Baltimore		.24					
State Average		1.23					
Massachusetts	254 Fitchburg	.38	2.00				
	262 Boston	2.00					
	352 West Springfield	.22					
	587 Greenfield	.35					
	679 Attleboro	.17					
	898 Boston	.67					
	1462 Boston	1.79					
	1473 Boston	.85					
	State Average	.86					
	Michigan	72 Battle Creek		1.49	1.62		
278 Jackson		1.61					
313 Grand Rapids		.92					
320 Saginaw		1.74					
734 Battle Creek		.89					
886 Marquette		1.76					
927 Detroit		.51					
1075 Trenton		.32					
1183 Port Huron		1.32					
1438 Lincoln Park		2.66					
1477 Dearborn	.13						
1709 Pontiac	3.94						
1736 Flint	.90						
1760 Detroit	1.47						
1765 Grand Rapids	1.05						
State Average	1.24						
Minnesota	650 Minneapolis	2.76	4.17				
	15 Billings	.00					
	486 Glendive	3.56					
	544 Havre	4.44					
	730 Great Falls	5.27					
	891 Whitefish	6.41					
	1840 Glasgow	6.22					
	State Average	4.17					
	Mississippi	427 McComb		.62	3.83		
		584 Meridian		.58			
853 Amory		.28					
1088 Jackson		2.63					
1334 Hattiesburg		1.33					
State Average		1.48					
Missouri		5 Kansas City	2.29	2.52			
		185 Brookfield	1.95				
		219 Hannibal	2.58				
		226 Moberly	3.40				
	259 St. Joseph	4.58					
	303 Springfield	3.71					
	330 Poplar Bluff	1.20					
	349 Kansas City	2.21					
	607 Thayer	2.55					
	933 Jefferson City	3.81					
947 Chaffee	4.49						
996 Ste. Genevieve	2.82						
1216 Kansas City	2.25						
1388 St. Louis	1.65						
1403 Kansas City	2.33						
1405 St. Louis	1.88						
1780 Kansas City	5.16						
1823 St. Louis	1.47						
1975 Kansas City	.43						
State Average	2.52						
Montana	15 Billings	.00	4.17				
	486 Glendive	3.56					
	544 Havre	4.44					
	730 Great Falls	5.27					
	891 Whitefish	6.41					
	1840 Glasgow	6.22					
	State Average	4.17					
	Nebraska	7 North Platte		3.31	3.83		
		200 North Platte		5.62			
		257 Morrill		1.60			
286 North Platte		6.95					
305 Lincoln		3.59					
367 Omaha		4.23					
626 McCook		7.39					
627 Wymore		10.24					
872 Omaha		1.54					
934 Alliance		1.14					
962 Alliance	1.62						
586 Willard	.92						
601 Crestline	1.15						
693 Brewster	1.68						
792 Cleveland	1.36						
860 Middleport	.25						
881 Montpelier	2.94						
991 Steubenville	.32						
1365 Youngstown	.29						
1376 Columbus	2.07						
1397 Columbus	.69						
1517 Cincinnati	.93						
1529 Walbridge	.80						
1549 Springfield	1.37						
1638 Cleveland	1.65						
1661 Cleveland	.16						
1748 Cleveland	.64						
1816 Toledo	1.71						
1917 Cincinnati	.84						
1928 Toledo	.17						
1948 Youngstown	.18						
1962 Toledo	.37						
State Average	.84						
Nevada	105 Las Vegas	.00	2.16				
	1043 Sparks	3.70					
	1117 Las Vegas	3.11					
	1775 Elko	3.09					
	State Average	2.16					
	New Jersey	60 Newark		.29	2.46		
		419 Camden		2.42			
		759 Newark		.27			
		800 Jersey City		.46			
		1390 Trenton		.98			
1413 Jersey City		.30					
1445 Elizabeth		3.41					
1447 Newark		.29					
1558 Bergenfield		.13					
1589 New Brunswick		.11					
State Average	.42						
New Mexico	1168 Clovis	3.51	3.01				
	1687 Belen	1.73					
	1745 Albuquerque	.14					
	State Average	2.51					
	New York	1 Buffalo		1.10	.56		
		29 Albany		.05			
		95 Rensselaer		.53			
		167 Albany		.00			
		211 Binghamton		.39			
		212 Albany		.39			
256 Watervliet		.63					
292 East Syracuse		.07					
318 Hornell		.47					
North Carolina		782 Asheville	4.41	3.52			
	783 Spencer	3.85					
	1011 Hamlet	3.29					
	1021 Greensboro	3.99					
	1105 Wilmington	6.21					
	1106 Rocky Mount	1.74					
	1129 Raleigh	12.58					
	1166 Charlotte	3.92					
	1715 Charlotte	1.72					
	State Average	3.52					
North Dakota	525 Grand Forks	1.52	3.67				
	980 Enderlin	3.56					
	1059 Minot	4.18					
	1137 Fargo	4.61					
	1344 Mandan	4.35					
	State Average	3.67					
	Ohio	2 Toledo		.69	1.84		
		27 Cleveland		.23			
		138 Lima		1.42			
		145 Columbus		1.20			
225 Bellevue		.65					
284 Cleveland		.88					
378 Cleveland		.99					
404 Newark		.98					
421 Conneaut		1.04					
440 Sharonville		.09					
496 Portsmouth	.87						
586 Willard	.92						
601 Crestline	1.15						
693 Brewster	1.68						
792 Cleveland	1.36						
860 Middleport	.25						
881 Montpelier	2.94						
991 Steubenville	.32						
1365 Youngstown	.29						
1376 Columbus	2.07						
1397 Columbus	.69						
1517 Cincinnati	.93						
1529 Walbridge	.80						
1549 Springfield	1.37						
1638 Cleveland	1.65						
1661 Cleveland	.16						
1748 Cleveland	.64						
1816 Toledo	1.71						
1917 Cincinnati	.84						
1928 Toledo	.17						
1948 Youngstown	.18						
1962 Toledo	.37						
State Average	.84						
Oklahoma	770 Heavener	1.86	2.46				
	894 Tulsa	1.84					
	1016 Enid	2.44					
	1042 Oklahoma City	3.78					
	1188 Oklahoma City	4.04					
	1289 Tulsa	1.45					
	State Average	2.46					
	Oregon	283 Portland		2.77	3.01		

