



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“No one needs to spin the facts to divine the United Transportation Union’s intentions. Our aim is in our name.”

– UTU Assistant President Byron A. Boyd, Jr., on the need for one operating union in the rail industry

News & Notes

Railroad Retirement fight

CLEVELAND, Ohio – The campaign to pass the Railroad Retirement and Survivors’ Improvement Act is off and running. Officers and legislative representatives from each union in the Coalition of Rail Employees for Improved Pensions (REIP) met in Washington, D.C., recently with railroad and retiree organization representatives to plan strategy to enact Railroad Retirement improvements this year. Every union and railroad at the meeting pledged that achieving Railroad Retirement reform would be their top legislative priority this year. It was agreed to use the next two months to meet with new committee chairmen, their staffs, and key members of the Bush Administration to educate them on the merits of the proposal. The goal is to have a bipartisan bill, essentially identical to last year’s measure, introduced by the end of March, co-sponsored by the appropriate House and Senate committee chairmen and ranking members, with the acknowledged support of President Bush.

“Thanks to the unprecedented outpouring of letters and phone calls last year, the groundwork has definitely been laid,” UTU National Legislative Director James Brunkenhoefer said. “There is not a returning member of Congress who is not familiar with our issue. For that reason, the coalition believes now is not the time to begin bombarding Congress with calls and letters. That time will come, probably when a bipartisan leadership bill is introduced.”

Rail labor and management agree that whatever bill is introduced, it will include all of the elements agreed to last year: the lowering of retirement age, improved surviving spouse benefits, reduced vesting period, and other improvements.

Conductor dies in fire

S. MIAMI, Fla. – CSX conductor Steven Greenstein, a member of Local 1138 at Miami, Fla., died in a fire at his South Miami home January 9. Investigators are trying to determine the cause of the fire, but guessed it might be related to the use of a space heater, commonly found in many Florida homes in the past few weeks as residents battle unseasonably cool temperatures. Fire officials said Greenstein’s stepdaughter was awakened around 10 a.m. by a smoke alarm. She saw heavy smoke and flames in the hallway separating her bedroom from her parents’ room. Officials said several units responded to the fire within minutes of the first call, but flames were already shooting out the windows and through the roof of the three-bedroom wooden home when they arrived. Greenstein, 53, had been railroading since 1969, first with the Seaboard Coast Line, then with CSX.

UTU announces innovative job agreement with CSXT

CLEVELAND, Ohio – United Transportation Union (UTU) International President Charles L. Little has announced an innovative agreement with CSX Transportation Inc. (CSXT) that preserves paychecks for about 650 UTU-represented workers.

“This is another example of the cultural change occurring between CSXT and the UTU that should be the model for labor-management relations in the rail industry,” Little said.

The unique agreement, announced by Little and CSXT President Michael J. Ward on Monday, January 8, presents a “win/win” solution that keeps UTU workers on the payroll while helping CSXT deal with an employment surplus, Little said.

Under the terms of the agreement, CSXT will offer some employees permanent transfers to areas on its system in need of conductors and trainmen, and at the same time will establish brakeman positions on some conductor-only assignments, which will be retained if customer service and operating efficiency improve.

In addition, UTU workers who have not yet qualified and would otherwise face furlough

Negotiations to resume

CLEVELAND, Ohio – Meetings between the UTU and the National Carriers’ Conference Committee are scheduled to resume February 12 and 13, 2001, in Miami, Fla.

“We hope to resolve the problems we are experiencing over the questions and answers and get a clear understanding of the intent of our tentative agreement reached last September,” said UTU Assistant President Byron A. Boyd, Jr., chairperson of the UTU Negotiating Committee.

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

will be placed in training positions, while CSXT will establish “supplemental furlough pools” from which employees will be called to work or to participate in training activities.

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UTU scores win at SEPTA

PHILADELPHIA, Pa. – Commuter rail workers on the Southeastern Pennsylvania Transportation Authority (SEPTA) scored a major victory recently when the United Transportation Union (UTU) was affirmed as their collective bargaining representative.

SEPTA train service workers turned back a raid by the Brotherhood of Locomotive Engineers (BLE) by voting to retain their UTU representation, according to election results released December 29, 2000, by the National Mediation Board (NMB).

In offering congratulations and thanks to members of Local 61, Assistant President Byron A. Boyd, Jr., underscored the importance of turning back the attempted raid, noting the BLE had been quoted in the *Philadelphia Inquirer* as supporting “engineer-only” operations on a planned SEPTA extension.

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CSX conductor dragged, killed

CHICAGO, Ill. – CSX conductor Teresa “Robin” Smith, 42, a member of Local 586 at Willard, Ohio, was killed January 10, 2001, at a rail yard in Chicago when a passing Norfolk Southern train apparently snagged the strap of her backpack and dragged her to her death.

Smith had been with the CSX since November 1999. She formerly was secretary to the trainmaster for the Lake Terminal Railroad in Lorain, Ohio, which went out of business about two years ago.

Smith was going on duty at about 1:05 a.m. at the Park Manor yard in Chicago when the accident occurred.

Smith reportedly was carrying a lunch bag in one hand, a grip in the other and a backpack/duffelbag over her shoulder. As she turned to mount her widebody locomotive, the snowplow of the lead NS engine, which

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Around the UTU

News from around the U.S. and Canada

Local 469, Madison, Ill.

The 16-year-old daughter of disabled member C.L. Lunsford was recently involved in an auto accident that left her in a coma with severe brain damage, saddling Brother Lunsford with staggering medical bills. Members have established a fund and collected more than \$500 for the family to date. To contribute, contact Secretary and Treasurer John I. Payer, 502 Western Ave., Collinsville, IL 62234, or call him at (618) 344-4519.

Local 898, Boston, Mass.

Members of this Amtrak local are mourning the recent passing on December 29 of retired Amtrak conductor Raymond K. Frye, Jr., whose son, Michael Frye, and grandson, Christopher Frye, are both Amtrak conductors and members of Local 1462 in Boston, Mass. The family suggests that donations be made in his memory to the National Kidney Foundation, and note that cards of condolence may be sent to 15 Meier Farm, Whitman, MA 02382.

Local 1105, Wilmington, N.C.

Two conductors from this CSX local recently took part in a photo shoot for a *Railway Age* magazine article appearing in the January issue that focuses on the operations of the U.S. Army Reserve's 1205th Transportation Railway Operating Battalion. Photographed were Sergeant Clement Burch and Mike Cochran. Also participating was First Sergeant Calvin Howell of Local 630, Ashland, Ky.

Local 1122, Edmonton, Alta.

Workers employed on the Canadian National have established an informative website that includes their agreements, results of arbitration cases, copies of circulars, educational videos, safety resources, a directory of officers, and links of interest to all members. View the site at <<http://www.utu1122.com/>>.

Local 1252, Fresno, Cal.

After 25 years as secretary and treasurer of the local, Donald L. Heffernan retired from active duty with BNSF and his local, effective January 1, 2001. Brother Heffernan, who also served as his local's delegate, noted that the new secretary and treasurer is Joseph M. Icaro and Alternate Delegate Charles F. Lawrence will move up to delegate. "I wish to thank all those who have been so helpful and friendly to me over these past years," Heffernan said. "My best wishes to all of you to have a long and healthy life, and for the continuing successes of the union movement."

Local 1567, Corbin, Ky.

Members generously donated \$200 to the local Lion's Club Christmas fund to help buy food and clothing for needy families in the area, according to Secretary and Treasurer Donnie Head.

Local 1594, Upper Darby, Pa.

Local Chairperson and President Ron Koran commended and thanked the Southeastern Pennsylvania Transportation Authority (SEPTA) rail operators who temporarily became bus operators during a severe storm that stranded five trolleys full of passengers, ensuring all riders made it safely to their destinations. Koran gave special recognition to



Born with a condition that kept one kidney from maturing, Kevin C. Stewart, Jr., (left) found his better kidney rapidly failing, a condition that nearly took his life. His father, Kevin C. Stewart, Sr., (right) gladly donated one of his own, giving his son a new lease on life.

Father's kidney keeps son going

For Kevin C. Stewart, Jr., June 28, 2000, was like having a new birthday, and the gift he received that day came from his father, Kevin C. Stewart, Sr.

That day, the elder Stewart, a member of Local 1594, Darby, Pa., and a bus operator for 16 years with the Southeastern Pennsylvania Transportation Authority (SEPTA), donated one of his kidneys to his son, who was born with a condition that prevented one kidney from maturing and seriously compromised the other.

Brother Stewart was the donor, but when Christmas came around, he felt like he was the one who had received a very special gift.

"I was so happy to have another Christmas with my son," Stewart said. "It always feels good to help someone else, but it makes you especially happy when it's your own boy."

Through the years, Stewart's son had been coping well with his condition, but there came a point where his health began to deteriorate. Doctors determined one of his kidneys was failing, but thought dialysis would allow him to avoid surgery. Due to complications, it became apparent that only a transplant would keep him going.

