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The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“Contrary to statements coming from other organizations, remote control operations can and will produce new work opportunities for our members.”

UTU Alternate Vice President and UP General Chairperson John Babler

News & Notes

Ratification vote by craft

CLEVELAND, Ohio – Following is how each UTU craft voted in ratifying the national agreement with most major railroads. The votes were certified by the American Arbitration Association:

| Craft | Total | For | Against |
|------------------|--------|--------------|-------------|
| Engineer | 80 | 65 (81%) | 15 (19%) |
| Firemen/Hostler* | 2,200 | 1,509 (69%) | 691 (31%) |
| Conductor | 9,399 | 7,020 (75%) | 2,379 (25%) |
| Brakemen | 1,557 | 1,224 (79%) | 333 (21%) |
| Yardmen | 4,192 | 3,309 (79%) | 883 (21%) |
| Yardmasters | 495 | 398 (80%) | 97 (20%) |
| Total | 17,923 | 13,525 (76%) | 4,398 (24%) |

*Consistent with the voting requirements of the UTU Constitution that a UTU member working as an engineer under a BLE agreement would vote as a fireman on any agreement involving firemen, those members voting as engineers on properties where the UTU does not hold the agreement jurisdiction are included with the fireman craft vote.

Vibration hits rail workers

NEW YORK CITY – A study published in the July/August issue of the AIHA Journal indicates U.S. rail engineers are significantly exposed to whole body vibration at work, regardless of the age of their locomotives. An occupational clinic's report of back injuries prevalent among rail engineers prompted the research, which was conducted jointly by the Mt. Sinai School of Medicine (Albany, New York) and a German team. They note that back problems among locomotive engineers were reported many years ago, yet there has been no major study of the problem. Long-term exposure to whole body vibration is generally associated with low-back pain and back disorders.

Elections in locals set for November

In accordance with the UTU Constitution, elections for certain positions as designated in Article 57, lines 1-4 and 11-12, will be held during the month of November 2002. This election notice is to advise that nominations for local officers (president, vice president, secretary/treasurer, three-member board of trustees), local committee(s) of adjustment (chairperson, one or more vice chairpersons and secretary), delegate and alternate delegate, will be accepted at all October 2002 local meetings. Nominations may be filed by petition signed by at least five (5) eligible voters in the local, or may be made from the floor at the October 2002 meeting. Elections will be conducted by mail ballot or at the local's November 2002 meeting, dependent upon local bylaws or procedures.

UTU signs remote control pact on UP; union jobs saved

CHICAGO – Include Alternate Vice President and Union Pacific (UP) General Chairperson John Babler among UTU officers who neither promoted nor wanted remote control locomotives, but recognized that new technology cannot be stopped.



Babler

Now celebrate Babler for proving that UTU's bold vision to accept ownership, control and operation of remote control technology will prevent railroads from contracting out the work. In fact, Babler has negotiated a new remote control technology agreement with the UP that will create more than two dozen UTU jobs at a new UP intermodal terminal near Chicago.

Five years ago, when UP began planning a massive new Global III intermodal terminal at Rochelle, Ill., some 50 miles from Chicago, the carrier intended to subcontract the road switching work to a non-union shortline, as it may do for a new facility. UP designed the new terminal, which will handle some 750,000 container and trailer lifts annually, around remote control yard operations.

After UP and other carriers signed a letter of intent last year offering remote control work to the UTU, Babler recognized an opportunity and

began negotiating with UP to give the work to the UTU rather than a non-union shortline. UTU's ratification of the new contract sealed the deal.

“We didn't give any wage concessions to get the work,” said Babler. “There is no race to the bottom in this agreement. In fact, the new jobs will pay around \$235 a day just for showing up. There are no rules concessions and we won scheduled days off, protected by a guaranteed extra board,” Babler said. Jobs shall be advertised and awarded to the senior Eastern 1 seniority district applicants. Successful applicants will be trained on remote control and assigned, pending certification.

The UTU remote control agreement “gave us the competitive edge over a non-union shortline,” Babler said. Three new jobs were created in early September, a total of 10 new jobs should be created for UTU members at Rochelle by next month and the number should grow to 25 new positions within three years, he said. “Contrary to statements coming from other organizations, remote control operations can and will produce new work opportunities for our members.”

“John Babler has shown what real leadership is about,” said International President Byron A. Boyd, Jr. “He has taken new technology and made it an ally of the members he represents. He has protected and created new jobs. I salute him for a job well done.”

UTU called tops in transport labor

NEW ORLEANS – The United Transportation Union “is the most effective labor union in North America,” said UTU International President Byron A. Boyd Jr., “because of responsible, dedicated and efficient officers at the local, regional and national level who perform on your behalf with enthusiasm and great skill.” Boyd made this observation to some 1,300 UTU members here attending the third of three 2002 regional meetings. (See photos, pages 6 and 7)

Boyd praised the UTU rail-contract negotiating team's efforts in “gaining an agreement that delivers wage increases, unprecedented job security and control over our future. This agreement puts us – and not somebody else – in charge of our destiny. The overwhelming favorable vote within each craft is testament to their dedication

Continued on page 10

UTU member crushed to death

CLEVELAND, Ohio – H. Michael Loew, 53, a member of United Transportation Union Local 1661 in Cleveland, Ohio, and a rail worker on the former River Terminal Railway, lost his life in the early morning hours of August 8 when he was crushed between a rail car and a close-clearance point.

Previously an Erie Lackawanna/Conrail employee for nearly 30 years, Brother Loew served as local chairperson and legislative representative of UTU Local 155 in Youngstown, Ohio, for many years, according to retired member Norm Fifolt of Local 1661.

Loew began his rail career as a fireman helper on the Erie Lackawanna and joined the UTU in June 1972. He was a Vietnam veteran who served two tours of duty as a tank commander. He was

Continued on page 10

Around the UTU

News from around the U.S. and Canada

Local 27, Cleveland, Ohio

Former River Terminal employees will be gathering for a dinner on October 12, said Local Chairperson and President **Dennis Schuler**. To attend, call Schuler at (440) 353-0927 or **Gary Beres** at (216) 661-8655.

Local 48, Norfolk, Va.

Members working for Norfolk Southern recently honored **W. J. Cannon**, who retired July 1 after 39 years and four months of service, with a plaque for his years of service and membership, said Local Chairperson **Tom Adams**.

Local 298, Garrett, Ind.

About 100 members and their families attended the local's picnic on August 8 at Fun Spot Park in Angola, Ind., said Secretary **Rick Mitchener**, who thanked UTU Designated Legal Counsel **Harrington, Thompson, Acker & Harrington** for their support. Mitchener also thanked UTU Auxiliary International President **Edythe Walter** for attending and getting the local's new Auxiliary unit off to a rousing start.

Local 313, Grand Rapids, Mich.

The local's Auxiliary unit held its first family picnic in July with the assistance of UTU Designated Legal Counsel **Hoey, Farina & Downes**. The event featured food, face painting and plenty of fun for the children, said **Molly Ferguson**.

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

Local Chairperson **Bob Goldsbary** and members employed by CSXT wish a well-deserved retirement to conductor **John Dougherty**, who retired August 1 after 42 years of service. "He is a hell of a guy and I learned a lot from him over the years," Goldsbary said.

Local 473, La Grande, Ore.

Oregon State Legislative Director and Local Legislative Representative **Delmer Hanson** was honored by the Community of Island City as their 2002 Citizen of the Year, said Secretary/Treasurer **Larry J. Romine**. Council members presented Hanson with a plaque in the shape of the state and praised his efforts for rail safety, the United Way and numerous community projects, and his role as a torch bearer for the Olympics.

Local 502, Moose Jaw, Sask.

Members are mourning the loss of 82-year-old **Charles Chisholm "Chick" Cave**, who passed away August 2. Brother Cave, an organizer and founding member of the UTU, began his career on the Canadian Pacific as an engine wiper, then became a fireman and joined Brotherhood of Locomotive Firemen and Enginemen Lodge 521 in October 1939. He also served as a Saskatchewan Federation of Labour vice president and was named a Labour Relations Board employee representative, a position he held for 20 years. He is survived by his wife, a daughter, a son, four grandchildren and two great-grandchildren.

Local 577, Northlake, Ill.

Alternate Legislative Representative **Stanley Burchette**, working with Legislative Representative **Mike Sheridan**, said he is leading a drive to increase the average TPEL donation per member per month at this 279-member Union Pacific local. The two will be distributing TPEL literature and other items at rail yards and crew change points throughout the area to inform members of the importance of TPEL. For information, contact Burchette at (773) 802-7208 or at burchette01@aol.com.

Candidate harbors high hopes for Nov. 5



Washington

Metra conductor **Eddie Washington** puts his money where his mouth is, and UTU's Illinois State Legislative Director **Joe C. Szabo** couldn't be happier.

Brother Washington, a member of Local 1258 in Elgin, Ill., is the Democratic candidate in the 60th Illinois House District. Because it's a newly created district where some 70% of the voters are estimated to be Democrats, both Washington and Szabo expect to celebrate a victory in the wake of the November 5 election.

"We need guys to be more active, in the union and outside the union," said Washington, who recently received the UTU's endorsement, as well as the endorsements of the Illinois AFL-CIO, the American Federation of State, County and Municipal Employees, and a number of other labor organizations.