# Senior News

## Under new law, RRB urges spouses to file for benefits

CHICAGO – Spouses of retired employees covered by Railroad Retirement who may have been advised to defer filing for benefits because of the adverse effects of the so-called “maximum provision” are being urged to contact the Railroad Retirement Board (RRB) and consider filing now that the Railroad Retirement and Survivors’ Improvement Act of 2001 has eliminated the benefit-limiting provision.

Effective January 1, 2002, the new law eliminated the limit on the amount of combined monthly benefits a retired employee and spouse could collect. The “maximum provision” had been intended to prevent benefits from exceeding an amount based on an employee’s earnings immediately prior to retirement, the RRB said.

This maximum provision had the unintended effect of reducing benefits for former employees with no earnings, or low earnings, in the 10-year period prior to retirement, and for long-service employees with moderate earnings, according to the board.

While not retroactive, the amendment prospectively increases benefits, effective Jan. 1, 2002, for almost 2,600 retired employees and 12,000 spouse annuitants whose benefits were reduced by the maximum provision prior to 2002, according to RRB estimates.

The RRB said that in 2001, the average monthly employee benefit reduction under the maximum provision was \$164, and the average spouse reduction was \$78.

The removal of any benefit reductions applied to affected annuitants should be completed by this month (June 2002), the board said. Such annuitants should have received accrual payments in late May 2002 retroactive to January, and should receive increased regular monthly payments reflecting their new rates beginning with the monthly payment due on June 1, 2002.

The address and phone number of the Railroad Retirement Board office serving an area can be obtained by calling the automated toll-free RRB Help Line at 1-800-808-0772.

## Soc. Sec. widows’ benefit measure okayed by House

WASHINGTON, D.C. – Social Security benefits would be boosted for about 120,000 widows and divorced women under a measure passed unanimously last month by the House of Representatives.

The bill, which must pass muster with the Senate, would cost the retirement system an estimated \$4 billion over a decade, and would raise the benefit limit for widows whose spouses retire and die before they reach full retirement age.

Provisions would also update eligibility requirements for disabled widows, and would repeal the two-year waiting period to receive benefits that applies to divorced women who remarry.

Changes in Social Security law generally affect the Tier I portion of Railroad Retirement benefits, but it remained unclear as this issue reached deadline how the measure would affect rail retirees.