"They asked if there was anybody in the family willing to donate a kidney," Stewart recalled. "I volunteered from the beginning."

Testing showed the elder Stewart's tissues to be a good match. "They told me about the risks, and that I wouldn't have a spare kidney anymore, but I was basically thankful that I could do it for my son."

Stewart had his last post-operative check-up recently, and aside from getting tired a little more easily now, he feels good. His son continues to receive regular check-ups, but otherwise is pursuing a renewed life, attending Philadelphia Community College and looking forward to the future.

operators Bernatowicz, Caldwell, Chapman, Curran, Boyle, Harris, Swain, Thoden and Saddic who stayed most or all of the night with the stranded trolleys, despite the lack of heat and power.

Local 1608, Chatsworth, Cal.

Members working for the Los Angeles County Metropolitan Transportation Authority (LACMTA) continue to mourn the sudden

passing in November of 45-year-old George Strassburg, a 13-year veteran of the LACMTA and its predecessor, the Southern California Regional Transit District. According to Secretary Jack Dedrick, Brother Strassburg had served as the local's secretary for three years until 1968.

Local 1697, Lubbock, Tex.

Members working for Texas, New Mexico & Oklahoma Coaches were saddened by the passing on December 26 of Brother Dan Salazar, who was 58 years old, according to Local Chairperson Roy Arnold.

Local 1760, Detroit, Mich.

Nearly 100 active and retired CSX workers from the Detroit and Plymouth area gathered in Dearborn, Mich., on December 19 for their annual Christmas party, according to Secretary and Treasurer Jerry S. D'Ortenzio. Gratitude goes to the event's sponsors, including Designated Legal Counsel Harrington, Thompson, Acker & Harrington, Ltd., the members of the local safety committee, and the Operation RedBlock committee.

Local 1778, N. Vancouver, B.C.

The Council of Trade Unions (including UTU Locals 1778 and 1923) recently completed ratification meetings across the BC Rail system, and balloting on a new, two-year pact was set to be tabulated on February 8, according to Secretary and Treasurer David Moorhouse.

Locals 955 & 1884, Calgary, Alta.

These Canadian Pacific locals, representing yard (L-1884) and road (L-955) workers, have jointly established a website that includes important documents, phone numbers, crew-change information, and more. View the site at <<http://www.utu.20m.com/>>.

Local 1957, Silsbee, Tex.

Rather than spend the local's funds on gift certificates for themselves, members at this BNSF local decided to donate the \$1,500 allotted for this purpose to the Children's Advocacy Center of East Texas, which conducts interviews and delivers services to children who have been the victims of sexual abuse. Local Chairperson, Treasurer and Legislative Representative Steve Moore said members further sweetened the gift by adding \$380 that had been raised at their annual barbecue, raising the total donation to \$1,880.

Local 1977, Seattle, Wash.

Retired BNSF yardmaster Jim M. Sofie and members of the Polar Bear Club he started in 1992 enjoyed an invigorating New Year's Eve dip off UTU Retiree Program member Ray Zufall's dock into the icy waters of Lake Wanatchee near Leavenworth, Wash. Sofie has issued an invitation to those interested in future Polar Bear Club activities to contact him at 22567 Alpine Dr., Leavenworth, WA 98826, call him at (509) 763-2197, or send e-mail to <wishes12@gte.net>.

Auxiliary of the UTU

A new unit is being formed in central California, with UTU Locals 835, 1252, and 1851 as the main focus, according to Darlene Wells. For more information, contact her at (559) 747-2702.

State Watch

News from UTU State Legislative Boards

Pennsylvania

Former U.S. Secretary of Transportation Rodney E. Slater announced on January 18 the selection of two projects in Pennsylvania and Maryland to be advanced into the next phase of the competition for nearly \$1 billion in federal money to build the nation's first magnetically levitated (maglev) high-speed train system.

The two finalists each received \$7 million in federal money to refine their financial plans and conduct further analysis of ridership and cost-benefit ratios.

Transportation officials ultimately will decide whether to split the remaining \$950 million in maglev funding between the two projects, or to invest all of it in a single system.

Propelled by a magnetic electrical field, maglev trains levitate above a steel beam and can reach speeds of up to 300 mph.

"It has been extremely difficult to select from all of the meritorious projects, but we must now focus the remaining effort and funding on the Maryland and Pennsylvania projects, the ones best positioned for early demonstration of maglev's promise," said Secretary Slater.

Pennsylvania State Legislative Director **Don Dunlevy**, who, along with members of the state's congressional delegation, was on hand for Slater's announcement, said the Pennsylvania project would consist of a 47-mile maglev system connecting the cities of Greensburg, Monroeville and Pittsburgh to the Pittsburgh International Airport.

Dunlevy is a member of the National Maglev Advisory Committee of the Federal Railroad Administration, as well as a board member of MAGLEV, Inc., a Pittsburgh-based corporation of business, labor and academia that will design and manufacture Pennsylvania's high-speed system. His involvement with the project spans a period of 12 years.

"We are grateful for the help our congress-

sional members gave us. Sen. Arlen Specter has delivered big bucks for this project for us and has said he will work on this in the future in the (Senate) Appropriations Committee," Dunlevy said.

Frank Clark, a MAGLEV vice president, said it would take at least five years to complete the first leg of the system from the airport to downtown Pittsburgh.

"Initially, this will be a commuter system, but eventually we are hoping to establish links from Greensburg to Harrisburg to Philadelphia," Clark said.

"Eventually, this has to be a national thing," Dunlevy said, emphasizing the need for labor protection should the maglev system ever replace Amtrak.

Florida

Florida State Legislative Director **Carl Cochran** reports that lawmakers there are considering asking voters to repeal a bullet-train amendment passed in November because they worry the high-speed network will cost too much money.

Lawmakers said a high-speed rail line connecting Tampa, Orlando, Ft. Lauderdale, Miami and Jacksonville could cost between \$6 billion and \$20 billion, with another \$1.7 billion per year for maintenance and debt payments.

Senate Majority Leader Jim King, one of the proposal's opponents, said last month that the state will have to raise taxes to foot the bill, or else programs like education and social services may have money diverted from them.

Sen. Ron Klein, who said that voters were not fully informed of the system's cost when they approved the project last year, has introduced legislation that calls for the repeal of the bullet-train amendment.

"It is the future and I am for it, but with caution," said Cochran.

He questioned what a high-speed rail system in the state might do to jobs on CSX and

Amtrak.

"It could be a lose/lose issue. Sometimes, you better watch what you wish for, or you might get more than you want," he said

Gov. Jeb Bush, who supports the idea of a new vote on the train, said he would not include the bullet train in his proposed budget for the upcoming fiscal year.

Virginia

Virginia Operation Lifesaver, a non-profit highway/rail safety education organization, is teaming up with the Virginia Department of Rail and Public Transportation and Lamar Outdoor Advertising in a new billboard campaign to remind Virginia residents that trespassing on railroad tracks and property is unsafe, and illegal.

The full-color billboards will feature photos of a train and trespassers riding motorcycles and jogging on the tracks. The message: "Trespassing on railroads? Fine! \$250 dollars. No trespassing on railroad tracks is a Virginia law we can live by."

Federal safety statistics show that eight people were killed and 10 injured in 1999 while trespassing on railroad tracks in Virginia.

Preliminary data for the first 10 months of 2000 show that five people died and four were injured.

Three recent deaths involving pedestrians trespassing on railroad tracks, one near Waverly and two in Lynchburg, illustrate the problem.

The first billboards have been placed in Richmond and Portsmouth, and additional billboards will be going up in northern Virginia and Charlottesville.

The Roanoke/Lynchburg area is slated to receive a billboard when space becomes available. Lamar Outdoor Advertising, a Baton Rouge, La.-based advertising agency with offices in Richmond, is donating the space for all of the billboards.

Bus Department

By **Bernie McNelis**

What does the new year hold?

What lies ahead for both the public and private transportation systems in the upcoming year?

In the public transit sector, ridership is up 20% in the last five years and reports indicate it should increase another 4.5% this year. Federal transit funding continues at a record pace, and next year funding should be up to \$6.5 billion. In addition, 131 miles of bus routes and high-occupancy vehicle lines, 104 miles of commuter rail lines, nine miles of light rail lines and other improvements will be built. All of this, of course, means more jobs and, in most instances, new union members.

In the private sector, we hear many complaints about the cost of fuel, increases in insurance rates and driver shortages. As union representatives we can expect to hear those complaints, particularly about fuel and insurance costs, at the bargaining table. Admittedly, the American Bus Association acknowledges that, in order to hire more drivers, its members need to enhance pay and benefits, among other things.

As we also know, in most instances private sector employees, such as mechanics, school bus drivers, intrastate and interstate drivers, ticket agents, baggage agents and customer service representatives, are paid below the public sector wage standard. The private sector employers should realize that their employees need to be treated fairly and justly as well.