"I'm excited about seeing one of our own in the state legislature," Szabo said.

Washington is no stranger to elective positions. "I've been very active with the Democratic Party for years," Washington said. "I was director of the Urban League in Lake County, I'm a past Democratic chairman in Waukegan, and currently I'm a trustee for the North Shore Sanitation District. I won a three-way primary last March 19, and I face a Republican challenger in November."

Married and the father of seven children, Washington is running a family-oriented campaign. "Everyone in the family is excited and has been knocking on doors with me, helping me campaign," he said. "People know my credibility, and it all came together."

Describing himself as "a stand-up type guy, a go-get-'em guy," Washington has shown himself to be a fighter on more than one occasion. "I started working for Metra in 1995, training as a conductor," he said. "I was accused of stealing. In fact, we have 18 employees who were accused on Metra. I had excellent representation from the union, but it couldn't override a company with a pattern of power abuse. I fought them tooth and nail, and was returned to the job by arbitration."

If elected, Washington vows to remember his union. "I hope to help strengthen the UTU and help it attain its goals and objectives," he said. "We need to strengthen rank-and-file labor. I can help do that by becoming a member of the state labor committee."

Also at the top of Washington's agenda is education and economic development. "Particularly in my district, these are important issues. I'm running for office so we can have things more fair and equitable for everyone."

Local 600, Cumberland, Md.

Local President **Jeff Foreman** chaperoned three Little League teams and their coaches on a local-sponsored bus trip in June to a major league baseball game, where they saw the Baltimore Orioles play the Philadelphia Phillies. The game was designated "Union Night @ Camden Yards" by team owner Peter Angelos, a supporter of labor, who offered tickets to unions for just \$5 per seat.

Local 807, Tucson, Ariz.

Members are mourning the loss of 55-year-old conductor **Daniel Howard Harris**, who passed away August 15. A vice local chairperson for trainmen, a trustee and a peer support volunteer, Brother Harris will be missed for his friendship, humor and dedication, said Secretary **Dan Hicks**.

Local 931, Greenville, S.C.

Norfolk Southern engineer, Local Chairperson and Legislative Representative **Thomas L. Allen** succumbed to pancreatic cancer July 26, said State Legislative Director **Jack Ramsey**. Allen also served as South Carolina Legislative Board secretary. He is survived by his wife, **Deborah**, sons **Lee, Steve** and **Joe** and daughter **Jessica**.

Local 934, Alliance, Neb.

Nebraska State Legislative Director **Ray Lineweber** and UTUIA Field Supervisor **Dan McElley** were among some 240 persons who attended a picnic marking the local's 100th birthday, according to Local Chairperson **R.V. Lloyd**. The local's "Hard Struggle Lodge" charter was issued October 30, 1902, and its Order of Railway Conductors and Brakemen charter was issued January 1, 1903. Upon unification in 1969, the lodge became Locals 934 and 962, Lloyd said.

Local 982, Syracuse, N.Y.

On August 23, New York Gov. **George Pataki** opened the state fair and dedicated a memorial with an eternal flame in remembrance of the victims of the Sept. 11, 2001, terrorist attack. The memorial includes a steel beam bearing the names and logos of organizations that participated in the remembrance, including Local 982, said Local Chairperson **Dave Murphy**.

Local 1293, Altoona, Wisc.

Active and retired Union Pacific workers and their families are invited to the annual picnic, to be held September 8 from 11:30 a.m. to 3 p.m. at Lake Altoona County Park. Food, beverages and game prizes will be supplied. For more information, contact **Al Fohrman** at (715) 834-9729.

Local 1390, Trenton, N.J.

Local President **George Bishop** has returned to work following surgery to remove bladder cancer, said Secretary and Treasurer **Gregg Weaver**. All of Bishop's fellow Conrail employees wish him a continued and speedy recovery.

Local 1526, Michigan City, Ind.

The local is sponsoring a golf tournament for charity at the Michigan City Municipal Golf Course (North) at 4000 E. Michigan Blvd., on Sunday, September 22, at 9:30 a.m. For information, call Local Chairperson **Tony Wojasinski** at (219) 877-9215.

Local 1558, Bergenfield, N.J.

Member **Dan Paladino** recently retired after 37 years of service with Rockland Coaches, now a division of Coach USA, said Secretary and Treasurer **Michael Byrne**. "We will all miss his sense of humor, and we wish him well," Byrne said.

UTU Auxiliary Lodge 835

Members of the Valley Heat Lodge recently adopted Operation Lifesaver as their project for the year, said Lodge President **Darlene Wells**. The lodge, now holding a membership drive, plans to stage fundraisers in the near future. For information, contact Wells at (559) 747-2702, send e-mail to president@valleyheat835.org, or visit their website at <http://www.valleyheat835.org>.

State Watch *News from UTU State Legislative Boards*

Maryland

Members of the Maryland State Legislative Board recently met with 2nd Congressional District Candidate C.A. "Dutch" Ruppertsberger (D) and endorsed him in the 2002 primary and general elections, Legislative Director **Larry Kasecamp** reports.

"Mr. Ruppertsberger has a keen knowledge of the transportation needs of the state, especially the Baltimore area, and is a big supporter of commuter service, passenger rail and bus service for the state. We are looking forward to working with Dutch in Congress," Kasecamp said.

Maryland congressional races are being closely monitored by political pundits around the nation as the Democrat Party has a good chance of picking up two House seats there in the upcoming election. The other race being closely watched involves UTU-endorsed candidate Mark Shriver in District 8.

Washington

Legislative Director **Tom Retterath** reports that the state has approved a new section under its "rules for private rail yards and plants" that requires shippers and other industries to construct and maintain walkways for employee safety. The rules go into effect this month.

"These rules will compliment the railroad walkway rules which were passed several years ago. Shippers will have two years to bring their walkways up to standard," Retterath said. The UTU's legislative board participated in the hearing process and its testimony was entered into the final rule.

Colorado

State senator and candidate for Lt. Governor Bill Thiebaut, a proud union member and special friend of the UTU in Colorado, was made an honorary member of UTU Local 204 at Pueblo at a retirement party held for Local Treasurer **Ray Cid** (L-49) and former Assistant Legislative Director **Pete Mayo** (L-204), reported Legislative Director **Rick Johnson**. Both retirees were presented UTU brass lanterns, plaques and UTU jackets for their service to the union.

New York

The New York Senate and Assembly have passed A 11680 and S 7602, the New York State

Tri-State Boosters



At a meeting of its representatives at the Washington, D.C., Regional Meeting, the Tri-State Boosters Association and the Tri-State Scholarship Fund were combined to form the Tri-State Boosters Scholarship Fund, reported newly elected Chairperson Richard Jeskey. The fund will now be governed by an executive board and the bylaws of the Boosters were amended to accommodate the changing needs of the organization. Pictured above, from left, are the new members of the board: Vice Chairperson Jack Ramsey, Treasurer Glenn Lamm, Secretary Gail Lamm, Members Dickie and Janie Westbrook, and Chairperson Richard Jeskey. Jeskey reported that the 2002 scholarship fund winners were Jeremy Baldwin, son of UTU member Dwain Baldwin (L-363), and Michelle Poindexter, daughter of UTU member Mike Poindexter (L-854). The Tri-State Boosters Scholarship Fund serves the children and grandchildren of UTU members in Virginia, North Carolina and South Carolina. The board would also like to recognize the efforts of Margaret Hunter, who served as treasurer of the scholarship fund for 19 years. "In her tenure, she not only presented the checks to these children but also fostered them through college as if they were her kids," Jeskey said.

Rail Infrastructure Investment Act of 2002, which amends the real property tax laws in relation to railroads real property tax assessments, reported Legislative Director **Sam Nasca**.

The legislation reduces the railroads' real property tax assessments in equal steps over eight years, compensates localities for the loss of reduced real property assessments and exempts railroads from any increases in assessments for improvements, expansions or other new projects for a 10-year period.

"We have been working on this legislation for a number of years and have finally gotten all involved parties together," Nasca said. "This will now encourage rail improvements throughout the state that have been held for action on this bill."