“There is more we need to do for women, and we will,” said Cong. E. Clay Shaw (R-Fla.), chairman of the House Ways and Means subcommittee on Social Security. Shaw said the measure

represents a first step in advance of a more comprehensive overhaul of Social Security that improves benefits for a limited but particularly vulnerable part of the senior population.

Women tend to live longer and earn less than men, and those who work outside the home frequently take time away from the work force to care for children. Four in 10 depend on Social Security for their retirement income; the poverty rate among widows was 15% in 2000, compared with 8.5% for all elderly recipients, according to government statistics.

Despite the lopsided vote, House Democrats said millions more women should be helped, accusing Republicans of using the bill for political cover on an issue central to this year’s congressional elections.

Cong. Robert Matsui (D-Cal.) said Republicans refused to permit Democrats to offer a broader version providing a “widow’s guarantee” that a spouse would receive 75% of a couple’s combined benefits instead of as little as 50% when one died. That would affect 4.7 million widows and widowers, he said, including one million living in poverty.

## Annual PRR/NYC reunion plans noted

Retiree Program member **R. L. Brown** of Local 1518, Indianapolis, Ind., has made arrangements for the 23rd annual Pennsylvania Railroad Reunion.

The event will be held Tuesday, July 9, 2002, at the Columbus, Ind., Holiday Inn on State Road 46 West, with July 5 as the cut-off date to make arrangements to attend.

“There will be a table for old pictures or other things you might want to display,” said Brown, who promises door prizes, entertainment, and timeless fun. A fee of \$12 per person covers the 11 a.m. luncheon and must be paid in advance.

For more information, call Brown at (812) 376-8273, or write to him at 3170 Flintwood Dr., Columbus, IN 47203.

## Breakfast planned for B&LE retirees

Retired employees of the Bessemer & Lake Erie Railroad are invited to a breakfast get-together on July 9, according to Retiree Program member **Franklin Horam** of Local 596, Albion, Pa.

Brother Horam, formerly secretary and treasurer of the local, said retirees will be meeting at 8:30 a.m. at the Garden Gate Restaurant just west of Butler on Route 422.

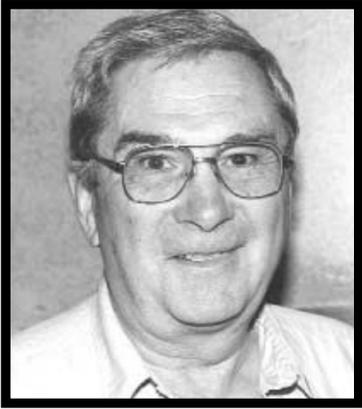
For more information, call Vic Brown at (724) 287-0356, or contact Horam by writing to him at 778 E. Cornell Rd., Mercer, PA 16137-4710, or by calling (724) 662-5385.

## 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
4	Gray, Lloyd M.	Escuminac, P.Q.	769	Boleyn, Charles E.	Bythewood, S.C.	1388	Faulkner, James P.	Arnold, Mo.
6	Simon, Jr., Earl J.	Fillmore, Ind.	800	Moen, John L.	Lanoka Harbor, N.J.	1388	Wilson, Lowell W.	Manchester, Mo.
221	Sengel, Robert L.	N. Little Rock, Ark.	915	Salmons, Virgil M.	Hamlin, W. Va.	1445	Huber, Dennis J.	Jim Thorpe, Pa.
240	Schere, John W.	Yucaipa, Cal.	982	Slater, Alvin G.	Hallstead, Pa.	1445	Stamets, B.C.	Hampton, N.J.
419	Behl, Theodore J.	Audubon, N.J.	1007	Hobb, Jr., Philip	Minoa, N.Y.	1524	Grasty, Arno L.	Houston, Tex.
440	Earick, Earl M.	Bellefontaine, Ohio	1011	Vick, Wilton B.	Sanford, N.C.	1557	Swain, Charles A.	Bolivar, Tenn.
440	Mattingly, Robert A.	Fairfield, Ohio	1038	Dimick, William L.	Waco, Tex.	1570	Neeley, Robert J.	Sacramento, Cal.
445	Mount, James E.	Sparland, Ill.	1179	Westover, Cecil D.	Barwick, Ont.	1597	Rydberg, Carl B.	New Carlisle, Ind.
469	Stout, Donald A.	St. Louis, Mo.	1201	Meinig, John R.	Stockton, Cal.	1601	Stidham, James E.	Mt. Carmel, Tenn.
471	Wilson, Irvin G.	Eugene, Ore.	1227	Rhorer, Austin L.	Wichita, Kan.	1614	Stehley, Clarence R.	Hayfield, Minn.
565	Parker, Eugene L.	Collinsville, Ill.	1316	Combs, Wathen E.	Combs, Ky.	1628	Javorsky, Frank S.	West Mifflin, Pa.
602	Young, Marvin A.	Selinsgrove, Pa.	1361	Harrington, James H.	Stamford, Conn.	1823	Keilty, James L.	St. Louis, Mo.
645	Bell, Edward W.	Etobicoke, Ont.	1366	Reese, Ralph J.	Salt Lake City, Utah	1846	Monarch, Norman L.	Hesperia, Cal.
693	Schering, Dean R.	N. Canton, Ohio	1374	Leck, Robert H.	McKees Rocks, Pa.	1882	Dejarlais, Donald V.	Rogers, Maine
730	Jones, John E.	Anaconda, Mont.	1378	Walker, Lester M.	Delmar, Del.	1963	Johnson, Joy L.	Dayton, Ohio