Companies can attract new riders by having newer equipment, good relationships with their employees, and emphasizing safety for drivers and passengers. An increase in ridership will offset some of the increases in fuel and insurance costs.

Let us hope the new administration in Washington will continue to help our transit agencies.



Yardmasters

By **Don Carver**

Retirement bill deserves support

The Railroad Retirement and Survivors' Improvement Act has been reintroduced in the House of Representatives as HR 180.

(See "Railroad Retirement fight" news and notes, left column, page 1)

If passed, these improvements in our pension system will benefit both young and old in the rail industry.

The vesting period will be reduced for the younger employees, there will be earlier retirement for the active employees, and increased survivor benefits.

The UTU web page maintains the most current information on the progress of HR 180. The web site is reached by logging on to "http://www.utu.org."

We need to rally support for the legislation as directed by our UTU National Legislative Office.

Check the web site for updates and instructions.

We have received several calls inquiring about insurance coverage available to the yardmasters pursuant to the provisions in labor contracts or through the Yardmaster Department.

Those yardmasters contemplating retirement should call the Yardmaster Department, (216) 228-9400, at least two months in advance of applying for an annuity from the Railroad Retirement Board.



Single-craft representation simplifies the complicated

Regardless of what has been said about “single-craft representation,” there’s one inescapable fact: Single-craft representation will bring added strength and democracy to the historic operating crafts.

Today in the rail industry, the reality is that agreements and conditions in one historic craft have a definite and profound impact upon other crafts, to the degree that we need to review representation issues and take a hard look at representation rights.

The needs and concerns of the minority shouldn’t trample those of the majority. Nor should the needs and concerns of the majority trample those of the minority.

We all know, for example, the size of the engineers’ working lists (extra boards, reserve boards, vacation assignments, etc.) have a definite impact on the working list of train service employees. We also know that promotion rules, order of call, availability and many other issues that once only affected train service employees now affect employees in engine service.

The increasing ebb and flow of employees between the historical operating crafts gives all operating employees an interest in all of these issues.

It is difficult to deal with these issues when two different unions represent train and engine service employees. The best option available to the two unions representing operating employees is to merge in a way that would preserve the rights of the historical operating crafts, but permit equitable resolution of their common issues.

Unfortunately, a merger between UTU and the Brotherhood of Locomotive Engineers (BLE) does not appear to be in the cards at this

time. But the need for effective representation of all operating employees has not changed. Fortunately, a fair and simple approach is readily at hand. It’s called single-craft representation, and by all indications, its time has come.

In a recent ruling involving the Terminal Railroad Association of St. Louis (TRRA), the majority of the members of the National Mediation Board (NMB) clearly indicated the board now recognizes the reality of a single craft or class of operating employees. In its ruling, the NMB said single-craft representation is appropriate where the facts indicate a

“mandatory progression from train service to engine service, the regular ebb and flow of employees from train service to engine service, and [a] similarity in working conditions and job functions....”

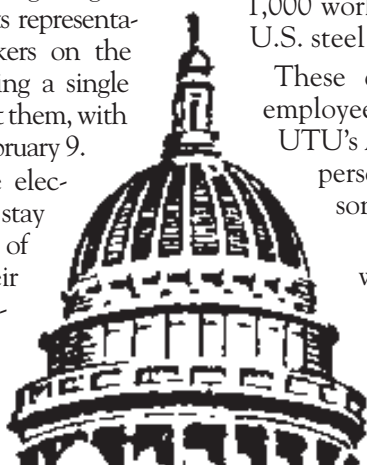
In plainer terms, the board majority said that if your employer expects you to work in both train service and engine service, then you should be represented as what you are: An employee working among a single class of employees. Logically, the NMB said, where there’s a single craft or class of employees, a single organization should serve as its representative. As a result, workers on the TRRA are now choosing a single organization to represent them, with a ballot count set for February 9.

Fearing a loss in the election, the BLE filed for a stay of the election. Instead of denying workers their right to choose, however, the NMB denied the BLE its hope to block the inevitable.

The BLE is well aware of the



Byron A. Boyd, Jr.



WASHINGTON WATCH

By James Brunkenhoefer

TRRA ruling’s implications. That is why they jumped all over another ruling issued the same day. But don’t believe the BLE “spin.” For technical and procedural reasons alone, the NMB on Dec. 21, 2000, denied the UTU a reconsideration of its request for a representation election among the single craft of train and engine service workers on the Union Pacific (UP).

In light of the TRRA ruling, it is reasonable to expect the NMB to support future requests for single-craft elections.

Now is not the time to gloat if you believe in single-craft representation, and, make no mistake, there is substantial support for this worthy

goal in both the UTU and BLE. I still believe the UTU and BLE will come together to protect the representational rights of the members of both organizations.

Apparently, my belief will not come about because of leadership decisions within the BLE. The NMB has given the ball to the membership of both organizations to determine who will represent their interests. Some will say the ball rolls in favor of UTU. I say the ball rolls in favor of the men and women whose futures lie in good representation.

Meanwhile, no one needs to spin the facts to divine the United Transportation Union’s intentions. Our aim is in our name.

A wake-up call for Congress

An issue making headlines in the 1980s has gained new currency. We hope it reminds the 107th Congress that rust never sleeps.

Grabbing headlines in the UTU International’s own backyard, Cleveland-based LTV Steel, with 18,000 employees in Ohio, Indiana, Alabama and other states, filed for Chapter 11 bankruptcy on December 29, 2000.

LTV had already idled one blast furnace a month earlier, laying off 500 workers. Affected were the members of UTU Local 1661 whose employer, the Cuyahoga Valley Railroad, suddenly had little service to provide LTV.

Perhaps luckier were members of Local 27 working on the River Terminal Railway where, for the time being, LTV operations continue.

What at first blush appears to be a local problem may soon be making headlines in a city near you. Just days after LTV sought bankruptcy protection, it closed a facility at Hoyt Lakes, Minn., affecting the lives of 1,000 working families. In fact, within the last two years, at least seven U.S. steel makers have filed for Chapter 11 bankruptcy.

These developments do not go unnoticed by UTU-represented employees on railroads servicing steel producers. And as pointed out by UTU’s Alternate Vice President-East Dennis J. Schuler, general chairperson on the River Terminal Railway, all UTU members have reason to be alarmed.

Schuler notes that, ultimately, a chain reaction occurs, and what are now local problems soon affect the national economy.

Nearly all involved with steel point a finger at the dumping, or sale below cost, of dirt-cheap foreign steel into the American market. Just as rust never sleeps, we hope the lawmakers of the 107th Congress are wide awake and aware of the events that heralded the beginning of the 21st century. The elections behind us and the seats won, the time for talk is over. It’s now time for action.

The lights are on, but nobody is home!

Hello? Hello? Is anybody there? That is the feeling that we have here in Washington, D.C.

On January 20th, most Clinton appointees had to hand in their resignations to the Bush Administration. Washington is now a city of many empty offices. The desks in these offices are now being covered with mail to be read and answered by yet-to-be named new Bush appointees.



We will sorely miss Jolene Molitoris. Many things have been accomplished during her seven years as federal railroad administrator. She did more for rail safety than any FRA administrator in history ever did. Now there is no FRA administrator, just an empty desk.

Getting a new FRA administrator will take many months. First, the candidates will be interviewed from people recommended to the Bush Administration. You can bet that list will come from the names of Bush supporters. Just a note: the Bush transition team had representatives from UP, CSX and NS. There were no representatives from rail labor.

After the person is selected, he or she will be required to fill out numerous forms. The questionnaire alone is almost 60 pages in length. The Federal Bureau of Investigation will make a thorough background check of each person. After all of this information is reviewed, the candidate will be formally nominated and the name sent to the Senate.

Depending on the Senate schedule, a hearing may be held on the candidate’s nomination. The candidate is usually introduced by a senator from their state and numerous questions are asked. Before the hearing or any vote is taken, there are numerous other forms to fill out in addition to those that have already been submitted to the White House. Literally hundreds of pages of documents must be provided to the FBI, the White

House, the Senate committees and others. After clearing this process, there is a vote of confirmation by the U.S. Senate. No matter what you hear, or see, there are only a handful of candidates that are actually blocked or voted down. Over 90% of those nominated sail right through. That is if you can call going through this process sailing.

After the candidate has completed the confirmation process, he or she will walk into an office that has been vacant for months. They will find a desk that is covered with mail that needs to be answered urgently because it has been so delayed. It is not just the FRA administrator that must go through this process but literally thousands of nominees that will be coming on board in the next several months.

The pace of filling the new Administration’s positions with new faces is unbelievably slow. Many questions that UTU members and others have about Railroad Retirement, railroad safety and other vital issues simply cannot be answered because there is no one there to answer them.

Obviously, until these nominees are in place, we do not know what decisions they might make, but we are not optimistic that they will be friendly. Remember, during the last administration we at least had input into what names would be placed on the list for consideration.