Endorsements

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

Maryland

House of Representatives

| | |
|-----------|-------------------------|
| 1st Dist. | Ann Tamlyn (D) |
| 2d Dist. | C.A. Ruppertsberger (D) |
| 3d Dist. | Benjamin L. Cardin (D)* |
| 4th Dist. | Albert R. Wynn (D)* |
| 5th Dist. | Steny H. Hoyer (D)* |
| 6th Dist. | Donald M. DeArmon (D) |
| 7th Dist. | Elijah E. Cummings (D)* |
| 8th Dist. | Mark K. Shriver (D) |

Florida

House of Representatives

| | |
|------------|--------------------------|
| 1st Dist. | Jeff Miller (R)* |
| 2d Dist. | Allen Boyd (D)* |
| 3d Dist. | Corrine Brown (D)* |
| 4th Dist. | Ander Crenshaw (R)* |
| 5th Dist. | Karen Thurman (D)* |
| 6th Dist. | Cliff Stearns (R)* |
| 7th Dist. | John Mica (R)* |
| 8th Dist. | Ric Keller (R)* |
| 9th Dist. | Michael Bilirakis (R)* |
| 10th Dist. | Bill Young (R)* |
| 11th Dist. | Jim Davis (D)* |
| 12th Dist. | Adam Putnam (R)* |
| 13th Dist. | Katherine Harris (R) |
| 14th Dist. | Porter Goss (R)* |
| 15th Dist. | Dave Weldon (R)* |
| 16th Dist. | Mark Foley (R)* |
| 17th Dist. | Kendrick Meek (D) |
| 18th Dist. | Ileana Ros-Lehtinen (R)* |
| 19th Dist. | Robert Wexler (R)* |
| 20th Dist. | Peter Deutsch (D)* |
| 21st Dist. | Lincoln Diaz-Balart (R)* |
| 22d Dist. | E. Clay Shaw (R)* |
| 23d Dist. | Alcee Hastings (D)* |
| 24th Dist. | Tom Feeney (R) |
| 25th Dist. | Mario Diaz-Balart (R) |

South Dakota

| | |
|--------------------------|-----------------------|
| Governor | Jim Abbott (D) |
| Senate | Tim Johnson (D)* |
| House of Representatives | |
| AL | Stephanie Herseth (D) |

* = Incumbent

Bus Department

By Percy Palmer

Rights you enjoy earned by others

As employees of the bus industry you have rights on and off the job. These rights were not easily obtained and, therefore, they must be used and protected. Years ago employees were intimidated by the government, as well as their employers, about any concerted union activities.

Unions had to survive by forming lodges. Members used secret handshakes, passwords, had to take an oath and do an initiation ritual. Employees now have a right to form, join and participate in union activities of their own choosing. They also have a right to elect representatives of their own choosing to represent them in matters concerning wages, hours and other terms and conditions of employment.

It is still a struggle to survive as the same forces are still out there trying to eradicate unions. Companies still hire union busters, or so-called "labor consultants," to intimidate employees.

Most recently we saw legislation being introduced to keep Department of Homeland Security employees from unionizing. Also, in the State of Oregon, there is an initiative on the November ballot to restrict the use of payroll deductions of union dues for political purposes without the employee's annual authorization. This will place a special burden on the UTU to get our TPEL members to sign each year re-authorizing their voluntary contribution deduction from payroll. They currently have the right to stop such deductions anytime they wish. Why, then, should there be government intervention?

Remember: You have a right to vote so please do not hesitate to use it.



Yardmasters

By Don Carver

National contract really delivered

The UTU national contract has been signed, sealed and delivered.

This is the first successful membership ratification of a national contract in the history of the organization.

The National Negotiating Committee led by International President Byron A. Boyd, Jr., was able to achieve accord with the National Carriers' Conference Committee without the need to petition the National Mediation Board for the assistance of a mediator.

The interest-based bargaining process does indeed lead to successful conclusions.

The National Negotiating Committee found themselves at a future-altering crossroad with the issues of trip rates and remote control. They made all the right decisions and the membership approved.

Three issues important to yardmasters were resolved in this round of negotiations. They are turnover time, supplemental sickness monthly rate and vacation pay computed using the 1/52nd formula.

I am confident that historians will determine this contract to be the most important national contract that the UTU has negotiated, or will negotiate in the future.



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 at <http://www.utu.org>

John Locke: A big man with a great big heart

John Locke, the UTUIA volunteer of the year for 2002, is a big man, as you see from his photo on page 5. But it takes a big man to hold an enormous heart.

At a time that gloom, greed and other grave acts are invading institutions our society holds sacred, there has emerged a point of light named John Locke.

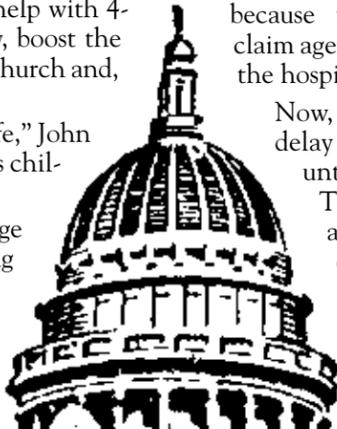
John asks not what his community or union can do for him, but rather what he can do for his community and for his union.

A working man's shift on the railroad is physically demanding, yet John each day – even before retirement – finds time to support the Special Olympics, coach school sports, participate in school career day, help with 4-H, lead a scout troop, share railroad history with his community, boost the elections of labor-friendly political candidates, be a deacon of his church and, of course, serve his United Transportation Union.

However does he do it? "One chapter at a time in the book of life," John said, defining his strength of character as the love flowing from his children and wife of 27 years.

"As we shout encouragement to youth, we also must encourage union brothers and sisters to help make this UTU better" by being positive and serving as officers and ambassadors, John said.

John also said he owes "a big thank you" to his UTU brothers and sisters. Some think it is John who is owed the big thank you, and we agree.



WASHINGTON WATCH

By James Brunkenhoefer

Voting is more than a right; it is an obligation

I have had the good fortune to travel the world. Many people would like to have our opportunity to participate in the democratic process and vote for leaders of their choice.



Unfortunately, many in our own country treat this cherished democratic opportunity too lightly. Voting is more than just a right – it's an obligation in a democratic society.

Do you recognize these names? James Chaney, age 21; Andrew Goodman, age 20; and Michael Schwerner, age 20? During the 1960s, these three brave young men were murdered simply for helping others in the U.S. register to vote!

Election Day is almost upon us. If you may be away from home Tuesday, November 5, you can obtain an absentee ballot. As most UTU members work irregular days and hours, and have no idea where they will be Election Day, you should contact your board of elections today to determine how you might obtain an absentee ballot in time to cast a ballot by mail.

Also include your family in the voting process. Encourage your spouse and relatives to vote. If you have children under 18, include them in discussions about candidates so that when they turn 18, they are eager to register and vote themselves.

There is a false impression that non-presidential election years such as this are not as important as years when a president is elected. But, on November 5, one-third of the Senate and the entire House of Representatives are up for re-election.

There also are many state and local candidates seeking

Deeds are the true measure

By Byron A. Boyd, Jr.
International President

Deeds, not words, are the true measure of organizations.

Railroads allege that the number of employee injuries is declining. Words they choose not to mention are that the number of rail-employee fatalities is rising. Thus, words we might add, in the form of a question, are: "If employee fatalities are rising, is it correct to believe that injuries are declining?"

Maybe not. And, that brings us to deeds. A railroad might be able to hide an injury, but it cannot hide a fatality. Now those are strong words that require illumination.

Harassment and intimidation of injured employees by railroads is a nasty secret we continue to uncover. Take the case of an Illinois Central operating employee. According to Federal Railroad Administration (FRA) investigators, who recommended the carrier be fined, our brother was forced to remain on railroad property for three hours after reporting a painful knee injury because the carrier wanted a claim agent to accompany him to the hospital.

Now, why would a railroad delay urgent medical care until a claim agent arrives?

The answer lies in another case, this one on Norfolk Southern (NS), in which an employee fractured a disc in a fall, causing severe pain.



Boyd

Although he turned in an accident report, he was told by a trainmaster he could be fired if the report were not destroyed. NS supervisors were under pressure to reduce injuries in hopes of winning a safety award. So our brother was coerced to destroy the accident report and accept "light" duty until the injury healed itself, which it did not. When he finally received appropriate medical attention, extensive spinal surgery was necessary.

Other documented cases reveal railroad supervisors entering emergency rooms and pressuring medical providers not to administer prescription drugs to injured employees – and pressuring the injured employee not to accept prescription drugs – because such treatment would require forwarding an injury report to the FRA. One supervisor entered an emergency room falsely claiming to be the employee's minister!

Federal regulations prohibit harassment and intimidation, and railroads have written policies against denying injured employees prompt and appropriate medical treatment. Yet the regulations and policies regularly are ignored in pursuit of safety awards.

Management and labor should be working together to reduce accidents rather than carriers trying to make the numbers look better than they are. Joint carrier/labor efforts will make the railroad environment truly safer, and that is how to make accidents and injuries decline. As my father often said, "Do the right thing and the rest will take care of itself."

election.

Congress confirms judges as well as members who sit in other positions with a direct impact on your job: the National Mediation Board, the Railroad Retirement Board, the Federal Railroad Administration and the Surface Transportation Board.

When you vote, you determine who will make decisions affecting your paycheck.

Democrats now have a one-vote majority in the Senate. It was that shift from Republican to Democratic control that permitted Railroad Retirement reform to be approved into law.

Republicans can take back control of the Senate this election. House control by Republicans also could shift to Democrats this election if only six new Democrats are elected.

Why did Republicans gain control of the House in 1994, when Newt Gingrich became speaker? Well, it was another non-presidential election year and voter turnout was very low.

The Federal Election Commission said only 67% of those eligible to vote even registered to vote; and, of those registered, only 58% actually cast ballots. Thus, only 38% of those who could have voted actually cast ballots.

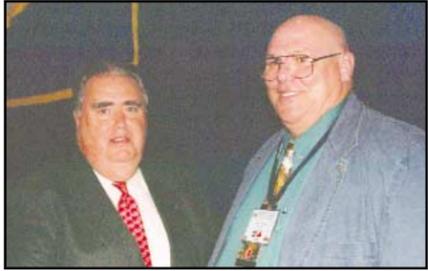
There is still plenty of time to register to vote and to obtain an absentee ballot if you think you will be away from home on Tuesday, November 5.

Voting this Election Day may be the most important thing you do the entire month of November.