# Voices: How should the nation address its energy needs?



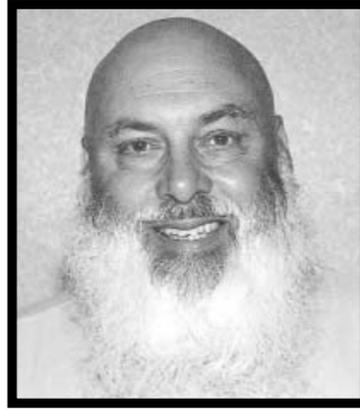
**Don Richardson**  
L-1674, Los Angeles, Cal.

"Here in California, we've gone through a lot of bad experiences with energy problems. We made a very big mistake in letting the energy companies talk us into deregulation. We went way too far with deregulation in this state, and possibly in the nation, and we've paid the price for it. We let the fox loose in the henhouse. But because the Enron meltdown exposed a lot of wrongdoing, we may be able to recover some of what was stolen from us. We should strongly consider re-regulating these companies and power utilities. We're driving our corporations to be unethical to survive, and they've lost all sense of morality. It seems that we need to turn that around."



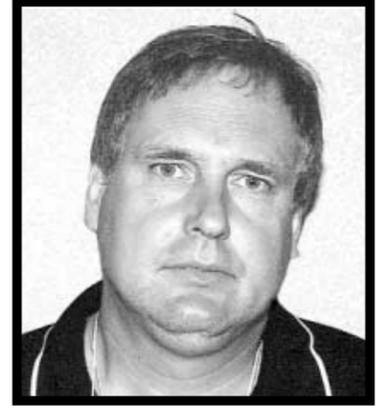
**Chester Burkey**  
L-2, Toledo, Ohio

"We need clean, renewable, non-polluting sources of power. In all sincerity, if we keep polluting the way we are, there won't be a world in 100 years. We've got to get off the oil standard for numerous reasons. We shouldn't be drilling in our national parks, and we shouldn't be reliant on foreign sources of oil. I think the best course would involve development of the hydrogen engine. Next, we have to eliminate today's means of generating atomic power and develop breeder reactors instead. But another way to look at the question is more efficient use of the energy we have. We should rely more on public transport, and design our cities to take advantage of public transport."



**Kent Nelson**  
L-1780, Kansas City, Mo.

"I think we're somewhat holding ourselves hostage to overseas interests as far as oil is concerned. It makes me uncomfortable about our future. I lean toward development of alternate energy sources, such as wind power and solar power. We've also got a lot of coal in this country. The downside is the pollution it creates, but we're a resourceful country, and I think we can use coal more efficiently and cleanly. I would lean toward coal, not just because railroads ship it and rely on it for business, but it gives us an alternative to oil. The problem is that it's not in the best interests of powerful companies to go in different directions for our energy needs."