This compassionate, conservative, bipartisan Bush Administration has not felt it necessary to include your union in this process. However, I am sure that we will be called on to support their efforts at key times on issues that we were given no opportunity in forming.

Thank goodness that the independent agencies, such as the Surface Transportation Board, the National Transportation Safety Board, the National Mediation Board and the Railroad Retirement Board, move in a slow, orderly process when it comes to filling vacancies.

Yes, every light in the city is on. We just have to wait for someone to show up.

UTU Rate Tables

EFFECTIVE JANUARY 1, 2001

In this special four-page section of the February 2001 edition of the *UTU News* you will find rate tables, effective January 1, 2001, resulting from the application of a 12-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001		
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000		
LOCOMOTIVE ENGINEERS (MOTORMEN) - PASSENGER SERVICE		
STANDARD BASIC DAILY AND MILEAGE RATES		
WEIGHT ON DRIVERS (POUNDS)	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$140.12	104.44¢
80,000 AND LESS THAN 100,000	\$140.12	104.44¢
100,000 AND LESS THAN 140,000	\$140.21	104.53¢
140,000 AND LESS THAN 170,000	\$140.29	104.61¢
170,000 AND LESS THAN 200,000	\$140.38	104.70¢
200,000 AND LESS THAN 250,000	\$140.47	104.79¢
250,000 AND LESS THAN 300,000	\$140.55	104.87¢
300,000 AND LESS THAN 350,000	\$140.64	104.96¢
350,000 AND LESS THAN 400,000	\$140.72	105.04¢
400,000 AND LESS THAN 450,000	\$140.81	105.13¢
450,000 AND LESS THAN 500,000	\$140.90	105.22¢
500,000 AND LESS THAN 550,000	\$140.98	105.30¢
550,000 AND LESS THAN 600,000	\$141.07	105.39¢
600,000 AND LESS THAN 650,000	\$141.15	105.47¢
650,000 AND LESS THAN 700,000	\$141.24	105.56¢
700,000 AND LESS THAN 750,000	\$141.32	105.64¢
750,000 AND LESS THAN 800,000	\$141.41	105.73¢
800,000 AND LESS THAN 850,000	\$141.49	105.81¢
850,000 AND LESS THAN 900,000	\$141.58	105.90¢
900,000 AND LESS THAN 950,000	\$141.66	105.98¢
950,000 AND LESS THAN 1,000,000	\$140.75	106.07¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF –		
ADD ALTERNATELY:	\$.08 & \$.09	.08¢ .09¢
MOTOR OR ELECTRIC CARS IN MULTIPLE OR SINGLE UNIT	\$140.38	104.70¢
DAILY EARNINGS MINIMUM	\$141.64	
DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNI- FORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (SUCH DIFFERENTIAL TO BE APPLIED IN SAME MANNER AS THE LOCAL FREIGHT DIFFERENTIAL).		

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



STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001		
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000		
LOCOMOTIVE ENGINEERS (MOTORMEN) - THROUGH FREIGHT SERVICE		
STANDARD BASIC DAILY AND MILEAGE RATES		
WEIGHT ON DRIVERS (POUNDS)	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$150.81	112.04¢
140,000 AND LESS THAN 200,000	\$151.24	112.47¢
200,000 AND LESS THAN 250,000	\$151.41	112.64¢
250,000 AND LESS THAN 300,000	\$151.56	112.79¢
300,000 AND LESS THAN 350,000	\$151.71	112.94¢
350,000 AND LESS THAN 400,000	\$151.92	113.15¢
400,000 AND LESS THAN 450,000	\$152.13	113.36¢
450,000 AND LESS THAN 500,000	\$152.34	113.57¢
500,000 AND LESS THAN 550,000	\$152.55	113.78¢
550,000 AND LESS THAN 600,000	\$152.73	113.96¢
600,000 AND LESS THAN 650,000	\$152.91	114.14¢
650,000 AND LESS THAN 700,000	\$153.09	114.32¢
700,000 AND LESS THAN 750,000	\$153.27	114.50¢
750,000 AND LESS THAN 800,000	\$153.45	114.68¢
800,000 AND LESS THAN 850,000	\$153.63	114.86¢
850,000 AND LESS THAN 900,000	\$153.81	115.04¢
900,000 AND LESS THAN 950,000	\$153.99	115.22¢
950,000 AND LESS THAN 1,000,000	\$154.17	115.40¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:	\$.18	.18¢
DAILY EARNINGS MINIMUM	\$152.32	
ARTICLE III(B) OF AGREEMENT OF OCTOBER 14, 1955		
DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCO- MOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREE- MENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIF- FERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).		

STANDARD BASIC DAILY RATES OF PAY AS OF JANUARY 1, 2001		
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000		
LOCOMOTIVE ENGINEERS (MOTORMEN) - YARD SERVICE		
STANDARD BASIC DAILY RATES		
WEIGHT ON DRIVERS (POUNDS)	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$147.34	\$160.86
500,000 AND LESS THAN 550,000	\$147.55	\$161.11
550,000 AND LESS THAN 600,000	\$147.73	\$161.33
600,000 AND LESS THAN 650,000	\$147.91	\$161.54
650,000 AND LESS THAN 700,000	\$148.09	\$161.76
700,000 AND LESS THAN 750,000	\$148.27	\$161.98
750,000 AND LESS THAN 800,000	\$148.45	\$162.19
800,000 AND LESS THAN 850,000	\$148.63	\$162.41
850,000 AND LESS THAN 900,000	\$148.81	\$162.62
900,000 AND LESS THAN 950,000	\$148.99	\$162.84
950,000 AND LESS THAN 1,000,000	\$149.17	\$163.06
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:	\$.18	\$.215
DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNI- FORM DIFFERENTIAL OF \$6.00 PER BASIC DAY WILL BE ADDED TO THE ABOVE RATES.		

UTU RATE TABLES, EFFECTIVE JANUARY 1, 2001

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001		
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000		
LOCOMOTIVE FIREMEN (HELPERS) - PASSENGER SERVICE		
WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
DAILY RATES	MILEAGE RATES	
LESS THAN 80,000	\$131.08	98.43¢
90,000 AND LESS THAN 100,000	\$131.17	98.52¢
100,000 AND LESS THAN 140,000	\$131.25	98.60¢
140,000 AND LESS THAN 170,000	\$131.43	98.78¢
170,000 AND LESS THAN 200,000	\$131.51	98.86¢
200,000 AND LESS THAN 250,000	\$131.60	98.95¢
250,000 AND LESS THAN 300,000	\$131.60	98.95¢
300,000 AND LESS THAN 350,000	\$131.68	99.03¢
350,000 AND LESS THAN 400,000	\$131.77	99.12¢
400,000 AND LESS THAN 450,000	\$131.86	99.21¢
450,000 AND LESS THAN 500,000	\$131.94	99.29¢
500,000 AND LESS THAN 550,000	\$132.03	99.38¢
550,000 AND LESS THAN 600,000	\$132.11	99.46¢
600,000 AND LESS THAN 650,000	\$132.19	99.54¢
650,000 AND LESS THAN 700,000	\$132.27	99.62¢
700,000 AND LESS THAN 750,000	\$132.35	99.70¢
750,000 AND LESS THAN 800,000	\$132.43	99.78¢
800,000 AND LESS THAN 850,000	\$132.51	99.86¢
850,000 AND LESS THAN 900,000	\$132.59	99.94¢
900,000 AND LESS THAN 950,000	\$132.67	100.02¢
950,000 AND LESS THAN 1,000,000	\$132.75	100.10¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:	\$.08	.08¢
DAILY EARNINGS MINIMUM	\$132.42	

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001	
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000	
LOCOMOTIVE FIREMEN IN SHORT LOCAL FREIGHT SERVICE ON RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID ON A DAILY BASIS WITHOUT A MILEAGE COMPONENT	
RATES ARE CALCULATED BY SUBTRACTING THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC DAY FROM THE SHORT LOCAL STANDARD BASIC DAILY RATES OF PAY ESTABLISHED UNDER ARTICLE II(C) OF THE SEPTEMBER 14, 1968, AGREEMENT, ADDING ALL SUBSEQUENT GENERAL WAGE INCREASES AND COST-OF-LIVING ADJUSTMENTS, AND THEN ADDING THE STANDARD LOCAL FREIGHT DIF- FERENTIAL OF 43 CENTS PER BASIC DAY.	
WEIGHT ON DRIVERS (POUNDS)	STANDARD DAILY RATES
LESS THAN 140,000	\$139.68
140,000 AND LESS THAN 200,000	\$140.03
200,000 AND LESS THAN 250,000	\$140.20
250,000 AND LESS THAN 300,000	\$140.37
300,000 AND LESS THAN 350,000	\$140.64
350,000 AND LESS THAN 400,000	\$140.72
400,000 AND LESS THAN 450,000	\$140.88
450,000 AND LESS THAN 500,000	\$141.04
500,000 AND LESS THAN 550,000	\$141.20
550,000 AND LESS THAN 600,000	\$141.36
600,000 AND LESS THAN 650,000	\$141.52
650,000 AND LESS THAN 700,000	\$141.68
700,000 AND LESS THAN 750,000	\$141.84
750,000 AND LESS THAN 800,000	\$142.00
800,000 AND LESS THAN 850,000	\$142.16
850,000 AND LESS THAN 900,000	\$142.32
900,000 AND LESS THAN 950,000	\$142.48
950,000 AND LESS THAN 1,000,000	\$142.64
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:	\$.16