John Locke named UTUIA volunteer of year

The United Transportation Union Insurance Association has awarded John T. "Sarge" Locke, a 30-year member of the UTU, its annual Volunteer of the Year Award for 2002.

Locke, a member of Local 770 at Heavener, Okla., who was nominated by three different individuals, was presented with an engraved plaque and a \$1,000 U.S. Savings Bond July 31 at the UTU's Washington, D.C., Regional Meeting.



International President Byron A. Boyd, Jr., and UTUIA Volunteer of the Year John Locke

In his nomination letter, Louisiana Legislative Board Secretary Fletcher Christian, wrote: "Sarge is a member of the Kiwanis, Poteau Quarterback Club, Poteau Dugout Club and Kansas City Southern Historical Society. He supports school programs such as 4-H, Future Farmers of America, sporting events, and attends school board meetings. He is a judge

for the Northwest District of Family, Career and Community Leaders of America in Springdale, Ark., for high school-age children on parliamentary

rules of order. Sarge helps with Special Olympics fundraisers in his area, working on track and field events. He discourages teenagers from drinking and driving by helping with after-graduation parties...

"He is a deacon in the First Christian Church and was on the building committee when the new church was built after the old one was destroyed by fire."

Local 770 member Joseph Stacy summed up Locke's ability to interact with others, writing: "John is a big man with a heart of gold. Standing well over six feet tall, he stands out in every crowd. His stature is not what makes him stand out, though. It is his strength, gentleness, knowledge and the way he works with people. On the railroad, in the community, or working for a cause, John is a leader."

Locke has held many UTU offices over the years including local chairperson, secretary/treasurer, delegate and vice general chairperson and continues to work tirelessly on behalf of UTU members. He is active in legislative matters and was recently asked to run for state representative of his district. Although he declined the nomination, he was deeply honored that so many people considered him a worthy candidate for the position.

Locke, a resident of Poteau, Okla., was hired by the Kansas City Southern Railway in 1973. He retired from active service on a disability in October 1999. He and his wife of 27 years, Vickie, have two children.

UTU, BNSF join forces to promote diversity

SILSBEE, Tex. – The UTU and Burlington Northern Santa Fe for the first time joined forces to address diversity in the workplace when four workshops were presented over a two-day period for the benefit of members of Local 1957 in Silsbee, Tex.

UTU Human Rights Director Ray Cunningham said the workshops, held August 6 and 7 in Silsbee, initially were arranged in response to a call from General Chairperson P.W. Tibbit (GO-393), who felt that members of Local 1957 would react positively to a visit with members of the UTU Human Rights Department.

Cunningham said he contacted BNSF Human Resources Director Terry Morgan, explained his plans for a workshop, and was pleased when the company responded enthusiastically to an invitation to participate.

"BNSF Gulf Division General Manager Dave Freeman showed his support by allowing on-duty switch crews to attend during their workday, and by compensating those who chose to attend on their own time," Cunningham said. "Mr. Freeman also addressed our members concerning the importance of, and the need for, diver-



Among those participating in the recent diversity workshops jointly hosted by the UTU and BNSF in Silsbee, Tex., were (from left) Local President K.M. Williams and Local Chairperson T.W. Hardy (both members of Local 1957, Silsbee, Tex.), General Chairperson P.W. Tibbit (GO-393), UTU Human Rights Director Ray Cunningham, and UTU Assistant Human Rights Coordinator Frank Hickman.

sity workshops."

Besides holding the workshops, the UTU and BNSF representatives visited the BNSF property to meet with members going on duty who didn't have the opportunity to attend one of the workshops, Cunningham said.

"Due to the success of this joint venture," Cunningham said, "it is the hope of General Chairperson Tibbit that the UTU and BNSF will come to a mutual approach on this shared vision."

Cunningham said the message delivered by the UTU and BNSF at the workshops was remarkably similar.

"Showing common courtesy and respect to each other can go a long way toward eliminating, or at least reducing, many of the diversity tensions that we face," said BNSF's Morgan. "Unfortunately, when diversity tensions continue and are not addressed, they may turn into issues of harassment or discrimination."

Cunningham said a summary of his message should sound familiar to most members. "I tell our members not to be afraid to speak out for what is right," Cunningham said. "I ask them to practice the Golden Rule and to respect one another, and remind them that it's everyone's responsibility to assist in eliminating inappropriate behavior in the workplace."

Arty Martin homers in baseball, unionism

It is funny how baseball imitates life. Successful teams and organizations thrive on teamwork, pride and execution. One reason for UTU's demonstrated success is a former catcher, Arty Martin, who almost came within bragging rights of a major league career and now is a UTU vice president.

Martin is a fourth-generation railroader. His great grandfather ran turn-of-the-century steam engines on the New York Central. His grandfather and father were Union Pacific (UP) carmen. His mother was a UP clerk in Pocatello, Idaho.

Railroading may have been in his blood, but Martin's tree-stump physique had baseball catcher written all over it.

As a seven-year-old batboy for the Pocatello minor league team, Martin got his first taste of professional baseball "listening to a slender, dark-haired foul-mouthed coach" and now Hall of Fame manager Tommy Lasorda.

At his first Little League tryout, the coaches said Martin was too short. Yankee manager Casey Stengel mistakenly said that of Hall-of-Famer Phil Rizzuto. Refusing to yield, Martin became the only eight-year-old on a team of mostly 10, 11 and 12 year olds.

The next season, Martin was the league's only nine-year-old all-star and led the league in homeruns. High school and American Legion baseball followed, with professional scouts trudging through late spring snows to see Martin hit.

The Philadelphia Phillies invited Martin to a tryout in Ogden, Utah, giving him just enough money for gasoline. "I spent nights in a sleeping bag in the outfield," said Martin. "All I wanted was to play baseball." The following year it was a Cleveland Indians tryout and another sleeping bag.

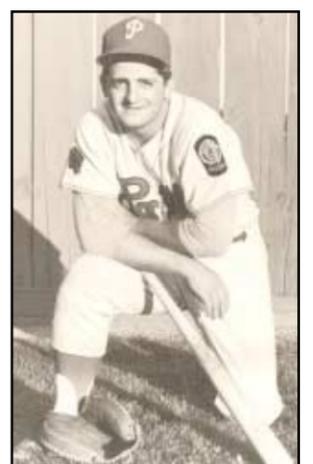
By age 19 in 1965, Martin was studying at Idaho State University and behind the plate during a short summer in the Alaskan League. He recalls "a skinny

outfielder" – Hall of Famer Dave Winfield.

A draft notice caused Martin to join the Air Force. Marriage and the birth of a son sealed his fate. It was time to settle down and earn a steady living on Union Pacific while completing requirements for his degree in business. Turning down a management job, he chose a fireman slot and affiliation with UTU predecessor the Brotherhood of Locomotive Firemen and Enginemen. As an engineer, Martin stayed with the UTU.

"The first and utmost thing in sports is team play," said Martin. "It applies as much on the job as in a union." A young UTU official named Byron A. Boyd, Jr., showed up one day in 1977 and the two got to talking. "Byron explained to me how important and rewarding it is to represent people and do the best for everyone," said Martin. Soon, Martin was elected vice local chairperson, where he applied what he calls "the most important lesson" taught him by Boyd: "Always get the best agreement you can for the youngest person on the roster and the oldest automatically will be taken care of because the oldest get everything the younger person gets."

Lasorda also had an impact on Martin. "I bleed Dodger blue and, when I die, I'm going to the big Dodger in the sky," Lasorda said. Martin sees himself bleeding UTU red and blue, where every day he helps his union brothers and sisters improve their standard of living and return home in one piece. Now that's also a big league career and maybe a lot more rewarding.



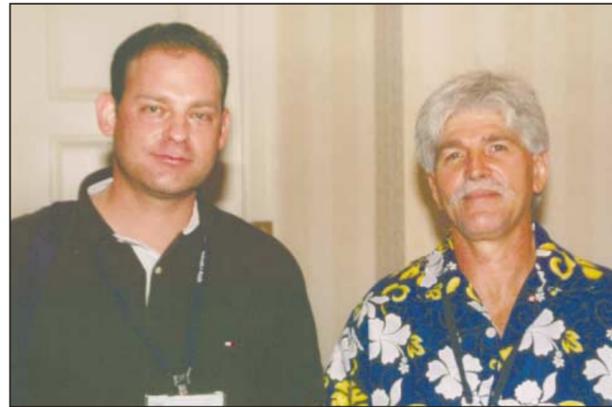
Arty Martin in his minor league baseball days.



New Orleans Regional Meeting Photos



Enjoying a laugh after the President's Banquet are, from left, General Secretary/Treasurer Dan Johnson, Assistant President Paul C. Thompson, former President Al H. Chesser and International President Byron A. Boyd, Jr.



Louisiana & Delta General Chairperson Chris Varisco (left) and Assistant General Chairperson Francis Poirier attended the New Orleans Regional Meeting to learn ways to better serve their members. The two, members of Local 1501, led organizing efforts on the small carrier, a Union Pacific spinoff.