**Jerry Ott**  
L-911, Minneapolis, Minn.

"I think we can address our energy needs through technology. We have a lot of alternatives and don't need to stick with petroleum. We need to get away from oil and develop alternate sources, such as hydrogen, and use grains for ethanol fuel. Maybe we need to move toward more use of mass transit and build central hubs. It will take a joint effort between government, business and people themselves to make it work. The technology behind scrubbers makes coal attractive. We can also make a difference without changing our lifestyles by using more energy-efficient appliances. And, whatever happened to the ideas of the 1970s, when we drove smaller, more fuel-efficient cars and trucks?"

## TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
<b>PLATINUM CLUB (\$1,200 OR MORE PER YEAR)</b>					
Harrington, Patrick J.	577	Northlake, Ill.	Joyce, David P.	500	Grand Junction, Colo.
Warshauer, Michael J.	1245	Atlanta, Ga.	Morrison, Scott L.	500	Grand Junction, Colo.
Smullen, John P.	1882	Minneapolis, Minn.	*Gonzales, Vincent	544	Havre, Mont.
Sands, Scott C.	N/A	Glenview, Ill.	Burchette, Stanley	577	Northlake, Ill.
<b>DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)</b>					
Huschka, Joseph L.	486	Glendive, Mont.	Coppes, Robert C.	577	Northlake, Ill.
*Carleton, Tommie B.	656	N. Little Rock, Ark.	Orlowski, Chad	582	Stevens Point, Wis.
<b>DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)</b>					
Briggs, Leonard A.	453	Clinton, Ill.	*Stanfield, Gehrett E.	586	Willard, Ohio
De la Garza, Joe	489	San Antonio, Tex.	*Beavers, Donald R.	656	N. Little Rock, Ark.
Dickerson, Michael L.	674	Augusta, Ga.	Keith, Robert W.	794	Wellington, Kans.
Hopson, Gary J.	1361	New Haven, Conn.	Puckett, Ronald A.	807	Tucson, Ariz.
<b>DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)</b>					
Strom, Martin A.	61	Philadelphia, Pa.	McSwain, Michael S.	823	Big Spring, Tex.
Magazin, William G.	166	Salt Lake City, Utah	Dondero, William B.	878	Greenville, Tex.
Mathiesen, William E.	166	Salt Lake City, Utah	Jones, Billy D.	878	Greenville, Tex.
Thompson, Michael D.	166	Salt Lake City, Utah	Smith, Michael Shane	878	Greenville, Tex.
Tuttle, Brian F.	166	Salt Lake City, Utah	Williams, Casey J.	878	Greenville, Tex.
Wheelwright, Roger C.	166	Salt Lake City, Utah	*Cote, Kenneth	891	Whitefish, Mont.
Ellis III, Ralph E.	489	San Antonio, Tex.	Greene, Greg L.	891	Whitefish, Mont.
Grier, Farris E.	489	San Antonio, Tex.	Hall, Brian C.	904	Evansville, Ind.
Myers, Bobby W.	489	San Antonio, Tex.	Espinosa, Edward	953	Victoria, Tex.
Simpson, Stephen M.	489	San Antonio, Tex.	Berry, William L.	996	Ste. Genevieve, Mo.
Strzelczyk, Robert	489	San Antonio, Tex.	*Yeargain, Thomas B.	1042	Oklahoma City, Okla.
Kelso, John T.	923	Dalhart, Tex.	Claxton, David L.	1081	Glendale, Ariz.
Andrade, Richard C.	1081	Glendale, Ariz.	Ellis, James M.	1081	Glendale, Ariz.
Welch Jr., Glenn D.	1092	Teague, Tex.	Girkin, James Martel	1081	Glendale, Ariz.
<b>DIAMOND CLUB (\$300 OR MORE PER YEAR)</b>					
Nowlin, Charles A.	349	Kansas City, Mo.	Laufer, Mark A.	1081	Glendale, Ariz.
McKinney, Mark R.	453	Clinton, Ill.	McClellan, Bruce S.	1081	Glendale, Ariz.
*Ewy, Harold L.	477	Newton, Kans.	Peifer, Jack M.	1081	Glendale, Ariz.
Armenta, Clifford	489	San Antonio, Tex.	Stewart, Oliver P.	1081	Glendale, Ariz.
Ogburn, Charles C.	489	San Antonio, Tex.	Thompson, David C.	1081	Glendale, Ariz.
Devencenty, Joe D.	500	Grand Junction, Colo.	Turley, Shawn M.	1081	Glendale, Ariz.
Krystkowiak, Bernard H.	891	Whitefish, Mont.	Volesky, Michael R.	1081	Glendale, Ariz.
Baslee, Arlie D.	1081	Glendale, Ariz.	Williams, Andrew T.	1081	Glendale, Ariz.
McDaniel, Mack M.	1081	Glendale, Ariz.	Williams, James D.	1081	Glendale, Ariz.
Walshall, Michael T.	1092	Teague, Tex.	Allee, Allen C.	1092	Teague, Tex.
Shacklette, Norbert J.	1823	St. Louis, Mo.	Angel, Aurelio D.	1092	Teague, Tex.
<b>GOLD CLUB (\$100 OR MORE PER YEAR)</b>					
Vanhorn, Gary L.	145	Columbus, Ohio	Bundy, Shawn S.	1092	Teague, Tex.
Rung, Kevin John	281	Milwaukee, Wis.	Clary Jr., Douglas Lynn	1092	Teague, Tex.
Kamm, Michael R.	305	Lincoln, Neb.	Cockerham, Gary D.	1092	Teague, Tex.
*Kalil, Paul L.	421	Conneaut, Ohio	Davis, Charles R.	1092	Teague, Tex.
Bryson, Thomas C.	489	San Antonio, Tex.	Ferguson, Lonnie W.	1092	Teague, Tex.
*Bishop, Jackie L.	490	Princeton, Ind.	Hall, Timothy W.	1092	Teague, Tex.
Dobson, James R.	490	Princeton, Ind.	Hearn, Brandon H.	1092	Teague, Tex.
Herbert, Thomas N.	498	Allentown, Pa.	Robinson, Charles M.	1092	Teague, Tex.
			Strader, Michael L.	1092	Teague, Tex.
			*Leonard, James A.	1129	Raleigh, N.C.
			*Hendricks, John J.	1375	Philadelphia, Pa.
			Holder, Roger D.	1501	Baton Rouge, La.
			Alvarez, Robert M.	1904	Houston, Tex.
			Golden, Maxine	R	Birmingham, Ala.
			UTU Aux. Lodge	663	Syracuse, N.Y.
			UTU Aux. Lodge	915	Chattanooga, Tenn.