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001		
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000		
LOCOMOTIVE FIREMEN (HELPERS) - THROUGH FREIGHT SERVICE		
WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
DAILY RATES	MILEAGE RATES	
LESS THAN 140,000	\$138.06	103.27¢
140,000 AND LESS THAN 200,000	\$138.41	103.62¢
200,000 AND LESS THAN 250,000	\$138.58	103.79¢
250,000 AND LESS THAN 300,000	\$138.75	103.96¢
300,000 AND LESS THAN 350,000	\$139.02	104.23¢
350,000 AND LESS THAN 400,000	\$139.10	104.31¢
400,000 AND LESS THAN 450,000	\$139.26	104.47¢
450,000 AND LESS THAN 500,000	\$139.42	104.63¢
500,000 AND LESS THAN 550,000	\$139.58	104.79¢
550,000 AND LESS THAN 600,000	\$139.74	104.95¢
600,000 AND LESS THAN 650,000	\$139.90	105.11¢
650,000 AND LESS THAN 700,000	\$140.06	105.27¢
700,000 AND LESS THAN 750,000	\$140.22	105.43¢
750,000 AND LESS THAN 800,000	\$140.38	105.59¢
800,000 AND LESS THAN 850,000	\$140.54	105.75¢
850,000 AND LESS THAN 900,000	\$140.70	105.91¢
900,000 AND LESS THAN 950,000	\$140.86	106.07¢
950,000 AND LESS THAN 1,000,000	\$141.02	106.23¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD	\$.16	.16¢
DAILY EARNINGS MINIMUM	\$139.48	
ESTABLISHED BY ARTICLE III(B) OF AGREEMENT OF OCT. 27, 1955		
LOCOMOTIVE FIREMEN (HELPERS) - YARD SERVICE, AND HOSTLER AND HOSTLER HELPERS		
STANDARD BASIC DAILY RATES		
WEIGHT ON DRIVERS (POUNDS)	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$137.25	\$147.24
500,000 AND LESS THAN 550,000	\$137.41	\$147.43
550,000 AND LESS THAN 600,000	\$137.57	\$147.62
600,000 AND LESS THAN 650,000	\$137.73	\$147.81
650,000 AND LESS THAN 700,000	\$137.89	\$148.00
700,000 AND LESS THAN 750,000	\$138.05	\$148.20
750,000 AND LESS THAN 800,000	\$138.21	\$148.39
800,000 AND LESS THAN 850,000	\$138.37	\$148.58
850,000 AND LESS THAN 900,000	\$138.53	\$148.77
900,000 AND LESS THAN 950,000	\$138.69	\$148.96
950,000 AND LESS THAN 1,000,000	\$138.85	\$149.16
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:	\$.16	\$.19
HOSTLING SERVICE		
OUTSIDE HOSTLER	\$136.79	\$146.85
INSIDE HOSTLER	\$134.48	\$144.01
OUTSIDE HOSTLER HELPER	\$132.38	\$141.32

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001				
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000				
CONDUCTORS AND TRAINMEN - PASSENGER AND THROUGH FREIGHT SERVICE				
DAILY RATES		MILEAGE RATES		
UNDER AGREEMENTS HELD BY FORMER:				
ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST		BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
		FOR MILES IN EXCESS OF THE BASIC DAY		
			70.13¢	70.06¢
<u>PASSENGER CONDUCTORS AND TRAINMEN</u>				
CONDUCTORS	\$140.68	\$140.59		
ASST. CONDUCTORS/ TICKET COLLECTORS	\$132.51	\$132.37	66.55¢	66.46¢
BRAKEMEN AND FLAGMEN	\$129.66	\$129.48	65.06¢	65.01¢
TRAIN BAGGAGEMEN	\$130.25	\$130.08	65.41¢	65.32¢
		FOR MILES IN EXCESS OF THE BASIC DAY		
			103.33¢	103.16¢
<u>THROUGH FREIGHT CONDUCTORS</u>				
BASIC RATES	\$138.09	\$137.96		
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$138.44	\$138.31	103.68¢	103.51¢
81 TO 105 CARS	\$139.09	\$138.96	104.33¢	104.16¢
106 TO 125 CARS	\$139.49	\$139.36	104.73¢	104.56¢
126 TO 145 CARS	\$139.74	\$139.61	104.98¢	104.81¢
146 TO 165 CARS	\$139.84	\$139.71	105.08¢	104.91¢
166 CARS AND OVER	*	*	**	**
<u>THROUGH FREIGHT BRAKEMEN AND FLAGMEN</u>				
		FOR MILES IN EXCESS OF THE BASIC DAY		
			97.48¢	97.35¢
BASIC RATES				
	\$129.45	\$129.31		
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$129.80	\$129.66	97.83¢	97.70¢
81 TO 105 CARS	\$130.45	\$130.31	98.48¢	98.35¢
106 TO 125 CARS	\$130.85	\$130.71	98.88¢	98.75¢
126 TO 145 CARS	\$131.10	\$130.96	99.13¢	99.00¢
146 TO 165 CARS	\$131.20	\$131.06	99.23¢	99.10¢
166 CARS AND OVER	*	*	**	**
* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JANUARY 1, 2001				
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000				
CONDUCTORS AND TRAINMEN - LOCAL FREIGHT SERVICE AND YARD SERVICE				
DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF 100		
UNDER AGREEMENTS HELD BY FORMER:				
ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	
LOCAL FREIGHT CONDUCTORS				
BASIC RATES	\$138.65	\$138.52	105.42¢	105.25¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 16, 1955:				
LESS THAN 81 CARS	\$139.00	\$138.87	105.77¢	105.60¢
81 TO 105 CARS	\$139.65	\$139.52	106.42¢	106.25¢
106 TO 125 CARS	\$140.05	\$139.92	106.82¢	106.65¢
126 TO 145 CARS	\$140.30	\$140.17	107.07¢	106.90¢
146 TO 165 CARS	\$140.40	\$140.27	107.17¢	107.00¢
166 CARS AND OVER	*	*	**	**
LOCAL FREIGHT BRAKEMEN AND FLAGMEN				
BASIC RATES	\$129.88	\$129.74	99.44¢	99.31¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$130.23	\$130.09	99.79¢	99.66¢
81 TO 105 CARS	\$130.88	\$130.74	100.44¢	100.31¢
106 TO 125 CARS	\$131.28	\$131.14	100.84¢	100.71¢
126 TO 145 CARS	\$131.53	\$131.39	101.09¢	100.96¢
146 TO 165 CARS	\$131.63	\$131.49	101.19¢	101.06¢
166 CARS AND OVER	*	*	**	**
* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR PORTION THEREOF				
MINIMUM DAILY EARNINGS:				
CONDUCTORS	\$139.35	\$139.21		
BRAKEMEN-FLAGMEN	\$130.58	\$130.44		
ESTABLISHED BY ARTICLE II(B) OF ORC&B AGREEMENT OF DECEMBER 21, 1955, AND BY ARTICLE II(B) OF BRT AGREEMENT OF OCTOBER 4, 1955, SUPPLEMENTED DECEMBER 21, 1955.				
FIVE DAY YARD SERVICE				
OCCUPATION	DAILY RATE			
YARD CONDUCTORS (FOREMEN)	\$154.99			
YARD BRAKEMEN (HELPERS)	\$148.60			
SWITCHTENDERS	\$141.96			

In this special four-page section of the February 2001 edition of the *UTU* News you will find rate tables, effective January 1, 2001, resulting from the application of a 12-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.