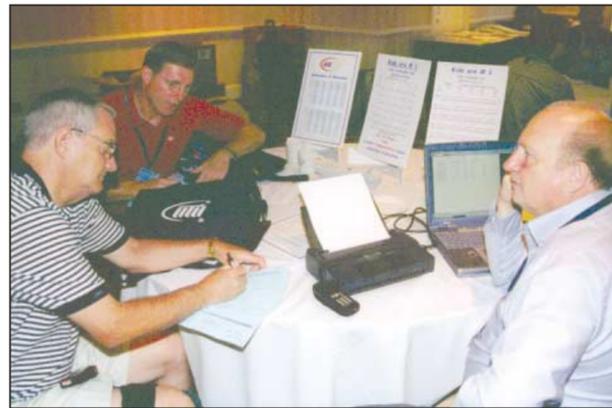
Enjoying the Mardi Gras-themed reception at the New Orleans Regional Meeting were, left to right, North Platte, Neb., Local 286 Local Chairperson and Delegate Paul Fitzpatrick, Deb Weitzel, Lavon Fitzpatrick and Local Chairperson Rod Weitzel.



Local 903, Jacksonville, Fla., member James Holland has his hands full with daughters one-and-a-half year old Caroline and four-year-old Elizabeth. Holland is an attorney with the designated legal counsel firm of Burge & Wettermark.



Brennen Dupre, 10, grandson of James Camardelle, who serves as president of Local 1337, which represents Union Pacific employees at New Orleans, La., gets a chance to sit in on washboard with the La Fouche Parish Cajun Band at the Friday evening buffet.



Lyndon Smith (left) and Freddie Elders (center), both members of Norfolk Southern Local 622 at Birmingham, Ala., sign up for the UTU's new Discipline Income Protection Program with the help of UTUIA Field Supervisor Larry Chappell (right).



Vice President and Director of the Bus Department Percy Palmer, standing at rear, gets ready to lead the bus workshop. Bus and transit officers and members traveled from all over the country to attend the Regional Meeting workshops.



UTU members twist and shout with members of The Moonlighters, who brought the crowd to its feet at the Thursday evening reception.



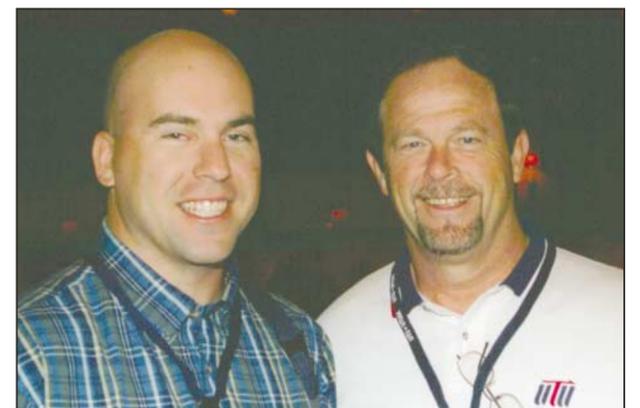
Jim Selbe, left, who serves the members of Local 915, Handley, W. Va., as legislative representative, and West Virginia State Legislative Director Mark Meushaw, who also serves as local chairperson, legislative representative and delegate from Local 605 at Grafton, W. Va., take a break from the Regional Meeting workshops.



Los Angeles County Metropolitan Transportation Authority Local 1607 President and Local Chairperson Rick Ortega (left) and member Louella Houston (center) take a moment to speak with Vice President Percy Palmer, director of the UTU's Bus Department.



From left, former Union Pacific General Chairperson Robert Carter, a member of Local 265 at Pocatello, Idaho, talks with UTU Washington, D.C., office Chief of Staff and Utah State Legislative Director Scott Belden and wife Charlie, along with Alternate Utah State Legislative Director F.J. Seegmiller, local chairperson and legislative representative of Local 166 at Salt Lake City.



UTU Special Representative Jeremy Ferguson, who also serves the members of Local 313, Grand Rapids, Mich., as local chairperson, legislative representative and alternate delegate, talks with Local 1895, Chicago, Ill., Local Chairperson, Legislative Representative and Delegate Richard Ross.

Retiree Program News

Book preserves railroading legacy

L.M. "Mike" Hurley, a member of Local 477 in Newton, Kan., passed away last year in January at age 76, but thanks to his daughter's efforts, he will be sharing his railroading knowledge and experience with generations to come.



L. M. Hurley

In 1985, Brother Hurley self-published a book entitled, "Newton, Kansas, #1 Santa Fe Rail Hub, 1871-1971," which included nearly 200 photographs spanning a hundred years of railroad history. Figuring it would only appeal to the local market, he had about 600 copies printed. But when rail fans discovered the book, demand soared, and Hurley ordered two more press runs. Charging \$35 per copy, he covered his expenses, sold off the stock from the third press run, and put the galley proofs away.

As the years went by and a lifetime of asbestos exposure took its toll, demand for the book continued, and his daughter, Kim Hurley Benson, promised she would make reprints available.

"My dad was a by-the-rules guy who came up during what he considered the golden age of railroading," his daughter said, "and he wasn't always happy with the changes he saw. He was also a student of history, and decided to preserve his knowledge of railroading, as he knew it, before it vanished. I vowed to him that I would preserve his legacy."

Gathering the galley proofs and augmenting the book for the first time with an index, his daughter finally reprinted it earlier this year.

Hurley began his career while in high school as a baggage and mail handler on the Santa Fe in 1942. After returning from the Army Air Corps in 1947, he became a brakeman, working passenger and freight trains. He joined Brotherhood of Railroad Trainmen Lodge 217 in October 1947, and was promoted to conductor in November 1952. He retired in September 1986.

Copies of Hurley's book are now available for \$39.95, plus \$5 for shipping and handling, from Kim Hurley Benson, 1608 Morningside Rd., Newton, KS 67114.

Reduced funding imperils Railroad Retirement Board

WASHINGTON, D.C. – E-mails and telephone calls to members of Congress by UTU members and retirees ensured passage of Railroad Retirement reform. Now the agency that administers the law and makes benefit payments is in danger because Congress may slash the Railroad Retirement Board's (RRB) funding.

The Senate Appropriations Committee approved a \$97.7-million budget for the RRB, but the agency said it needs at least \$101 million for the upcoming fiscal year that begins October 1. The RRB said anything less than \$101 million for the next fiscal year could force it to lay off

employees, eliminate field offices, and reduce the level of service it provides to retirees and those soon to retire.

UTU members are asked to e-mail or telephone their congressional delegation and urge full funding for the RRB for fiscal 2003.

Congress will reach a consensus decision on the board's budget when they return after Labor Day.

E-mail addresses and/or phone numbers of your congressional delegation, as well as updates on this issue, can be found on the UTU's website at <http://www.utu.org>.

Retired former Gen. Chair. S.H. Saggus, 87, dies

DECATUR, Ga. – Samuel H. Saggus, 87, a retired former Atlanta & West Point Railroad (A&WP) general chairperson, passed away on August 4, 2002, according to CSX General Chairperson Randy Pullen (A&WP-Wry of AL).

Brother Saggus served as general chairperson for UTU Local 762 in Montgomery, Ala., for 28 years until his retirement in 1983, Pullen said.

Brother Saggus began his rail career as a flag-

man on the A&WP and joined Brotherhood of Railroad Trainmen Lodge 161 in February 1939.

Prior to his railroad employment, he played semi-professional baseball for a number of years, but because of the low salaries that prevailed at the time, decided against pursuing a professional baseball career.

He is survived by his wife, Anne, his son and daughter, and two grandchildren.



UTU Auxiliary National Legislative Director **Dorothy Arrington** is seeking information about a set of Order of Railway Conductors badges she acquired. Arrington, wife of retired former Texas State Legislative Director **Sam Arrington**, received the badges some years ago from a friend whose father was a conductor. The eight red-ribbon badges, each with a different metal symbol, are marked "Alexandria Division, No. 158, ORC, Alexandria, Va." Each is topped with a miniature passenger car. The badges were made by the M.C. Lilley & Co., Columbus, Ohio, "manufacturer of military and society goods." The symbols, left to right in the box, are two crossed gavels in a circle, two crossed gavels alone, two crossed swords, a crossed quill pen and key, two crossed scepters, a single scepter, a single cross and a single gavel. Anyone with information about these items should contact the Arringtons at (903) 569-3677 or dotsam@lci.net.