\* = Retired Member

## Two groups of bus drivers turn back anti-labor efforts

Two groups of bus drivers who recently voted for UTU representation have defeated attempts to decertify the union.

School bus drivers employed by Laidlaw in Riverside, Cal., and tour and charter bus drivers employed by TransStar in Las Vegas, Nev., overwhelmingly defeated the decertification efforts.

An effort by the Teamsters to organize the Laidlaw drivers through backdoor tactics also was soundly defeated.

Neither group has been able to negotiate a contract with the employer, but those efforts are expected to increase in the wake of the decertification defeat.

"These members expressed an overwhelming support for the UTU by beating down attempts to decertify the union on those properties," according to Vice President Percy Palmer, director of the UTU's Bus Department.

The drivers in Riverside voted 126 in favor of the UTU and 30 to decertify. The Teamsters, who managed to get on the ballot as an "intervener," only received two votes.

The Las Vegas drivers voted by a more than two-to-one margin for the UTU.

"I would like to congratulate these drivers for their wise decision, and give special thanks to drivers' representatives Virginia Swanger in Riverside and Don Hardeman in Las Vegas," Palmer said.

Palmer also commended and thanked Laidlaw Transit General Chairperson Jim Harford for his organizing efforts in both of these decertification attempts, and alternate vice presidents Carolyn Scarsella and Robert Gonzales for representing the International in these difficult elections.

"The hard work and dedication of all these officers and members made the day for UTU once again," Palmer said.

**UTU News**

**9**

## Tentative deal

Continued from page 1

tant to the President, Yardmasters, Don Carver; Alternate Assistant to the President, Yardmasters, J.R. Cumby; CSXT General Chairperson Terry Reed; BNSF General Chairperson Dave Snyder and Norfolk Southern General Chairperson Delbert Strunk. Each of the negotiating team members has made clear his support for this agreement.

Following the May 23 briefing session, general chairpersons had 15 days in which to submit written questions regarding contract interpretation. The carriers then respond in writing and those questions and answers will also be provided

ed all affected members eligible to vote on the tentative agreement.