UTU RATE TABLES

EFFECTIVE JANUARY 1, 2001

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

RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT DECEMBER 31, 2000

**FREIGHT CONDUCTORS AND TRAINMEN
WITHOUT A MILEAGE COMPONENT IN THEIR ASSIGNMENTS**

STANDARD DAILY RATES
IN THROUGH FREIGHT
SERVICE WITHOUT A
MILEAGE COMPONENT**

STANDARD DAILY RATES
IN SHORT LOCAL
FREIGHT SERVICE***

UNDER AGREEMENTS HELD BY FORMER:

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

BASIC RATES	\$140.34	\$140.25	\$142.11	\$141.97
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$140.69	\$140.60	\$142.46	\$142.32
81 TO 105 CARS	\$141.34	\$141.25	\$143.11	\$142.97
106 TO 125 CARS	\$141.74	\$141.65	\$143.51	\$143.37
126 TO 145 CARS	\$141.99	\$141.90	\$143.76	\$143.62
146 TO 165 CARS	\$142.09	\$142.00	\$143.86	\$143.72
166 CARS AND OVER	*	*	*	*

FREIGHT BRAKEMEN AND FLAGMEN

BASIC RATES	\$131.70	\$131.59	\$133.33	\$133.21
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955

LESS THAN 81 CARS	\$132.05	\$131.94	\$133.68	\$133.56
81 TO 105 CARS	\$132.70	\$132.59	\$134.33	\$134.21
106 TO 125 CARS	\$133.10	\$132.99	\$134.73	\$134.61
126 TO 145 CARS	\$133.35	\$133.24	\$134.98	\$134.86
146 TO 165 CARS	\$133.45	\$133.34	\$135.08	\$134.96
166 CARS AND OVER	*	*	*	*

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

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

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

YARD CONDUCTOR (FOREMAN) RATES

as of January 1, 2001

Basic Day: \$154.99

Pro-rata: Hour	\$19.3738	Overtime: Hour	\$29.0606
Minute	0.3229	Minute	0.4843
5-Minutes	1.6145	5-Minutes	2.4217

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	154.99	184.05	213.11	242.17	271.23
5	157.41	186.47	215.53	244.59	273.65
10	159.83	188.89	217.95	247.01	276.08
15	162.26	191.32	220.38	249.44	278.50
20	164.68	193.74	222.80	251.86	280.92
25	167.10	196.16	225.22	254.28	283.34
30	169.52	198.58	227.64	256.70	285.76
35	171.94	201.00	230.06	259.12	288.18
40	174.36	203.42	232.48	261.54	290.61
45	176.79	205.85	234.91	263.97	293.03
50	179.21	208.27	237.33	266.39	295.45
55	181.63	210.69	239.75	268.81	297.87

YARD BRAKEMAN (HELPER) RATES

as of January 1, 2001

Basic Day: \$148.60

Pro-rata: Hour	\$18.5750	Overtime: Hour	\$27.8625
Minute	0.3096	Minute	0.4644
5 Minutes	1.5479	5 Minutes	2.3219

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	148.60	176.46	204.33	232.19	260.05
5	150.92	178.78	206.65	234.51	262.37
10	153.24	181.11	208.97	236.83	264.70
15	155.57	183.43	211.29	239.15	267.02
20	157.89	185.75	213.61	241.48	269.34
25	160.21	188.07	215.94	243.80	271.66
30	162.53	190.39	218.26	246.12	273.98
35	164.85	192.72	220.58	248.44	276.30
40	167.18	195.04	222.90	250.76	278.63
45	169.50	197.36	225.22	253.09	280.95
50	171.82	199.68	227.54	255.41	283.27
55	174.14	202.00	229.87	257.73	285.59

SWITCHTENDER RATES

as of January 1, 2001

Basic Day: \$141.96

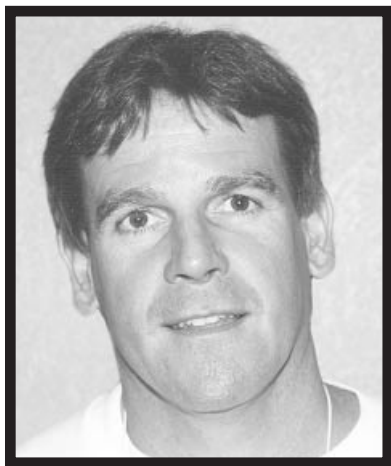
Pro-rata: Hour	\$17.7450	Overtime: Hour	\$26.6175
Minute	0.2958	Minute	0.4436
5 Minutes	1.4788	5 Minutes	2.2181

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	141.96	168.58	195.19	221.81	248.43
5	144.18	170.80	197.41	224.03	250.65
10	146.40	173.01	199.63	226.25	252.87
15	148.61	175.23	201.85	228.47	255.08
20	150.83	177.45	204.07	230.68	257.30
25	153.05	179.67	206.28	232.90	259.52
30	155.27	181.89	208.50	235.12	261.74
35	157.49	184.10	210.72	237.34	263.96
40	159.70	186.32	212.94	239.56	266.17
45	161.92	188.54	215.16	241.77	268.39
50	164.14	190.76	217.38	243.99	270.61
55	166.36	192.98	219.59	246.21	272.83



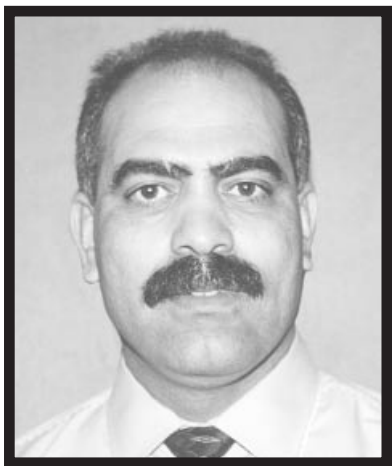
Voices: *What should we seek from the 107th Congress?*



Ron Koran

L-1594, Upper Darby, Pa.

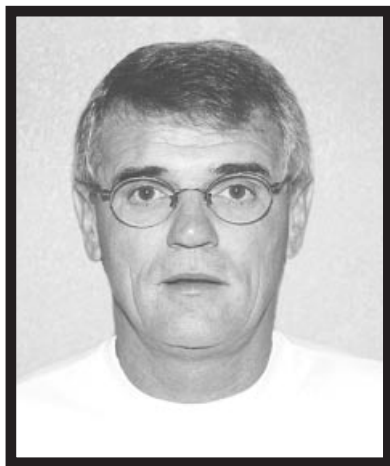
"I've been a trolley operator for the Southeastern Pennsylvania Transportation Authority (SEPTA) for 21 years, and I'm the local president and a general chairperson. I think Congress should pay more attention to our trade issues. We shouldn't be allowing more foreign businesses to dump their products on the American markets. They should help promote the products we make here, and help us export them elsewhere. That builds up jobs and the economy, so working families can continue earning fair wages. That's where our downfall's going to be. Congress needs to be more concerned about our working families trying to make a better living."



Mo Mawajdeh

L-1558, Bergenfield, N.J.

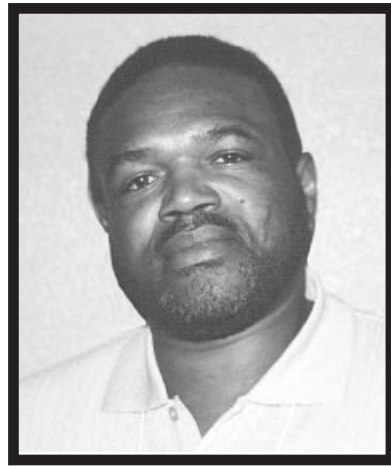
"I've been working since 1995 as a bus operator for Rockland Coaches. I would like Congress to more closely monitor our employers so we don't have a hard time using the Family Medical Leave Act. They should look at health care and the cost of prescription drugs, because these companies are taking advantage of us. They should pass a bill to protect people who lose their jobs due to health problems, and should make elections simpler and easier, especially for older people. I'm from overseas, but I think they should take a look at immigration. Too many people come here illegally and take jobs, but don't pay their fair share of taxes."



Rich Merial

L-867, Des Moines, Iowa

"I'm a conductor with 30 years of railroading behind me, starting on the Rock Island, then the Chicago & North Western and finally the Union Pacific, though I haven't worked since November 1999 due to a train accident. I think the top priority for Congress should be passing the 30/60 rail legislation that would allow earlier retirement. It's a hard life on the rails. You don't eat right, you don't sleep right, and by the time you're 62, it's hard to be out and about all hours of the day and night, working on trains. I don't know why these few senators had such a problem with it. I think all the organizations that were involved did a great job with it."



Greg Whitaker

L-1413, Jersey City, N.J.

"I'm 51, with nearly 30 years as a conductor for the Port Authority Trans-Hudson Corp. (PATH). The Congress should be thinking about addressing the displacement of workers and offering re-training that will help workers get the money they were making before they lost their jobs. They should take steps so the people who work hard and put things in order get to share in the economic gains. Congress needs to be concerned about human issues and working families' issues. I think they should pass the 30/60 rail measure. But the fix is not to elect someone to do our work for us. We have to get involved in the issues that we feel passionate about."

CSXT deal

Continued from page 1

Such workers will be paid \$1,200 bi-weekly and retain their medical coverage.

Joining Little and Ward at a special ceremony in Jacksonville, Fla., were UTU General Chairpersons Larry Moody (L&N), John Hancock (SCL) and Terry Reed (B&O), who played integral roles in making the unique initiative a reality.

"Brothers Reed, Hancock and Moody, as well as CSX General Chairpersons Randy Sargent and Randy Pullen, are to be commended for their insight, perseverance and dedication to fellow UTU members in crafting this agreement," said Little.

"Their creative and cooperative approach benefits all concerned and serves as an example for the industry."