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 |
|-------|------------------------|--------------------|-------|------------------------|------------------------|-------|-------------------------|----------------------|
| 1 | Powell, Franklin A. | Lancaster, N.Y. | 477 | Hurley, Lucius M. | Newton, Kan. | 1074 | Morasco, Vincent F. | Washington, Pa. |
| 2 | Stidham, Hubert | Curtice, Ohio | 486 | Mihalovich, Kenneth J. | Harlowton, Mont. | 1074 | Wade, Walter C. | Columbia, Md. |
| 6 | Hillard, Chester | Galion, Ohio | 498 | Miller, Benjamin J. | Frederick, Md. | 1088 | Hill, Cecil V. | Meridian, Miss. |
| 30 | McMillan, Albert E. | Sanford, Fla. | 498 | Nothstein, John E. | Coaldale, Pa. | 1162 | Steffey, W.A. | Little Rock, Ark. |
| 48 | Jennings, Jr., John T. | Chesapeake, Va. | 508 | Lobsiger, Robert E. | Mitchell, S.D. | 1175 | Ostroot, Dean G. | Duluth, Minn. |
| 98 | Rider, Glenn W. | Watsonville, Cal. | 511 | Dorsey, Lovist | Austell, Ga. | 1238 | Schafer, Erwin M. | Vancouver, Wash. |
| 138 | Starr, Claudie D. | Elida, Ohio | 594 | Pulliam, B. | Fort Worth, Tex. | 1245 | Holliday, Sr., James C. | Atlanta, Ga. |
| 211 | Brown, John E. | Susquehanna, Pa. | 610 | Runkles, Truman H. | Woodsfield, Ohio | 1261 | Taylor, Charles W. | Ocala, Fla. |
| 225 | Doner, Daniel E. | Reynoldsburg, Ohio | 632 | Hutzel, William C. | South Fork, Pa. | 1299 | Shipper, Roy F. | Pendleton, Ind. |
| 259 | Frakes, Herbert A. | St. Joseph, Mo. | 713 | McKean, George C. | Westville, N.S. | 1348 | Cripe, Donald E. | Longview, Wash. |
| 259 | Kelly, Thomas J. | St. Joseph, Mo. | 730 | Murch, Herman B. | Missoula, Mont. | 1366 | McEwan, Clarence W. | Salt Lake City, Utah |
| 329 | Clopton, Marvin D. | Clarion, Iowa | 730 | Myhre, Richard M. | Great Falls, Mont. | 1375 | Steedle, Edward O. | Cinnaminson, N.J. |
| 331 | Horton, Harold D. | Temple, Tex. | 734 | Leveck, Clarence | Fenwick, Mich. | 1393 | Williams, Arthur | Eden, N.Y. |
| 386 | Goeller, George | Olney, Md. | 734 | Smith, Edward | Dunmor, Ky. | 1366 | Trotman, Bob | Salt Lake City, Utah |
| 440 | McLaughlin, James E. | Springfield, Ohio | 744 | Griffith, Samuel M. | Mexico, Ind. | 1418 | MacLane, Charles L. | Doylestown, Ohio |
| 445 | Martin, Arthur M. | Rolla, Mo. | 771 | Adams, O.E. | Williams, Ariz. | 1447 | Nicolo, Louis | Kresgeville, Pa. |
| 446 | Martin, Charles D. | Clearwater, Fla. | 793 | Jones, James L. | Lexington, S.C. | 1502 | Fletcher, Albert P. | Sanford, Fla. |
| 463 | Einarson, Arne E. | Winnipeg, Man. | 821 | Ryberg, Fred G. | Houston, Tex. | 1502 | Sands, Carl E. | Williston, Fla. |
| 469 | Lowe, Robert E. | Madison, Ill. | 830 | Gross, Henry P. | Annville, Pa. | 1529 | Davison, Clyde | Erie, Mich. |
| | | | 835 | Fielder, H.L. | Lake Havasu City, Fla. | 1570 | Levesque, Raymond | Sacramento, Cal. |
| | | | 838 | Savin, Jr., Howard B. | Ambler, Pa. | 1574 | Collins, Gene R. | Gresham, Ore. |
| | | | 937 | Barron, Emmett F. | Waco, Tex. | 1917 | Mussetter, Frank O. | Edgewater, Fla. |
| | | | 1000 | Chock, Ray A. | Maple Plain, Minn. | 1962 | Caudill, Eldon C. | Oil Springs, Ky. |
| | | | 1033 | Metcalfe, F.L. | Union City, Ga. | R | Beardsley, Mary | Dayton, Tex. |

Voices:

How has your world changed since Sept. 11, 2001?



Wayne Ingersoll
L-161, Seattle, Wash.

"I've been a motorcoach operator with Gray Line of Seattle for six years, and in the travel business more than 30 years. My work has become harder. Airport security has caused us a lot of headaches in our day-to-day jobs. We have the express franchise to the airport and hotels, and I have to be more mindful of my vehicle. I have to worry about it being tampered with or something affixed to it. I'm one of those who has learned to give up some of my personal freedoms for more security for me and my family."



Tom Adams
L-48, Norfolk, Va.

"I'm a conductor working for Norfolk Southern, with about 22 years of experience. I think everyone's lives have been changed. The trust factor of feeling safe is gone. On the job, when holidays approach, we get more bulletins telling us to be more alert and to report suspicious activity. I'm more aware of my surroundings. I notice it most when I'm flying. But our fellow countrymen have shown us we can survive, that we're strong-minded and strong-willed people. We put up our colors and never felt more American."



David Stimpson
L-445, Niota, Ill.

"I'm a conductor and engineer on BNSF, and I've been railroading almost eight years. The attack changed my views a lot. I live in a smaller city, but travel to Chicago and Kansas City, and you never know what might happen now. I felt good about the way President Bush handled the situation, but I'm not a supporter of his politics, and I don't think my politics have changed. I believe we should be thinking about making things safe here at home before going off and starting a war somewhere else."



Steven Marcus
L-23, Santa Cruz, Cal.

"I'm a bus operator, and I've been with the Santa Cruz Metropolitan Transit District for three years. I'm a lot more conscious of my surroundings, and more aware of who gets on my bus. Whenever I'm in a major city now, I'm more aware of my surroundings. I go to baseball games and find myself thinking, 'This would be a good target.' I've noticed that travel isn't as free-flowing as it was. Security is much tighter. My political views have jumped to the right, and I'm not as compassionate as I used to be."

TPEL HONOR ROLL

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

| Name | Local | City | Name | Local | City |
|---|-------|----------------------|--------------------------|-------|------------------------|
| PLATINUM CLUB (\$1,200 OR MORE PER YEAR) | | | | | |
| Palmer, Percival | 1785 | Santa Monica, Calif. | Riley, Timothy A. | 565 | Centralia, Ill. |
| DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR) | | | | | |
| Bottles, Raymond C. | 378 | Cleveland, Ohio | Fisher, Brian J. | 582 | Stevens Pt., Wis. |
| *Layton, Harlan C. | 305 | Lincoln, Neb. | Jazdzewski, Jeffrey Mark | 582 | Stevens Pt., Wis. |
| DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR) | | | | | |
| Davis, Gordon A. | 771 | Needles, Calif. | Krotzman, Brian J. | 582 | Stevens Pt., Wis. |
| O'Dell Jr., Huey M. | 771 | Needles, Calif. | Miskowski, Michael W. | 582 | Stevens Pt., Wis. |
| Gonzales, Romel | 953 | Victoria, Tex. | Koenig, Mark A. | 583 | Fond du Lac, Wis. |
| Mueller, Mark S. | 1293 | Altoona, Wis. | Witt, Rueben D. | 583 | Fond du Lac, Wis. |
| Bessom, David A. | 1581 | Bakersfield, Calif. | Zwicker, John J. | 583 | Fond du Lac, Wis. |
| Chrisman, William H. | 1629 | Phoenix, Ariz. | Phillips, Joseph F. | 605 | Grafton, W.Va. |
| DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR) | | | | | |
| Tuttle, Thomas E. | 166 | Salt Lake City, Utah | Varnon, Luther J. | 622 | Birmingham, Ala. |
| Garcia, David J. | 168 | Chicago, Ill. | Anton, Ronald W. | 653 | Blue Island, Ill. |
| Ottmer Jr., Marvin L. | 293 | Houston, Tex. | Crisci, Robert L. | 653 | Blue Island, Ill. |
| Raschka, Wayne | 582 | Stevens Pt., Wis. | Degroot, Michael J. | 653 | Blue Island, Ill. |
| Jennings, Kirk E. | 656 | N. Little Rock, Ark. | Gagen, Joseph G. | 653 | Blue Island, Ill. |
| Medley, Michael N. | 771 | Needles, Calif. | Hernandez Jr., Ernesto | 653 | Blue Island, Ill. |
| Moore Jr., Thomas F. | 807 | Tucson, Ariz. | Kijowski Jr., Raymond M. | 653 | Blue Island, Ill. |
| Brown, Eddie L. | 1402 | Dupo, Ill. | Malloy, Kenneth L. | 653 | Blue Island, Ill. |
| Walsh, Michael J. | 1402 | Dupo, Ill. | Schoppely, Peter H. | 653 | Blue Island, Ill. |
| Dungan, R.W. | 1840 | Glasgow, Mont. | Vasquez Jr., Theodore | 653 | Blue Island, Ill. |
| Cates, Melvin E. | 1892 | Houston, Tex. | *McKinney, Wayne O. | 674 | Augusta, Ga. |
| DIAMOND CLUB (\$300 OR MORE PER YEAR) | | | | | |
| North, Jeffrey A. | 23 | Santa Cruz, Calif. | Dion, Gregory W. | 807 | Tucson, Ariz. |
| Taylor, Rickey F. | 198 | Peoria, Ill. | Carrillo Jr., Florencio | 823 | Big Spring, Tex. |
| Bice, Gary M. | 524 | Palestine, Tex. | Talbot, Frank C. | 838 | Philadelphia, Pa. |
| Anderson, Stephen A. | 653 | Blue Island, Ill. | Cummins, Ronald O. | 947 | Chaffee, Mo. |
| *Iannone Jr., Michael | 1374 | New Castle, Pa. | *Rushing, Wilford C. | 1053 | Selma, Ala. |
| Parker Jr., Adrian L. | 1545 | Monroe, La. | *Frizzell, John C. | 1081 | Glendale, Ariz. |
| Gonzalez, Robert | 1563 | El Monte, Calif. | Barnes, Keith | 1081 | Glendale, Ariz. |
| Gwiazdon, James D. | 1977 | Seattle, Wash. | Smithwick, Sam J. | 1205 | Kingsville, Tex. |
| GOLD CLUB (\$100 OR MORE PER YEAR) | | | | | |
| Dougherty, Francis J. | 30 | Jacksonville, Fla. | *Holcomb, B. D. | 1245 | Atlanta, Ga. |
| Steele, Richard A. | 145 | Columbus, Ohio | *Lewman, Ralph L. | 1381 | Hammond, Ind. |
| Burgess, Christopher G. | 168 | Chicago, Ill. | Jackson, Gregory B. | 1382 | Milwaukee, Wis. |
| Ferrer, Monica | 168 | Chicago, Ill. | Patterson, Lawrence L. | 1402 | Dupo, Ill. |
| Fuller, Charles M. | 168 | Chicago, Ill. | Campos, Edward J. | 1422 | Los Angeles, Calif. |
| Guingrich, Thomas J. | 168 | Chicago, Ill. | Haugh, Patrick S. | 1422 | Los Angeles, Calif. |
| Jensen, Craig M. | 168 | Chicago, Ill. | Resendez Jr., Robert | 1422 | Los Angeles, Calif. |
| Johnson, Glen S. | 168 | Chicago, Ill. | Schmitt, Thomas J. | 1501 | Baton Rouge, La. |
| Minor, Wesley L. | 168 | Chicago, Ill. | Hoschek, Charles L. | 1525 | Carbondale, Ill. |
| Morris, Frederick D. | 168 | Chicago, Ill. | Keohoe, Robert J. | 1526 | Michigan City, Ind. |
| Reese Sr., Gregory | 168 | Chicago, Ill. | *Balas, Frank J. | 1529 | Walbridge, Ohio |
| Lutrick, Jeff D. | 199 | Creston, Iowa | Thiels, Tommy M. | 1545 | Monroe, La. |
| Barron, Victor E. | 306 | Eagle Grove, Iowa | Nealy, Clarence L. | 1573 | Klamath Falls, Ore. |
| Douan, W. J. | 407 | Charleston, S.C. | Salcido, Raymond C. | 1813 | West Colton, Calif. |
| Duggins, Clifford A. | 407 | Charleston, S.C. | Boudreaux, Yul H. | 1836 | New Orleans, La. |
| Luginbill, Gary A. | 412 | Kansas City, Kans. | Braud, Aaron L. | 1836 | New Orleans, La. |
| *Liniger, Dean | 490 | Princeton, Ind. | Falcon Jr., Dennis J. | 1836 | New Orleans, La. |
| Bice, Robert E. | 524 | Palestine, Tex. | Hymel, Dennis W. | 1836 | New Orleans, La. |
| Odom, Daniel L. | 565 | Centralia, Ill. | Johnson, Abram D. | 1836 | New Orleans, La. |
| Pepple, Rodney W. | 565 | Centralia, Ill. | Kimball Jr., Herbert W. | 1836 | New Orleans, La. |
| | | | Sepcich, Wayne A. | 1836 | New Orleans, La. |
| | | | Taylor, L.J. | 1836 | New Orleans, La. |
| | | | Thompson Sr., Jack F. | 1836 | New Orleans, La. |
| | | | Douglass, Charles J. | 1857 | Green River, Wyo. |
| | | | Hager, Steven R. | 1869 | Williamson, W.Va. |
| | | | Denkins, Henry L. | 1892 | Houston, Tex. |
| | | | Glenn, Mary R. | 6666 | Cleveland, Ohio |
| | | | UTU Aux. Lodge | 523 | San Bernardino, Calif. |