After receipt of the tentative contract and explanatory materials, UTU members eligible to vote will have 21 days in which to cast ballots. The process is expected to be completed by late July.

The contract negotiating team will make a detailed explanation of the contract and answer all questions at the UTU Regional Meeting in Reno, June 10-12, 2002. Members attending that meeting are encouraged to bring their spouses. The first day will include a full discussion on economic issues, including the contract, that affect UTU members and their families.

Wall Street analysts who obtained information on the tentative agreement from the carriers

called it "costly" to the railroads. "The carriers did not get as good a deal" as they did with the Brotherhood of Maintenance of Way Employees, Salomon Smith Barney analyst Scott Flower told *Traffic World* magazine. "The UTU was fighting more from a position of strength," said Morgan Stanley analyst Jim Valentine.

Boyd asked UTU members "not to make any determination of support until receiving the actual proposal, questions and answers and other pertinent explanatory information.

"Your ratification vote may well be the most important ballot you will ever cast as a member of the UTU and employee of a railroad," Boyd said. "I caution you to be very wary of anyone who is stating what this proposal may or may not contain."

## Amtrak rally

Continued from page 1

action, however, was a significant step in that direction, agreed members of Congress and their senior professional staff. The bill has broad bipartisan support, said the news media.

"What this bill—even at this stage—does more than anything else is to drive a silver spike through the heart of the Amtrak Reform Council proposal to privatize Amtrak," UTU International President Byron A. Boyd, Jr., said. "The railroad subcommittee made perfectly clear that it would not entertain such a proposal. The UTU has lobbied forcefully for that result and our victory validates why membership in our Transportation Political Education League is so essential to our current and future job security."

The House Railroad Subcommittee action

came the same day as the UTU spearheaded a passenger-rail rally on Capitol Hill at which House and Senate leaders, against a backdrop of a UTU banner and signs, told newspaper reporters, radio broadcasters and television cameras that they favored preserving and enhancing a national intercity rail passenger network.

With UTU National Legislative Director James Brunkenhoefer sandwiched between them, Subcommittee Chairman Jack Quinn (R-N.Y.) and Tennessee's Bob Clement, the subcommittee's ranking Democrat, credited the UTU with providing well-researched and thoughtful advice to the lawmakers.

President Boyd provided the subcommittee with written testimony in February, personally testified at the subcommittee's invitation in March and subsequently responded to follow-up questions from the subcommittee and its parent Transportation and Infrastructure Committee.

"This bill represents the beginning of a new era of passenger rail in this country because it recognizes the simple fact that it takes real money to provide real service," said Clement.

"This bill is not a perfect one," Boyd said following the subcommittee vote, "but it is substantially improved from earlier versions thanks to efforts by UTU General Counsel Clint Miller, who worked with subcommittee staff to eliminate several troublesome provisions. Most of the bad language has been removed and replaced by improved language," Boyd said.

One example was shifting oversight of Amtrak spending from the White House Office of Management and Budget, a perennial foe of any rail-passenger spending, to the DOT inspector general and General Accounting Office.

Numerous UTU state legislative officers participated in the rally and drew the attention of Congressmen Quinn and Clement.



Supporters of a strong national rail passenger system, including many UTU members and officials, recently rallied in the shadow of the Capitol Building in Washington, D.C., to urge Congress to maintain and improve Amtrak. On hand were House Subcommittee on Railroads Chairperson Cong. Jack Quinn (R-N.Y.) and ranking Democrat, Cong. Bob Clement (D-Tenn.).



From the left, Cong. Bob Clement (D-Tenn.); Virginia State Director Richard Jeskey; New Jersey State Board Chairperson Gary Weaver; New York State Director Sam Nasca; District of Columbia State Director Steve Fritter; Cong. Jack Quinn (R-N.Y.); Pennsylvania State Director Don Dunlevy; Massachusetts and Rhode Island State Director George Casey; Montana State Director Fran Marceau, and Delaware State Director Nelson Seoney.

## BLE loses again

Continued from page 1

amended to require a form of arbitration more to the BLE's liking.

The UTU opposed that motion, pointing out that the court has no jurisdiction over procedural aspects of an arbitration until after a merits award is issued.

The court agreed and denied the BLE's motion, giving the BLE its second loss in its attempt to grab the remote control work for its own members.