Also on hand representing CSXT were Mike Nicoletti, assistant vice president-culture & employee relations; Al Crown, executive vice president-transportation, and Susan Hamilton, assistant vice president-labor relations.

Monthly winner

This month's lucky winner of his choice of any item proudly displaying the UTU logo is **James D. Duke** of Local 1245, Atlanta, Ga., which represents workers on the Norfolk Southern. These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.

Win on SEPTA

Continued from page 1

According to UTU Director of Strategic Planning John Nadalin, those deserving special recognition for their role in achieving victory include Local 61 President and Acting General Chairperson Earl Davis; Vice Chairpersons Paul Hutchinson, Darryl Jones, Ralph Vasquez and Vinnie Bove, and Local 61 Treasurer Richard Gallagher.

Nadalin also thanked rank-and-file members of Local 61 for their outstanding efforts, including Ivan Bright, Tony Comella, Tom Day II, Vernon Gibson, Geoffrey Johnson, Glen Lockley, Patricia Riley, Jeanne Shoemaker, Marty Strom, Mike Szymanski, Karen Vick, Charlie Webb Jr. and Walt Yankowski.

Also playing a pivotal role in the election was Raymond E. Arenas, Port Authority Trans-Hudson Corp. (PATH) general chairperson and Local 1413 local chairperson, as well as PATH conductors Gregory Whitaker and Janette Walker-Warren, both members of Local 1413.

"We will continue to extend any and all support to our brothers and sisters working for SEPTA," said Arenas.

Another key player in the UTU victory, U.S. Alternate Vice President-West Arthur "Artie" Martin III, of Local 78, Pocatello, Idaho, who was cited for his ability to effectively communicate the advantages of UTU representation.

Nadalin also credited the efforts of UTU Special Representative James M. "Mike" Lewis of Local 490, Princeton, Ind., as well as Marcel Manta of Local 483, Toronto, Ont., and Roger Scarow of Local 472, Windsor, Ont., both from VIA Rail in Canada.

Conductor

Continued from page 1

was traveling about 35 mph on an adjacent track, reportedly snared one of the backpack's straps and Smith perished beneath the wheels of the locomotive.

According to reports, the NS engines' headlight was on dim, and neither the bell nor whistle were being operated.

Local 586 President Larry Valentine says the carrier requires conductors to carry rule books, time tables, bulletins and track orders, and that "you could easily fill one bag with just paperwork."

He said that, because of the time the carriers force employees to stay away from home, often for days at a time, most railroad operating employees are forced to carry at least two bags, "and some are giant bags."

"The railroads require our people to carry too much stuff," Florida State Legislative Director Carl Cochran commented.

Cochran also questioned whether Smith lost her balance because of unsafe footing.

"The railroads have got to provide their employees with a safe place to work," Cochran stressed. "We hear too often about unsafe railroad working conditions that are not corrected."

As one observer noted, "One slip, one second, one mistake, one lapse, one misjudgment, one life."

Smith leaves behind a husband, 15-year-old daughter and 10-year-old son. Her brother also works for CSX out of Willard.

Senior News



Members of Local 339 who learned railroading as teens at the Illinois Central's Carbondale, Ill., training school during World War II still live nearby and meet almost daily at a restaurant in Haleyville, Ala. From left is F.G. Hyde, Max Gilbert, the late M.A. Knight, Travis Early and H.E. Dixon.

“Kindergarteners” still meet after “graduation”

They were considered the “kindergarten kids” on the Illinois Central (IC) when the railroad trained them as 16- and 17-year-olds to fill the labor gap during World War II. Now retired members of Local 339, Jackson, Tenn., the graduates of the real-world school of railroading continue to meet almost daily.

“We all started in Carbondale, Ill., in the school run by the IC,” said Forrest G. Hyde, “including Max Gilbert, M.A. ‘Whiz’ Knight, Travis Early, H.E. ‘Tip’ Dixon and me. We still meet just about every morning at the Country Kitchen restaurant in Haleyville, Ala. Unfortunately, ‘Whiz’ passed away last April.”

In the 1940s, the railroads looked to those too young for the military to help keep the trains rolling, and set up schools to train teens.

“Most of us went to learn to be brakemen,” Hyde recalled. “I was still going to high school, but I’d miss school to make a trip. Somehow, I got my homework done and graduated. We were earning \$5.59 for a 100-mile day.”

The rail school, like others in Memphis, Tenn., and Chicago, Ill., turned out a crop of young switchmen, firemen, brakemen and flagmen every 10 days.

The youths were hand-picked, and many, like Brother Hyde, came from families that already included railroaders. “My daddy was a car inspector with the IC,” Hyde said.

Fellow “graduates” can reach Hyde by writing to him at 2900 11th Ave., Haleyville, AL 35565, or by calling him at (205) 486-2705.

Study sees poorer, sicker, older hit hardest by Medicare’s woes

Medicare recipients will pay substantially more for health care in future years if the system isn’t changed, and those who are poorer, sicker and older will disproportionately absorb the rising costs, according to a recent study released by the Urban Institute.

The research group, based in Washington, D.C., said the average annual out-of-pocket cost for services not covered by Medicare is \$3,142, an amount it expects to rise to \$5,248 by 2025.

Challenges ahead for Medicare include health care costs that are increasing faster than income, a growing elderly population and inadequate funding, the report said. The Medicare population is expected to increase from about 40 million to 70 million in 2025.

The study said the rising costs of the program should not be shifted to beneficiaries.

Retired former officers, chairperson die

Two retired former officers and a retired former general chairperson recently passed away, according to reports received at the UTU International.

Deceased are former Vice President **George W. McDevitt**, former Alternate Vice President-South **Lloyd E. Mills, Jr.**, and former Union Pacific Western District general chairperson **Harry M. Price**.

Brother McDevitt, 80, a member of Local 1130, Toronto, Ont., began his career in 1940 as a brakeman on the Canadian National. A member of Brotherhood of Railroad Trainmen Lodge 759, he held a variety of posts, including general chairperson, and was appointed to a vice presidency by the BRT board of directors in 1966. He was re-elected to the post in 1968, and at the 1971 and 1975 UTU Conventions. He retired in December 1979.

Brother Mills, 59, a member of Local 48, Norfolk, Va., began his career in 1963 as a yard brakeman with the Norfolk & Western. At the 1991 UTU Convention, he became the first UTU local chairperson ever elected to an international alternate vice president’s position. He retained that position through

Seniors are now paying about one-fifth of their income on out-of-pocket health care costs, such as premiums and prescription drugs, the study said. By 2025, such expenses will consume nearly a third of seniors’ average incomes.

Low-income elderly women in poor health now spend an average of 52% of their incomes on out-of-pocket health care costs, the study estimated. Unless Medicare changes, that will rise to nearly 72% by 2025.

Poor, sick Americans without insurance will spend about 63% of their incomes on health care in 2025, as opposed to 44% today, the study said.

Older, disabled Medicare recipients will see their spending increase to 41% in 2025, up from 29% today.

1996 and retired on a disability.

Brother Price, 86, a member of Local 78, Pocatello, Idaho, began his rail career in 1941 as a fireman on the Union Pacific, earning promotion to engineer in 1952. That year, he began serving as acting general chairperson, and then chairperson, for the Brotherhood of Locomotive Firemen & Enginemen, a position he retained at unification and held through 1973. He retired in 1976.

SP, SF retirees meet at monthly luncheons

Retirees from all crafts off the old Southern Pacific and Santa Fe railroads are invited to join those who meet on the last Tuesday of each month except December at the Elks Club in Bakersfield, Cal., according to Retiree Program member **Raymond P. Robinett** of Local 1581, Bakersfield, Cal.

The group shares a luncheon around 11 a.m., with speakers often in attendance.

For information, call Brother Robinett at (805) 392-0694, or write to him at 5412 Pembroke Lane, Bakersfield, CA 93308.

THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
48	Cannaday, Isaac N.	Portsmouth, VA	291	Craggs, Oran F.	Wildwood, FL	924	Russell, James A.	Richmond, VA	1258	Smith, Marling J.	Bradenton, FL
48	Mills, Jr., L.E.	Virginia Beach, VA	316	Wucherpfennig, R.C.	Clinton, IA	927	Biernat, Jerome	Warren, MI	1313	Gunter, Hubert E.	Amarillo, TX
78	Price, Harry M.	Pocatello, ID	446	Kanaly, John J.	Laramie, WY	942	Rogers, Gary A.	Moncks Corner, SC	1313	Seymour, Richard H.	Amarillo, TX
94	Wesley, John W.	Walnut Grove, MO	527	Erwin, Johnnie B.	Coffeyville, KS	970	Linnenkohl, C.E.	Greenwood, SC	1374	Deer, Jr., William J.	Pittsburgh, PA
113	Pearce, Douglas J.	Winslow, AZ	565	Morgan, Homer O.	DuQuoin, IL	991	Brown, John V.	New Castle, PA	1376	Feckley, Ray S.	Lancaster, OH
185	McCoy, Gene C.	Brookfield, MO	620	Messmer, John H.	Aurora, IL	1088	Lyles, William T.	Brandon, MS	1413	Wood, Gilbert B.	Jersey City, NJ
202	Pearson, Arthur N.	Manhattan, KS	632	Trevenen, James D.	S. Fork, PA	1106	Walker, Elmer R.	Rocky Mt., NC	1422	Morehouse, Roy S.	Whitefish, MT
204	Chandler, Dennis R.	W. Pueblo, CO	645	McCloskey, E.J.	Boynton Bch., FL	1130	McDevitt, G.W.	Peterborough, ON	1473	Metcalf, Charles R.	Readville, MA
211	Hunt, Amos H.	Oneonta, NY	756	Green, Gordon R.	San Antonio, TX	1188	Mincks, Walter E.	Wellston, OK	1765	Leedham, Ross E.	Ludington, MI
226	Findley, Chester C.	Dyer, TN	762	Causey, John B.	Dothan, AL	1201	Pendergraft, N.G.	Oregon City, OR	1814	Cantrell, Guy	Inman, SC
278	Cannehl, Paul H.	Concord, MI	857	Everett, Joe T.	San Antonio, TX	1216	Hatfield, Elfin M.	Falls City, NE	1831	Oliva, William	Mineola, NY
284	Ward, William C.	Painesville, OH	911	Shupe, William E.	Medord, WI	1227	Graham, Jr., J.D.	Derby, KS	1948	Haney, Keith W.	E. Liverpool, OH

Get ready for the 2001 Regional Meetings!

The UTU/UTUIA Regional Meetings scheduled for this summer promise fraternalism, education and fun.

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

All those attending must be registered in order to attend any planned social functions. Children under 11 who are pre-registered will be complementary. Registration forms will be printed in the next edition of the *UTU News*. A completed registration form for each attendee, regardless of age, must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, seven days prior to the scheduled start of the meetings or they will be charged an additional fee for on-site registration, in addition to the normal registration fee.

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 and three-day registration fees have yet to be determined; they will be announced in the next edition of the *UTU News*.

The Regional Meeting agenda also will be announced in an upcoming issue of the *UTU News*, along with details of the golf outings held the Sunday morning before the first day of the meetings.

You may cancel your Regional Meeting registration seven 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.

Save on air fares

Members attending the Regional Meetings are urged to book flights early to take advantage of the discounts arranged by the UTU International. Savings of up to 15% are available if flights are booked 61 days before departure.

For flights to Greensboro, N.C., call U.S. Air at (877) 874-7687 and refer to Gold File 17611859, or call Delta at (800) 241-6760 and refer to number DMN174239A. To arrange flights from the U.S. to Winnipeg on Northwest or Continental, call (800) 328-1111 and refer to the code NYNQF. To fly aboard Air Canada, call (800) 361-7585 and refer to file CV517966.

Call the airlines between Monday and Friday, 7:30 a.m. to 7:30 p.m. A Saturday night stay is required to get the lowest fare.

June 25-27, 2001, Greensboro, N.C.

Sheraton Greensboro Hotel at Four Seasons
3121 High Point Rd., Greensboro, NC 27407
Hotel direct reservations: (800) 242-6556
Call between the hours of 6 a.m. and 11 p.m. EST
Reservation code: UTU
Room rate: \$119 single/double
Reservation deadline: May 20, 2001
Parking: Free, self parking

July 23-25, 2001, Winnipeg, Manitoba

Delta Winnipeg Hotel (*host hotel*)
350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
Hotel direct reservations: (800) 268-1133
Reservation code: UTU
Room rate: C\$125 single/double
Reservation deadline: June 19, 2001
Parking: C\$9 per day

Sheraton Winnipeg Hotel (*first overflow hotel*)
161 Donald St., Winnipeg, Manitoba R3C1M3
Hotel direct reservations: (800) 463-6400
Reservation code: UTU
Room rate: C\$109 single/double; C\$124 deluxe king/2 queens
Reservation deadline: June 19, 2001
Parking: C\$8.50 per day

Place Louis Riel All-Suite Hotel (*second overflow hotel*)
190 Smith St., Winnipeg, Manitoba R3C1J8
Hotel direct reservations: (800) 665-0569
Reservation code: UTU
Suite rate: C\$120 to C\$135, single/double
Reservation deadline: June 19, 2001
Parking: C\$4.50 per day

Liftline workers pledge to join UTU

SANTA CRUZ, Cal. – A new bargaining unit of transportation workers will likely join UTU Local 23 at Santa Cruz, Calif., soon, as their employer has opted to recognize the UTU as their authorized representative.

A majority of the employees at Liftline, a division of Food and Nutrition Services, Inc., in Santa Cruz, signed authorization cards late last year requesting UTU representation.

After UTU General Chairperson Ian McFadden met with Liftline's Executive Director Sam Storey, the company agreed to recognize the UTU without the National Labor Relations Board holding a representation election.

At their first meeting, McFadden said he informed Storey that the company could either recognize the UTU as the employees' bargaining agent, or wait for the results of an NLRB-sanctioned election.

Storey said he would recommend to Liftline's board of directors that the company recognize the UTU without the election, but added he was concerned about the wording on the "A" cards that the employees signed.

"He suggested that the employees may not have realized what they were signing," McFadden said.

"They knew what they were signing and attended the next board meeting to tell them so. I also prepared an NLRB petition for election and had it in hand at the board meeting to demonstrate that anything less than recognition would result in the UTU filing the petition the next day," McFadden told *UTU News*.

However, McFadden was informed the following morning that the company would recognize the UTU.

Liftline is a private, non-profit organization that began operating as a delivery service for Meals on Wheels. Current operations also include transportation to child care centers and Elderday, a senior activity center.

The company operates as a para-transit provider under contract with the Santa Cruz Metropolitan Transit District, which budgets over \$3 million annually for its para-transit services.

Seventy-two percent of the company's employees, which include drivers, dispatchers, schedulers, assistants and mechanics, signed UTU "A" cards, however, it has not yet been determined if all of the employees will join

the bargaining unit. At *UTU News* presstime, Bus Vice President Bernie McNelis said that a survey of the employees had been completed and representatives of Local 23 were working on drafting a contract proposal.

"I would like to thank Chairperson McFadden and his committee for their effort in getting these employees recognized and for foregoing an election. I would also like to acknowledge Jim Harford for his assistance to Local 23," McNelis said.



Greetings from Germany

A group of active and retired UTU members on a recent UTU Travelers Club trip to Europe pause for a moment to be photographed in Wirtzburg, Germany. Space is still available on two upcoming trips for UTU members and their friends interested in being part of the fun. Set for May 21, 2001, is the seven-night Voyage of the Glaciers aboard the Princess Cruise Line's Ocean Princess, a trip which includes an option for extending it another seven days. Also in the works is the Grand Australia & New Zealand Experience, scheduled for October 10-28, 2001, and available at a single, surprisingly attractive, all-inclusive price. For complete information, call toll free (888) 280-7657, phone (440) 748-2777 from Canada, write to Lynn Westphal Tours, 8715 Timber Edge Dr., N. Ridgeville, OH 44039, or send e-mail to <lwestphal2@aol.com>.

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- Thereafter, the Prime Rate plus 4.9%, currently 13.9%;
- At least a 25-day grace period on purchases.

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*The information about the costs of the cards described is accurate as of 1/31/01. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers. Thereafter, the APR for purchases and balance transfers will be variable, currently 9% for Prime Rate VISA and 13.9% for No Annual Fee VISA. The variable cash advance APR is currently 9% for Prime Rate VISA and 13.9% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 22.9% or a variable rate of Prime + 14.65%, currently 23.65%. Cash Advance Fee: 3% of advance amount, \$5 minimum. Cash Equivalent Item Fee: 3% of advance amount, \$10 minimum. Minimum Finance Charge: \$.50 in any month finance charge is imposed. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.



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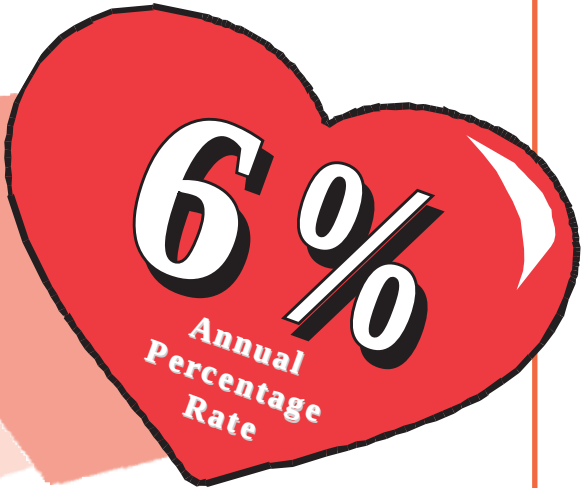


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