* = Retired Member

UTU Travelers Club offers Hawaiian cruise

There's still time for active and retired UTU members and their families and friends to take advantage of the UTU Travelers Club's "Cruise of the Hawaiian Islands" aboard the Princess Cruise Line's dazzling *Dawn Princess*.

Set for October 27 through November 9, prices start at just \$2,130 per person (based on double occupancy). The package includes airfare from Los Angeles or San Francisco; all transfers to and from the ship; cancellation insurance; \$100 per person shipboard credit (maximum of \$200 per cabin); an exclusive group cocktail party, and payment of all taxes and port charges.



Travelers will enjoy one night's pre-cruise hotel stay at the fabulous Hilton Hawaiian Village on Waikiki Beach and a Pearl Harbor/U.S.S. Arizona Memorial Tour the next day. After the tour, you'll board the *Dawn Princess* and sail for morning arrival on the island of Maui, featuring one gorgeous beach after another and the

world's largest dormant volcano.

When night falls, you'll chart a course for morning arrival at Nawiliwili on the island of Kauai. The "garden island," Kauai boasts spectacular views of the rugged Na Pali cliffs and Waimea Canyon.

Hilo then beckons with black sand beaches, lush gardens, and Volcanoes National Park, followed by a visit to Kona, known worldwide for its unique blend of coffee.

Heading to the mainland, you'll get to experience the *Dawn Princess* and everything she offers, including five dining areas; a 24-hour international food court; two show lounges and a full theater; beauty and spa facilities; a sports deck for volleyball, basketball and paddle tennis; a glass-walled fitness center surrounding a pool suspended between two decks, the AOL Internet Cafe, a full-service casino, and so much more!

For information and a reservation form, write to UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250; or call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

National transport worker ID card in the works

WASHINGTON, D.C. – The Transportation Security Administration (TSA) is developing a mandatory identification card for every mass transit operator, trucker, dock worker and airport employee in the nation with access to secure corners of the country's transportation network, according to a report by Raphael Lewis in the *Boston Globe*.

No date has been set to launch the Transportation Worker Identification Credential project, the result of a congressional mandate given to the agency created after September 11, 2001, to protect vulnerable mass transit systems, ports, tunnels, pipelines and roadways.

If implemented, it would be the first broad national identity-card system and could involve hundreds of thousands of people, including hundreds of UTU members.

The identification card would be required of transportation workers, in the private and public sectors, with access "to secure areas of the transportation system," according to the agency. This could encompass a cross section of employees, everyone from port stevedores to subway-tunnel maintenance workers to the operators of airport

catering trucks.

"This is our top issue, and we are going to be making serious progress on it soon," said Elaine Charney, branch chief of transportation infrastructure for the agency's maritime and land security division. "We just have to iron out some details."

But "we are certain it's coming," she said.

Contentious proposals floated after the September 11 terrorist attacks had called for the creation of a national identification card for all Americans or a national driver's license.

Charney said that, while few definites have emerged as the ID system is developed, it would appear at this point that only "higher-risk transportation workers" would be required to get the cards at first. Those workers, she said, would probably be those in security zones at airports, as well as any transportation employee who handles dangerous cargo.

Federal officials also appear committed to a form of biometric identification on the cards, such as that gleaned from the eyes, voice, palms, or fingerprints, Charney said. No technology has been chosen, she added.

The project faces a number of problems, such as how such a massive identification system would be funded, how privacy concerns of cardholders would best be addressed, and how transportation workers would verify their identities prior to receiving the identification.

Barry Steinhardt, director of the Technology and Liberty Program at the American Civil Liberties Union, said the ACLU opposed the national ID and the national driver's license proposals because of the large populations they would involve. They would "create a black market in cards and not solve the terrorism problem," Steinhardt said.

According to preliminary mockups available on the agency's website, the ID card would probably be the size of a credit card and include microprinting, an intricate background pattern, ultraviolet ink, optical devices, and a thick laminate to prevent tampering or counterfeiting.

In addition to a worker's photo, which would be shot in high-resolution digital film, the card would include the holder's name, employer, an identification number, issue date, expiration date, and the agency's name and logo.

UTU called tops

Continued from page 1

and commitment.

"I'm not one to brag," Boyd said. "But, brothers and sisters, it ain't bragging when you deliver on a promise. And what your UTU has done is to deliver on a promise – a promise to increase take home pay; to simplify how pay is determined, which will reduce grievances; to control new technology without a single job being lost; and to put us in the driver's seat on health care.

"This unprecedented new agreement was negotiated and ratified in the face of grim economic news that every day is slapping most American workers in the face," Boyd said. "When you read a newspaper or watch a televised newscast, what you read, hear and see is about layoffs, about employee concessions, about loss of health care and about lost pension benefits.

"One of the most important elements of this new agreement is job security," Boyd said. "Too often in the past we saw the results of new technology. It meant job losses and less control over the work we do. Not this time. Your UTU devised a new strategy – a strategy of openness and boldness by which we take charge of new ideas and new technology rather than react to

them. We chose to accept and embrace new technology. We chose to win in the long run, rather than give new technology to someone else and let them guide our destiny.

"Make no mistake. Remote control operations are not something we promoted nor are they something we wanted," Boyd said. "New technology never has been a friend of the people whose jobs it replaces. But, at the same time, history taught us we cannot fight new technology. So your UTU negotiating team found a way to manage new technology in a positive manner. We won ownership, control and operation of remote control technology that extends to engineers where UTU holds the contract. We have changed the course of labor relations in the railroad industry. We have gained ownership over new technology that otherwise could have put many of us on the street.

"We still face another crucial battle and that is over health care," Boyd said. "Controlling health-care costs and maintaining health-care quality is a challenge for employers, employees and their unions. Railroad employees have been especially fortunate in that nearly 100% of their premiums for health-care insurance traditionally have been paid by the carriers. But, with health care costs climbing aggressively – by more than 20% annually over the past three years – there is increased pressure for employees to share in the cost.