In other news, the BLE filed suit last month seeking to stop the Union Pacific Railroad from installing remote controls on locomotives

that the union says might eliminate some of their jobs.

The suit, filed in U.S. District Court in Denver, claims Union Pacific did not consult the BLE before starting to install computers on trains with a remote-control device that would be operated by an employee outside of the train.

"It's mainly used in the train yards, but the equipment has been installed across the country," BLE spokesman Michael Young told the press. "We know technology will move along fast and we don't want to be left out of the process."

The railroad plans to install the equipment in 21 terminals and 40 satellite locations during the next two years, he was quoted as saying.

The suit claims several accidents have occurred since the equipment was installed, and that the

equipment was never inspected by the Department of Transportation or the Federal Railroad Administration, as required by law.

The BLE also is continuing merger or affiliation discussions with the International Brotherhood of Teamsters (IBT).

Among issues discussed in April, said the BLE, was a monthly membership fee per BLE member that the BLE International would pay to the Teamsters.

"The meetings went very well and we are optimistic that the terms and conditions for a merger or affiliation of the BLE and the IBT will be worked out to the satisfaction of our members, who will have the final say on this issue," BLE International President Don M. Hahs said.

# Register now for the Regional Meetings!

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

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

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

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

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of \$175.

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

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

## Auxiliary fun

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

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

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

## Golf outings set

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

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

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

Online registration available at [www.utu.org](http://www.utu.org). Click on

### June 10-12, 2002, Reno, Nev.

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

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

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

Room reservation deadline: **HAS PASSED**

Parking: free

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

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

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

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

Room reservation deadline: June 27, 2002

Parking: hourly rate; \$26/day maximum

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

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

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

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

Room reservation deadline: July 13, 2002

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

## UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to each pre-registered attendee. Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Registration fees are \$125 per person; children 11 years of age and under are complimentary. On-site registration will be \$175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 10 days prior to the start of the Regional Meeting.

### Which Regional Meeting will you be attending?

Reno  Washington, D.C.  New Orleans

### Member Registration

Name \_\_\_\_\_ Local \_\_\_\_\_ Title (if any) \_\_\_\_\_

Street address \_\_\_\_\_ E-mail \_\_\_\_\_

City/State/ZIP \_\_\_\_\_ Daytime phone number ( ) \_\_\_\_\_

**Spouse Registration**  Reno  Washington, D.C.  New Orleans

Spouse name \_\_\_\_\_ Title (if any) \_\_\_\_\_

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

**Child Registration**  Reno  Washington, D.C.  New Orleans

Child name \_\_\_\_\_ Age \_\_\_\_\_ Child name \_\_\_\_\_ Age \_\_\_\_\_

Child name \_\_\_\_\_ Age \_\_\_\_\_ Child name \_\_\_\_\_ Age \_\_\_\_\_

**Guest Registration**  Reno  Washington, D.C.  New Orleans

Guest Name \_\_\_\_\_ Relationship to Member \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

**Golf Registration**  Reno  Washington, D.C.  New Orleans

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_

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

### Payment Options

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

Credit Card (please indicate type)  VISA  MasterCard

Card number \_\_\_\_\_ Expiration date \_\_\_\_\_ Total charged \$ \_\_\_\_\_

Signature \_\_\_\_\_

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

11

# This month's winning photo:

This month's winning photograph was taken by **Wallace Guerra** of Local 110 at Laredo, Tex. Guerra is a locomotive engineer on the Texas-Mexican Railway. This photo of a BN locomotive consist surrounded by spring-blooming Prickly Pear cacti was taken at MP 9 near Laredo.

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

Exceptional photographs will be included on the new UTU website.

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

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

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



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

All photographs submitted become

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



JUNE 2002

ISSN 0098-5937

Published monthly by the UNITED TRANSPORTATION UNION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • Byron A. Boyd, Jr., International President; Daniel E. Johnson, General Secretary/Treasurer • This publication available on microfilm from UMI, 300 N. Zeeb Road, Ann Arbor, MI 48106 • **POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.**

Periodicals Postage

PAID at Cleveland, Ohio,  
and additional  
mailing offices



Please recycle

06/02



## 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 non-public 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 non-public 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 non-public 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 non-public personal information with affiliated or non-affiliated 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 non-public 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 non-public personal information. This privacy policy applies even if you no longer have policies or a relationship with us.