"Some 40 million American workers currently are without any form of health care and most workers with health-care insurance receive considerably fewer benefits than provided by railroads and at considerably more cost than are paid by railroad employees." Boyd said.

"Already we have seen another rail-labor organization agree to substantial health-care cost sharing. The carriers sought to impose that pattern on the UTU and the UTU broke the pattern!

"Instead, the carriers agreed to a UTU demand for a status quo pending a study to include plan re-design, cost containment, administrative changes and vendor review," Boyd said. "For the first time, and only because of UTU insistence, the carriers agreed to audit the health-care plans to determine whether they are managed efficiently. The UTU successfully navigated a similar challenging path some years ago. By adding a Blue Cross/Blue Shield option that did not diminish health-care quality for members, the UTU found a way for carriers to save millions of dollars annually.

"Your UTU negotiating team will continue looking at health care needs through the eyes of our members and our medical consultant, who advises us on improvements from a doctor's point of view – not an insurance company's point of view," Boyd said. "Clearly, your UTU remains in the driver's seat on health care."

Member killed

Continued from page 1

awarded the Purple Heart, as well as the Bronze Star, for valor in action.

Brother Loew is survived by two children, a grandchild, his father, a brother, a sister, and three nieces.

Loew was among about 40 workers drawn from three Cleveland-based UTU locals, including Local 21, Local 1661 and Local 1748, who went back to work recently on the former River Terminal Railway, now operating under temporary management as the Cleveland Works Rail Operations (CWRO). The railroad services the former LTV Steel mill, which declared bankruptcy late last year.

The LTV Steel operations were resurrected this year under the name International Steel Group (ISG), which set up a temporary management company to run the CWRO.

Because the temporary management company supplanted the former River Terminal, furloughed members who returned to their jobs, most of whom were within a few years of retirement, now work without union representation, protection or a contract, according to UTU Alternate Vice President-East Dennis Schuler, who is also Local 27's president and local chairperson.

Schuler said the rail workers earn only half of what they did when the UTU held the River Terminal contract, and three-person crews were reduced to two-person crews.

Those who returned to work on the CWRO

are routinely subjected to intimidation, according to Schuler, Fifolt and Don Brewer, a disabled member of Local 1748 and former employee of the now-defunct Cuyahoga Valley Railway (which also serviced the LTV plant).

Schuler said the temporary status of the rail management company precludes the negotiation of a new contract on the property.

"How can you organize a temporary company?" Schuler said. "As soon as you do, they'll change the organization, or they'll decide to run the railroad through a department of the steel company instead of having a separate rail operation, and your contract goes right out the window.

"So there's no permanent workers there right now. They're all considered temporary. We have to wait and see what ISG is going to do."

Sen. Landrieu backs Amtrak; praises UTU

NEW ORLEANS – “It is in America’s national security interest to have a reliable and safe passenger rail system,” Sen. Mary Landrieu, a Democrat from Louisiana, told members and guests at UTU’s Regional Meeting here. “I’m going to be a more aggressive, outspoken advocate for a border-to-border, coast-to-coast national intercity rail passenger network.”



Landrieu

Landrieu, who in November is seeking re-election to a second term with support from UTU’s Transportation Political Education League (TPEL), cited the inequity of federal financial aid to aviation and highways, yet a federal policy expecting Amtrak to turn a profit.

Much of her understanding of railroad issues comes from UTU lobbying activity on Capitol Hill, she said. “The UTU is a very progressive union that embraces technological advances in providing a viable and safe rail system,” Landrieu said. “It is important to have intelligent, accurate information from which to make

decisions affecting our country.

“When issues affecting the railroad system have been before us, the UTU – and, particularly, your President Byron Boyd – has worked tirelessly with us to develop effective legislation that will ensure not only a reliable rail network, but the safety and financial security of railroad workers,” Landrieu said.

Landrieu cited the Federal Employers’ Liability Act (FELA) and Railroad Retirement as “two examples of Congress’ understanding that railroad employees need special attention to survive. President Boyd has always taken a strong stance in guaranteeing railroad employees in safety-sensitive positions be afforded reasonable periods of rest in order to work efficiently.”

“When I look at the record of the UTU, I see a model that corporate leaders would benefit from examining,” Landrieu said. “The leaders of the UTU, who work their way up through the ranks, understand the problems of their brothers and sisters and show us the dedication, sensitivity and understanding of the problems of every employee.”

UTU policy concerning fees objectors

1. Any person covered by a UTU union shop or an agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. Each non-member who objects shall pay the reduced fees.

To the extent permitted by law, a non-member cannot participate in Union elections as a voter or as a candidate; attend Union meetings; serve as delegate to the Convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

2. The objecting non-members shall provide notice of objection by notifying the International General Secretary/Treasurer of the objection by first-class mail post-marked during the month of September each year or within thirty (30) days after he/she first begins paying fees and receives notice of these procedures. The objection shall contain the objector’s current home address. Once a non-member objects, the objection shall stand until revoked. Objections may only be made by individual employees. No petition objections will be honored.

3. The following categories of expenditures are chargeable:

- All expenses concerning the negotiation of agreements, practices and working conditions;
- All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;
- Convention expenses and other union internal governance and management expenses;
- Social activities and union business meeting expenses;
- Publication expenses to the extent coverage is related to chargeable activities;
- Litigation expenses related to contract administration, collective bargaining rights, and internal governance;
- Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;
- All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;
- All strike fund expenditures and other costs of economic action, e.g., demonstrations, general strike activity, informational picketing, etc., that benefit members of the bargaining unit or craft represented by UTU;

4. The International shall retain a certified public accountant to perform an independent audit of the records of the International and subordinate units maintained by the International General Secretary/Treasurer. The International shall also retain a neutral referee for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures that fall within Section 3 shall be the basis for calculating the reduced fees that must be paid by the objector. The neutral referee shall also give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 17, and later will verify the existence and the amounts of money in any escrow accounts.

5. The neutral referee shall complete the report no later than July 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable.

6. Each person entitled to receive the referee’s report may challenge the validity of the calculations made by the neutral referee by filing an appeal with the International General Secretary-Treasurer. Such appeal must be made by sending a let-

Percentage of chargeable fees determined by neutral review for calendar year 2001

| | |
|--|-------|
| International | 70.8 |
| General committees of adjustment¹, including locals under jurisdiction | |
| GO 001 Burlington Northern Santa Fe | 100.0 |
| GO 049 CSX-B&O | 98.9 |
| GO 769 Conrail | 99.8 |
| GO 953 Union Pacific-Eastern | 98.5 |
| State legislative boards² | |
| LO 005 California | 72.6* |
| LO 018 Iowa | 76.2* |
| LO 030 Nebraska | 86.1* |
| LO 038 Ohio | 82.7* |

¹ Unreviewed GOs will have 2001 average of chargeable percentages of GOs audited of 99.3 applied to any new objectors.

² Unreviewed SLBs will have a 0% chargeable percentage applied to new objectors.

* Estimate. Final ratio forthcoming.

ter to the International General Secretary/Treasurer post-marked no later than thirty (30) days after issuance of the independent referee’s report.

7. After the close of the appeals period, the International General Secretary/Treasurer shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator from a special panel maintained by the AAA for the purpose of these arbitrations. The AAA shall inform the International General Secretary/Treasurer and the appellant(s) of the arbitrator selected.

8. The arbitration shall commence by October 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

9. Each party to the arbitration shall bear their own costs. The appellants shall have the option of paying a pro-rata portion of the arbitrator’s fees and expenses. The balance of such fees and expenses shall be paid by UTU.

10. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the official record of the proceedings and may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the International during normal business hours.

11. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the hearing closes.

12. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in the case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

13. The International shall have the burden of establishing that the reduced fees set forth in the neutral referee’s report are lawful.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

15. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

16. If an objector receiving an advance reduction wishes to continue objection, he/she shall continue to pay the reduced fees that he/she is currently paying until the neutral referee issues the report. As soon as possible after the issuance of the neutral referee’s report, he/she shall pay the amount of the reduced fees calculated by the neutral referee. Persons objecting for the first time shall be sent a copy of the report prepared by the neutral referee for the previous year and shall pay the reduced fees as soon as possible.

17. Each month thereafter for all objectors, an amount shall be put in an interest-bearing escrow account equal to 25% of the reduced monthly fees, or such other greater amount as the neutral referee may recommend. All objectors from the previous year shall be paid the amount of non-chargeable money that is in the escrow account as determined by the neutral referee’s report as soon as practicable after its issuance. The appropriate unit of UTU shall not, however, take its portion of the monies in the escrow account until fifteen (15) days after the conclusion of the period within which an objector may appeal the report of the neutral referee, or upon the issuance of the decision of the arbitrator, whichever is later.

18. When the decision of the arbitrator is announced the monies remaining in the escrow account shall be distributed in accordance with the decision.

This month's winning photo:

This month's winning photograph was taken by **Ellis "Casey" Hayes**, a retired member of Local 202 at Denver, Col. This photo of 1939-vintage Union Pacific steam locomotive 3985 was taken at Denver. The 1936 Ford Club Cabriolet is owned by Hayes.

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.

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